

CITY OF TORONTO + PARK PEOPLE

THE GREEN LINE

IMPLEMENTATION PLAN
SUMMARY REPORT
JULY 2019

DTAH / DILLON / WORKSHOP ARCHITECTURE
PAOLASINI / ASI / AW HOOKER



 **TORONTO**

**park
people**

CONTENTS

Executive Summary4

1. Introduction 6

2. Design Framework 9

3. Conceptual Master Plan 24

4. Site Specific Designs 40

5. Street Improvements48

6. Design Guidelines + Details 62

7. Implementation + Phasing 70

Appendices

- A. Consultation + Communication Report
- B. Hydro One Approved Plant List
- C. Acknowledgments

The Green Line Implementation Plan was prepared for the City of Toronto Parks, Forestry and Recreation, in partnership with Park People.

Consulting Team

DTAH, Project Lead
Dillon Consulting
Workshop Architecture
Toni Paolasini
Archaeological Services inc.
A.W. Hooker

Project credit: City of Toronto, July 2019



Photo credit: Park People / Sammy Tangir



EXECUTIVE SUMMARY

THE OPPORTUNITY

Finding new space for parks in an increasingly dense city is a challenge. Recognizing a rare opportunity for new parkland, the vision for the Green Line is to transform a currently in-use electric transmission corridor into a five km-long connected park and open space. The corridor is owned by the Province of Ontario and includes active Hydro One infrastructure that powers our city and beyond. However, the land can do double-duty as both hydro corridor and public green space. Indeed, the City of Toronto has licensed and operated several parks within this space for decades, yet many of the parcels remain undeveloped leaving the open space network discontinuous.

The creation of a connected series of open spaces within this corridor has been a goal of local citizens and the City of Toronto since before amalgamation. More recent community-initiated activities—such as an ideas competition in 2012 led by Park People and Friends of the Green Line—have generated strong community interest to make the vision a reality. The City’s Parks, Forestry and Recreation division heard the community, and commissioned a comprehensive study and master plan in partnership with Park People to create a blueprint for implementing the Green Line. Once realized, the Green Line will provide much needed park space for a number of neighbourhoods that it both passes through and connects—from Wiltshire Avenue and St. Clair in the north west to Davenport and Macpherson Avenue at the south east end, from the Corso Italia neighbourhood

down to Casa Loma and the Annex. A continuous Green Line is an important east-west pedestrian route just north of the downtown core that supports the objectives of the Downtown Parks and Public Realm Plan adopted by Council in May 2018.

THE CHALLENGE

While there is opportunity in parts of the Green Line that are available for the City to license from HONI and create more parkland, there are two main challenges to creating a connected system of parks in the hydro corridor. The first challenge is to work around parcels of land that are currently licensed by others (mainly for parking). The second challenge is the overarching condition for the entire Green Line - that all parks within the corridor must satisfy the technical requirements of HONI to operate its infrastructure. These technical requirements have changed since some of the existing City parks were created decades ago. Given the reality of this constraint, many of the ideas from the 2012 competition are not permissible by HONI, especially bridges and structures. Through a rigorous analysis of the challenges and opportunities, this master plan for the Green Line proposes a viable action plan.

ENGAGEMENT

The vision for the Green Line is informed by extensive community input, thorough stakeholder engagement and detailed analysis of existing conditions. This master plan

responds to what we heard through various engagement activities. Overall there is overwhelming support for the Green Line with several key priorities identified:

- Improve pedestrian safety and connectivity
- Add new parks
- Improve the existing parks
- Connect the Green Line to other active transportation route and park systems

THE MASTER PLAN

The master plan presents a comprehensive design framework that includes guiding principles, an approach to developing the Green Line over time with a priority phasing plan for implementation, and specific design strategies for both parks and streets that together will guide the development of this linear park system. To supplement the master plan, several sites have been identified to illustrate a greater level of detail and assist the City during the following stages of design and implementation.

MAKING IT HAPPEN

There are 45 land parcels that make up the Green Line, and more than 20 proposed projects prioritized into three time horizons: immediate (0-3 years), near-term (3-5 years), and longer term (5-10 years). The plan focuses on parcels that are available to become parkland and on making connections through and adjacent to the parcels that are not currently available. Connecting all of the 45 land parcels that comprise the Green Line is the long-term objective.

Making the Green Line happen will largely proceed as a City initiative, led by Parks, Forestry and Recreation (PFR) division, working collaboratively with other city divisions, including Community Planning and Urban Design. The linear form of the Green Line means that it crosses numerous streets of varying types, from quiet local streets to busy arterials. One of the central design strategies (described in Section 2) that emerged from this study is: **The Green Line = Parks + Streets**. The partnership between PFR and Transportation Services that will make the Green Line happen over time is key to realizing a safely connected park and open space network.

The Green Line is a park system that takes a long view. Today there are parcels within the Green Line that are available for the City to license from Hydro One for secondary land use and develop as parks. In future, additional land parcels within the Green Line may become available when their current licenses by others change. The City will monitor if and when any additional parcels can be added to the Green Line and reserves the right to make connections through all parcels if the opportunity arises in future.

1. INTRODUCTION

THE GREEN LINE IS A DISTINCTIVE AND FASCINATING OPPORTUNITY TO CREATE A UNIQUE LINEAR PARK SYSTEM THAT WILL CONTRIBUTE TO THE BROADER OPEN SPACE NETWORK IN TORONTO.

WHAT IS THE GREEN LINE?
Finding new space for parks in an increasingly dense city is often difficult and complicated. Enter the Green Line, a unique linear park system that will contribute to the broader open space network in Toronto. The vision to make this 5-kilometre long provincially-owned electric transmission (hydro) corridor also function as a publicly accessible open space has been a long-standing goal of local citizens and the City.

The City of Toronto has operated and maintained several parks within this hydro corridor for several decades. The opportunity to improve the existing parks, add additional parks, and rethink the Green Line site with a unified concept and identity was the focus of a community-initiated international ideas competition in 2012. Although the thoughts generated by the competition were never intended to result in built projects, the range of possibilities helped to stimulate dialogue and action. Most recently, support from Park People and Friends of the Green Line has generated strong community interest to make this vision a reality. Building on these efforts, the City of Toronto commissioned Parks, Forestry and Recreation (PF+R) Capital Projects to develop the Green Line Implementation Plan.

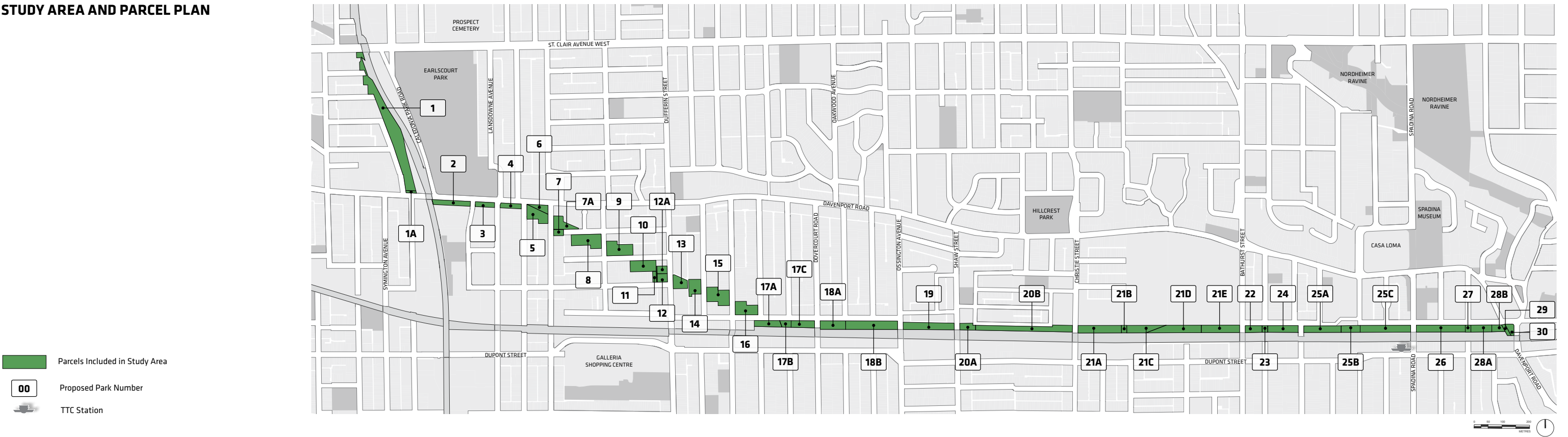
The primary use of the hydro corridor is to deliver electricity through the City and province. Consisting of 45 land parcels, the corridor is owned by the Province of Ontario and regulated by Infrastructure Ontario, except for a few smaller parcels owned by the City of Toronto. The City’s PF+R division already has several licenses on portions of the corridor for City parks and are a permitted secondary land use approved by the province. Located within a series of neighbourhoods, these existing parks are well-used by the community. Several other license holders exist as well within the corridor, mostly for vehicle parking. The main challenge of the Green Line Implementation Plan is to connect all the parcels to provide continuous pedestrian movement, expand the City’s open space system, and to minimize impacts on the other secondary use license holders in the corridor.

Another challenge is that all facilities within the corridor must satisfy the technical requirements of Hydro One Networks Inc. (HONI). Safety and integrity of the infrastructure are the primary concerns in a high voltage electric transmission corridor, and the design of all components of the Green Line must meet these specifications. Given this, many of the ideas from the 2012

competition are not possible such as pedestrian and cycling bridges, elevated structures, storm water management facilities, and significant large canopy tree planting. Many of these elements would interfere with the operations and maintenance of the hydro infrastructure and create potentially unsafe conditions, and the City cannot include them as part of this effort.

STUDY AREA
The Green Line is approximately five kilometers in length and located in midtown Toronto. Running from Wiltshire Hydro Corridor to the Annex, this corridor is already a welcome green relief in the urban environment. To assist with orientation and document organization, the study area is subdivided into 45 individual land parcels based on property lines, ownership and license agreement boundaries. The Parcel Plan below outlines the location of each parcel. From this point forward in the report the parcels are identified by these numbers.

STUDY AREA AND PARCEL PLAN



STUDY PROCESS

The Green Line Implementation Plan is directed by the City of Toronto PF+R division in partnership with Park People and consulting with Infrastructure Ontario (IO) and Hydro One Networks Inc.(HONI) during the study. Beginning in January 2017, the Green Line Implementation Plan project was organized into two phases.

Phase 1 included an inventory and analysis of existing conditions and public consultation. The project team reviewed existing planning policies, conducted environmental and archaeological assessments, prepared a safety and walkability audit and Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis, and consulted with stakeholders. Opportunities and constraints were identified, character areas were defined and priorities established. The Phase 1 Summary Report: Research, Analysis and Consultation documents this process.

Informed by the Phase 1 findings and consultation input, the project team began to develop the Green Line conceptual master plan in Phase 2, along with developing design guidelines, site specific details, a phasing and implementation strategy, and a cost estimate to assist the City with the delivery of the overall master plan improvements over time as the opportunities arise and funding is available. The Phase 2 draft recommendations were presented at a public open house and refined based on comments received.

ENGAGEMENT ACTIVITIES

The Green Line Implementation Plan is informed by thorough community and stakeholder input. Ongoing consultation and discussions were held with HONI and IO throughout the development of the Implementation Plan and received with positive support.

As stated above, two public events were held. The first was a well-attended Jane’s Walk of the entire corridor where participants could see first-hand the existing conditions and understand the opportunities and challenges. The second public event was also well-attended, with the gathering at the City of Toronto Public Archives.

In addition to the public events, several meetings were held with key stakeholders. This group included all of the secondary use license holders throughout the corridor,



Green Line Implementation Plan: Process

identified on pages 14-15. Two rounds of meetings were held, during Phase 1 to discuss the project and identify opportunities and challenges, and again during Phase 2 with the draft recommendations.

A more detailed record of engagement activities is included in the Appendices.

2. DESIGN FRAMEWORK

THE GREEN LINE WILL TRANSFORM A CURRENTLY IN-USE TRANSMISSION CORRIDOR INTO A FIVE-KILOMETRE-LONG NEIGHBOURHOOD PUBLIC SPACE AND COMMUNITY DESTINATION THAT CREATES A SAFER, ACCESSIBLE, HEALTHIER, MORE CONNECTED, AND ENGAGED TORONTO.

The vision and guiding principles informed the design strategies that led to the development of the design framework and conceptual master plan that follows in Chapter 3.

GUIDING PRINCIPLES

The six guiding principles below are informed by community interest, best practices, and considerable stakeholder and client consultation.

Connect Communities



Image from Discover the Green Line Event, 2013

Improve Safety and Walkability



Doors Open TO Event, 2017

Enhance Identity and Placemaking



Existing Green Line Mural at Dovercourt Rd

Encourage an Active and Healthy City



Image from Discover the Green Line Event, 2013

Further Engage the Community



Bee Line Parade on the Green Line Event, 2017

Establish Priorities, Partners, and a Rational Implementation Strategy



Jane's Walk / Public Meeting, 2017

DESIGN STRATEGIES

The following design strategies establish the proposed direction for the Green Line. These specific tactics are the foundation of the conceptual master plan, helping to inform both the character of this unique linear park system and detailed design efforts in the future.

1. THE GREEN LINE = PARKS + STREETS

Combine right-of-way public space within and adjacent to the hydro corridor to strengthen the overall sense of place and take advantage of partner agency collaboration and allow connections through parcels occupied by others for seamless experience.

2. MAXIMIZE AMENITIES WITHIN CONSTRAINTS

Respect the current ownership, primary users and secondary licenses, while maintaining the necessary clearance and setbacks and taking full advantage of the potential amenities.

3. IMPROVE EXISTING PARKS

Update facilities over time, introduce new programming where possible, retain existing vegetation, introduce new plantings, new materials, details and furnishing.

4. INTRODUCE NEW PARKS

Create additional new open and flexible green spaces, with facilities and programming, enhanced planting, improved materials and furnishings, connected by the Green Line path.

5. CREATE SEAMLESS CONNECTIONS

Create a clear and inviting route weaving through the various parcels and public rights-of-way with generous and accessible paths, sidewalks, crossings, streetscape improvements, signs and wayfinding.

6. PROVIDE FLEXIBLE SPACES AND PROGRAMS

Offer choice and support a range of uses and users with limited space and constraints of the hydro function.

7. MAKE PLACES WITH UNIQUE DESIGN ELEMENTS

Introduce seating, materials, and a character that is unique and identifiable to the Green Line.

8. PRIORITIZE PLANTING FOR BIODIVERSITY

Transform park spaces into beautiful and ecologically valuable habitats with pollinator species.

9. USE REPETITION TO REINFORCE CONNECTIVITY

Bring a clear sense of unity, consistency, and cohesion to the many parts, creating a distinct character to the greater whole.

DESIGN CONSTRAINTS

The Green Line shares many characteristics of other well-known linear park systems in Toronto and further afield, but it does differ in a few key aspects that influence the Master Plan recommendations.

The most significant difference is that the entire site is in an active high-voltage hydro corridor. As a result, every proposed activity, facility and design detail throughout the Green Line must satisfy HONI’s technical requirements. These requirements help to ensure public safety and the operations and maintenance of this important infrastructure. As a result, these requirements result in certain elements such as pedestrian bridges, overhead structures, tall canopy tree planting, significant grading and stormwater management features not being possible. Horizontal separation is required around each of the hydro tower bases along with a clear route between the towers to permit

maintenance vehicle emergency access. These requirements inform the design and arrangement of planting areas and furnishings such as benches and pathway lighting. Vertical clearance is also required from all overhead wires which limits the height of vegetation and other elements.

Another significant design constraint that sets the Green Line apart from other linear park systems is the currently fragmented nature of the parcels. The corridor was never connected and cohesive like you might find other at grade infrastructure, such as a rail line (like the West Toronto Rail Path or proposed Davenport Diamond) or a highway (The Bentway). Connecting the Green Line parcels is one of the primary objectives, but the means to do so are limited. Pedestrian bridges were proposed in the 2012 Ideas Competition as means to connect across streets with higher volumes of vehicle traffic and create high profile entrances announcing the Green Line. This study further explored the feasibility to include bridges. In the end, no such structures are permissible by HONI given the technical requirements mentioned above. However, connections for safe and convenient movement at grade are recommended by other means to provide a seamless route through the corridor.

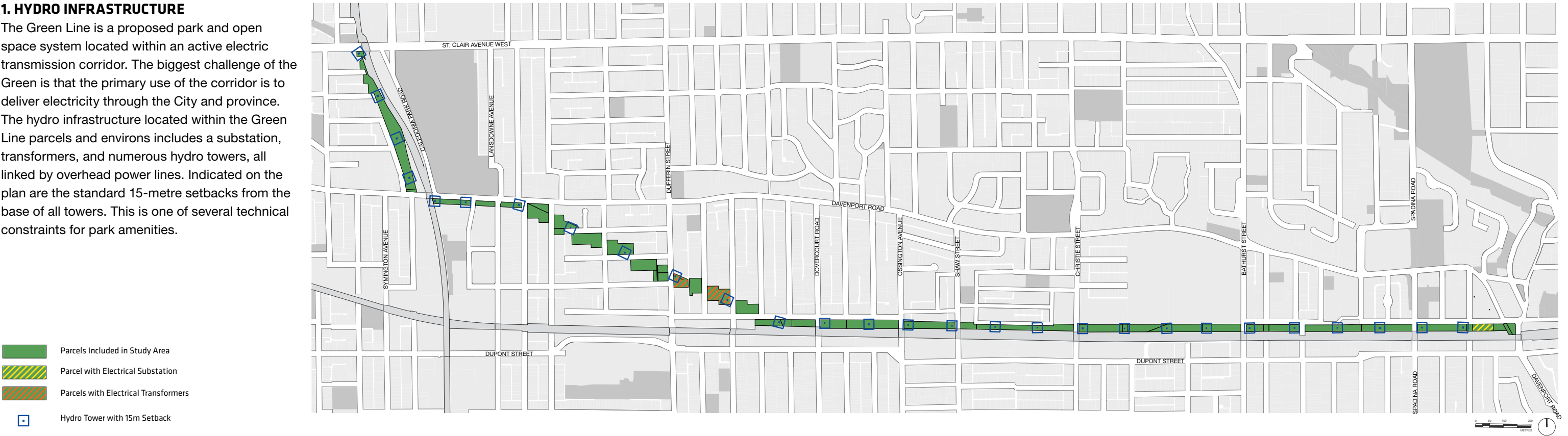
Another design constraint is the number of active secondary licenses held by others. Most of these licenses are for parking and updated regularly with Infrastructure Ontario. Given the current significant demand for parking in this part of the city, this study proposes to retain the current licenses, rearrange parking layouts to permit access through the site, and make use of adjacent public streets where adjustments are not possible. The understanding between the City and Infrastructure Ontario is that the Green Line is a priority project, and that both will monitor the opportunities to extend the park system in the future if the need for parking changes in the future.

FRAMEWORK PLANS

Following from Phase 1, a series of nine framework plans were developed to help identify and communicate the range of opportunities, inform specific improvements, and direct strategic recommendations. Below and on the following pages are the components of the framework that together inform the development of the conceptual master plan and site specific details.

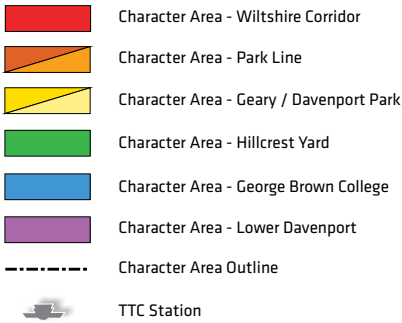
1. HYDRO INFRASTRUCTURE

The Green Line is a proposed park and open space system located within an active electric transmission corridor. The biggest challenge of the Green is that the primary use of the corridor is to deliver electricity through the City and province. The hydro infrastructure located within the Green Line parcels and environs includes a substation, transformers, and numerous hydro towers, all linked by overhead power lines. Indicated on the plan are the standard 15-metre setbacks from the base of all towers. This is one of several technical constraints for park amenities.



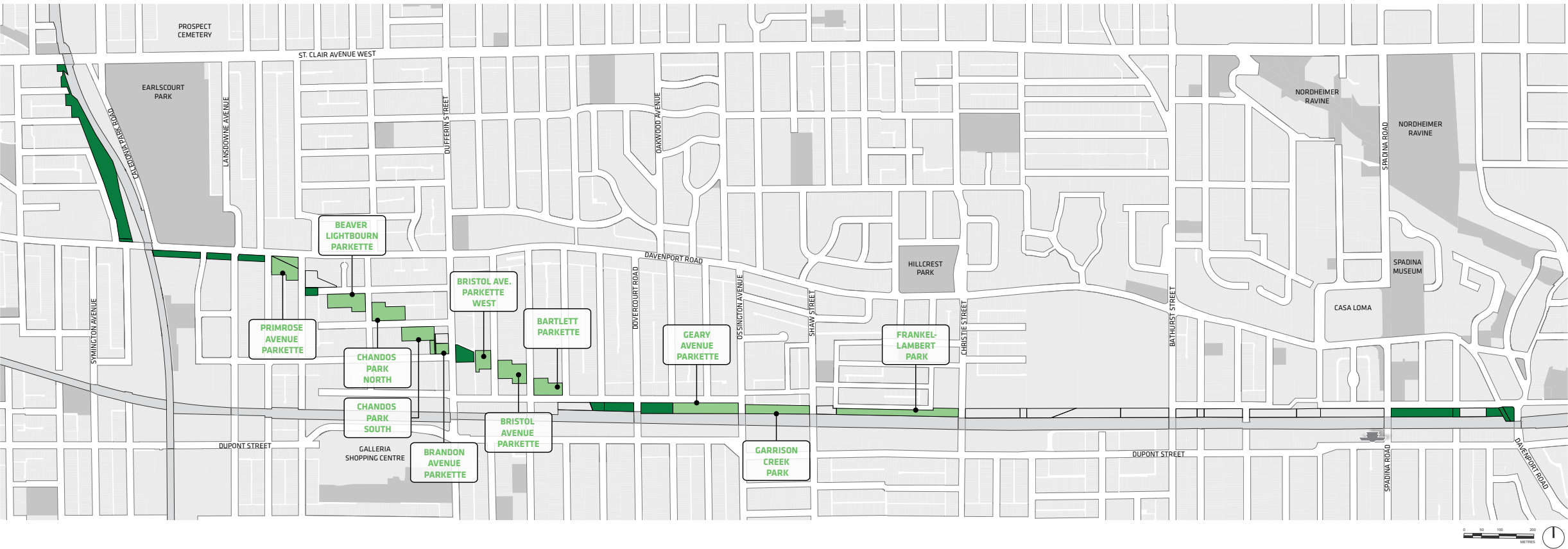
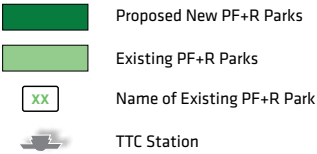
2. CHARACTER AREAS

Six character areas are defined for the Green Line and are informed by the input and findings from Phases 1 and 2. The suggested names for the character areas currently reflect the adjacent neighbourhoods and dominant land uses. This manner of organizing the 5-kilometre long corridor will help to describe and organize the recommendations in the Conceptual Master Plan.



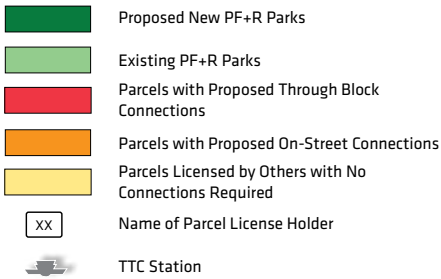
3. NEW + EXISTING PARKS

Within the Green Line there are 11 existing City of Toronto PF+R parks, made up of 14 parcels. These parks were developed in the 1970's when the City of Toronto established license agreements with HONI to permit these parks. Through an exploration of the existing license agreements and vacant sites, this conceptual master plan proposes 10 new PF+R parks, made up of 15 vacant parcels not licensed to others. Most of these parks would require a new lease agreement between City of Toronto and IO/ HONI, except one park that is proposed on land owned by the City of Toronto near Davenport and Macpherson.



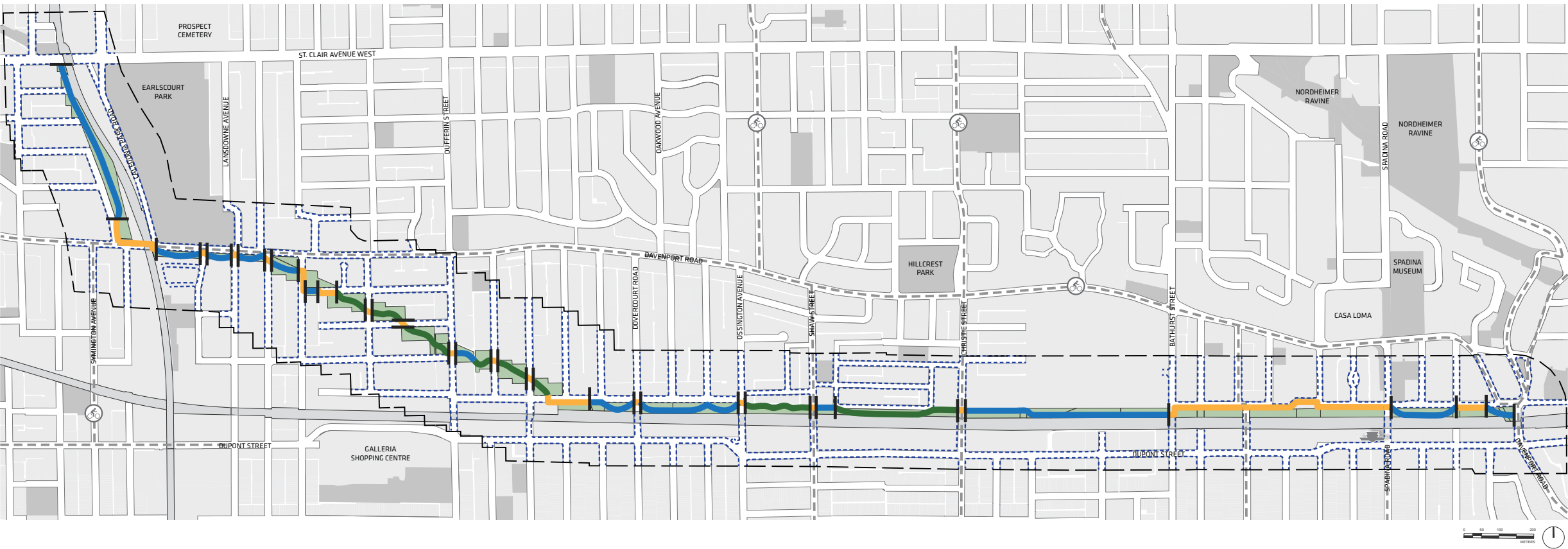
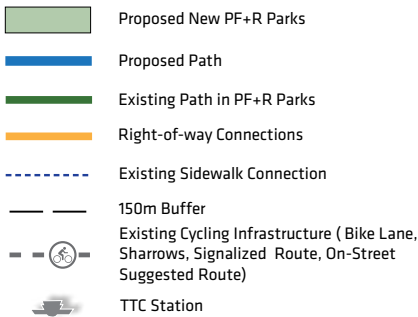
4. EXISTING LICENSE AGREEMENTS

The majority of Green Line parcels are owned by the Province of Ontario, with the primary license held by HONI. Numerous secondary licenses exist for uses such as parks and parking lots. To complete the Green Line a number of new park licenses are proposed. Several parcels will require new through connections and adjustments to the current licenses. In a few instances, making connections through the hydro corridor is not possible at this time; in these instances connections are proposed via the adjacent streets. The City reserves the right to make connections through all parcels if and when the opportunity arises in the future.



5. CIRCULATION

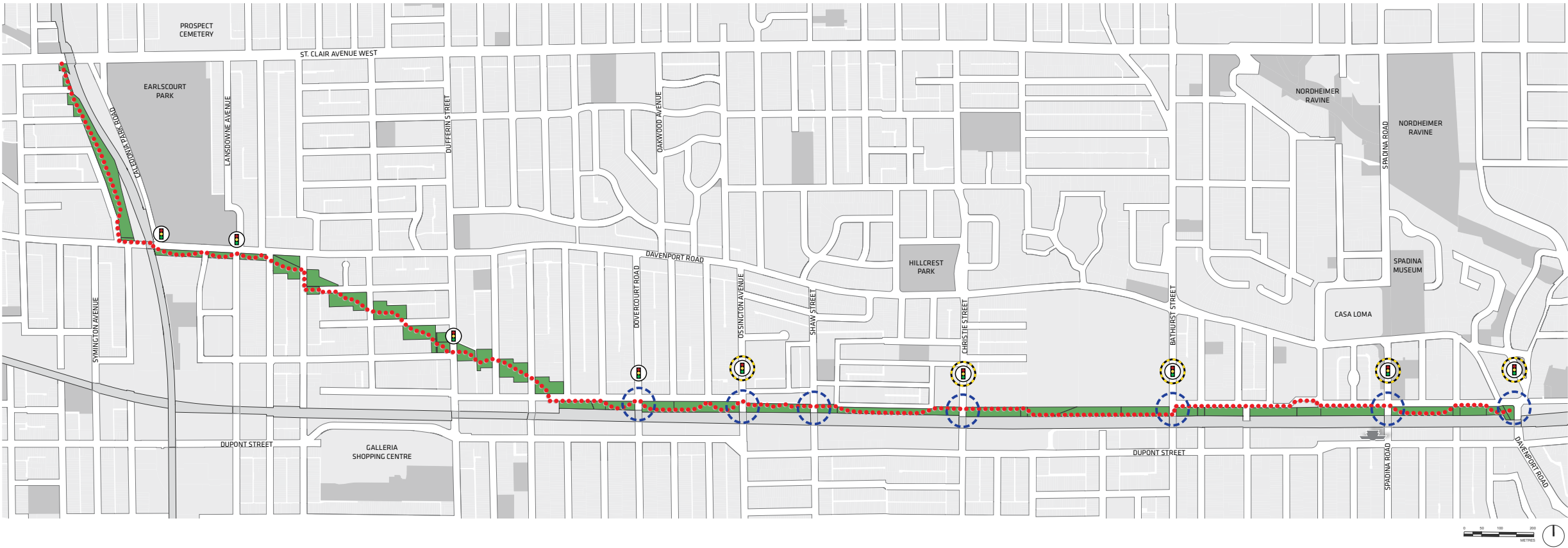
A safe, convenient, and connected pedestrian system is a major component to the Green Line plan. This diagram illustrates how the path can be achieved for the entirety of the Green Line. To achieve this requires the addition of new parks, improvements to existing parks, and shared use of the adjacent street rights-of-way. New paths will complement the existing network with wider and improved surfaces.



6. CROSSINGS

One of the key objectives for the Green Line is to provide safe and convenient crossings of all intersecting streets. Some of the crossings occur on local streets and require minimal intervention. Others are located at arterial and collector streets with a higher volume and speed of vehicles and will necessitate controlled intersections. In total, five new controlled intersections are proposed.

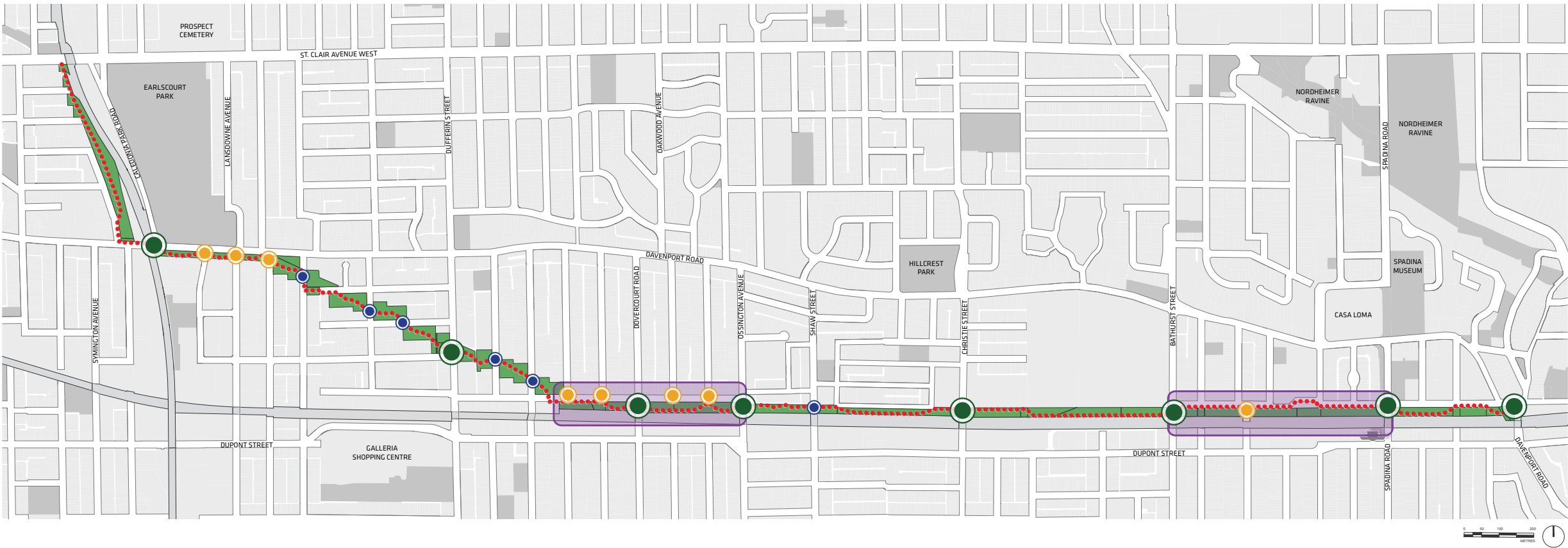
- Proposed New PF+R Parks
- Proposed Path
- Large + Constrained Crossings
- Existing Signalized Intersections
- Proposed Signalized Intersections
- TTC Station



7. IMPROVEMENTS WITHIN RIGHT-OF-WAY

There is an opportunity to improve the public street right-of-way in two locations to close gaps in the Green Line and to expand the sense of place beyond the hydro corridor itself. The transition of Geary Avenue into a mixed-use corridor with slower vehicle traffic, cycling network improvements, broader sidewalks, and additional planting can support—and be supported by—park improvements. Further east by George Brown College, the Green Line will make use of the public right-of-way to provide connections with a narrower roadway, new and improved sidewalks with planting, and cycling infrastructure.

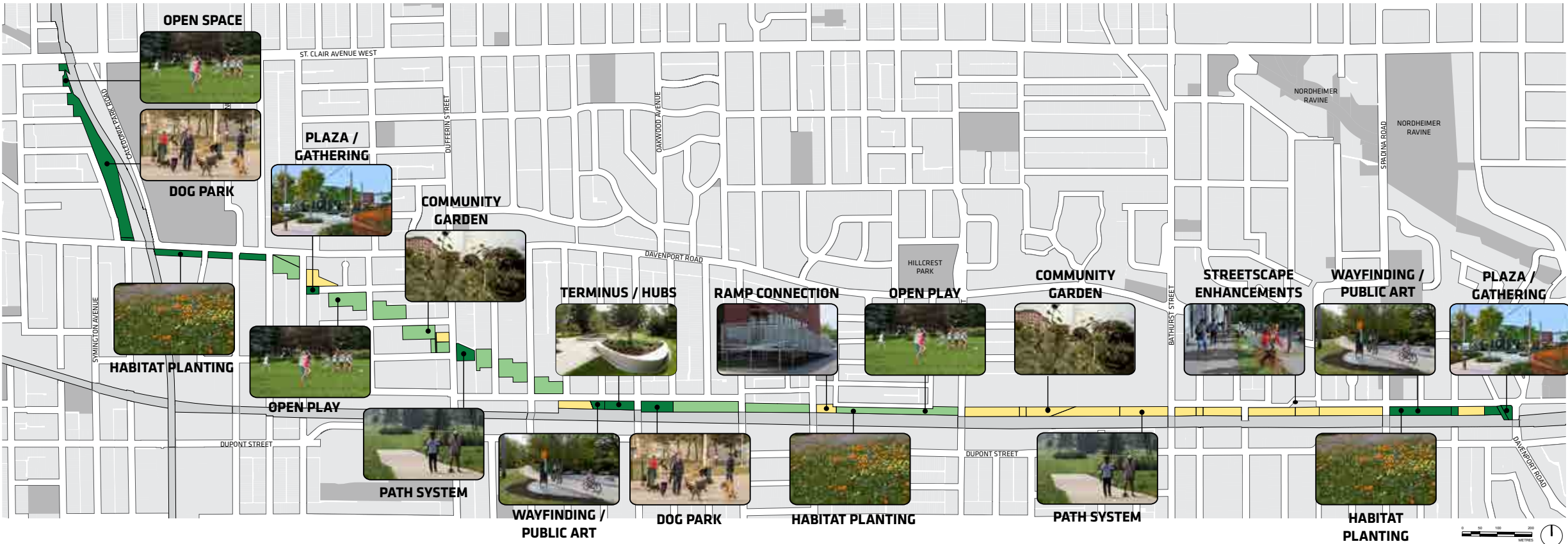
- Proposed New PF+R Parks
- Streetscape Improvements
- Proposed Path
- Existing + Proposed Signal
- Existing + Proposed Stop Signs
- Existing + Proposed Informal Crossings
- TTC Station



8. PARK PROGRAMMING

Existing and future parks in the Green Line will include a range of programmed uses. Some of the current uses may be “non-conforming” and will require further discussion with Hydro One about upgrades and maintaining a state of good repair for the various facilities. Several uses desired by the community are either not compatible with the operation and maintenance of a hydro corridor or will need to follow a separate City process, such as Dog Off Leash Areas (DOLA) and community gardens. While this plan highlights key potential ideas for each parcel, each new park and revitalized existing park will have its public consultation process to determine programming and facilities.

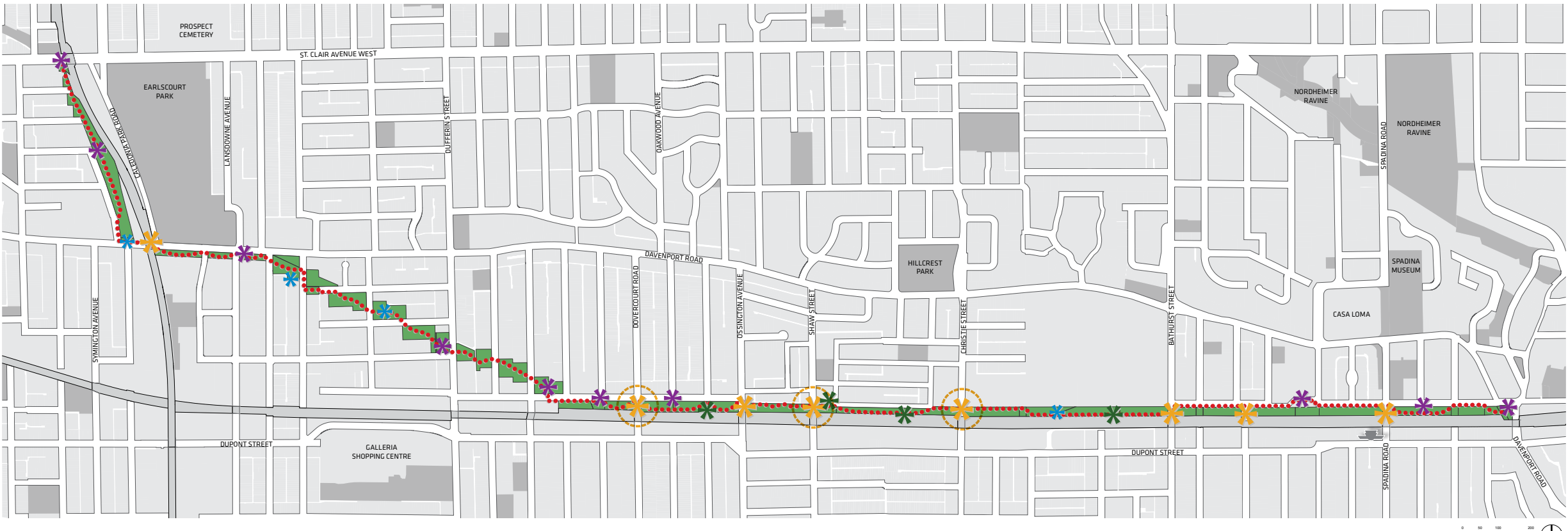
- Proposed New PF+R Parks
- Existing PF+R Parks
- Parcels with License Agreements



9. PUBLIC ART

Public art is an opportunity to reflect and reinforce the character of the Green Line and it will help to support identity and wayfinding, specifically at visual termini and special key locations. The following plan highlights all potential locations, however not all are recommended. All public art works must be within the City of Toronto public right-of-way and not the hydro corridor. A separate process by the City’s Cultural Division is required to determine public art locations and manage acquisitions within the Green Line. See Chapter 6: Design Guidelines and Details page 68 for more information related to public art.

- Proposed New PF+R Parks
- Proposed Path
- Permanent Public Art Feature
- Temporary Public Art Feature
- Existing Urban Illustrations Public Art Feature
- Urban Illustrations Public Art Feature
- Public Art Integrated into Infrastructure
- TTC Station



DESIGN CHARACTER

The Green Line exists within a evolving part of the City, with residential neighbourhoods and employment areas close together. Industrial uses have over the years located close to the rail lines that are adjacent to much of the hydro corridor with some still in operation.

As the area transitions and invites more users to the Green Line, the intent is for the design character to draw inspiration from the uses and history of the area. New features will employ a raw and robust material palette of concrete, wood, and steel with a planting palette of native species arranged in a naturalistic manner.

Reinforcing the use of these materials throughout the Green Line will respect the existing context and heighten the sense of place. A more detailed planting strategy is addressed in a following section.

Given that the Green Line is located within an active hydro transmission corridor all details and materials must respect HONI’s technical requirements (for example, safety, access, and conductivity).



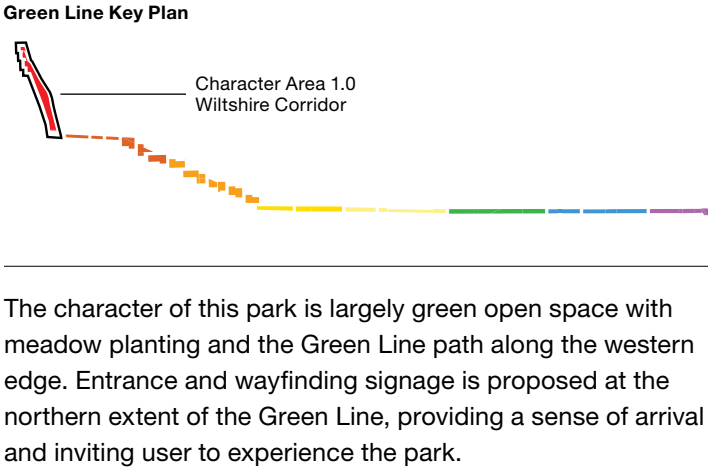
3. CONCEPTUAL MASTER PLAN

CHARACTER AREA 1.0 / WILTSHIRE CORRIDOR

The Wiltshire Corridor character area is adjacent to the Wiltshire neighbourhood east of Carleton Village.

This new park connects Davenport Road to St. Clair Avenue, with the opportunity to make further connections to other area green spaces, such as Sedra Park. Pedestrians and cyclists will connect to the rest of the Green Line and Davenport Diamond via sidewalks and bike lanes on Davenport Road. Further west, connections are possible along Davenport Road to the West Toronto Railpath.

The Green Line is integrated with the planned redevelopment of 1800 Davenport Road (at the corner of Wiltshire Avenue, providing a new pedestrian connection where today there is no sidewalk on the east side of the street.



- Key Features
- 1 Proposed Parking Lot from Adjacent Development Application (Not in Scope / By Others)
 - 2 Future Driveways in Adjacent Development (Not in Scope / By Others)
 - 3 Future Parking Lot (Not in Scope / By Others)
 - 4 Gateway Feature
 - 5 Path Connections to Existing Sidewalk
 - 6 Zebra Markings Added to Existing Crossing
 - 7 Proposed Potential Green Line Related Public Art Location in Underpass
 - 8 Green Line Entrance and Wayfinding Signage
 - 9 Proposed Fence from Adjacent Development Application (Not in Scope / By Others)

- Master Plan Legend
- | | |
|---|----------------------------|
| Property Line | Buffer Planting |
| Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone | Open Lawn |
| Pedestrian Street Crossing | Meadow Planting |
| Concrete Sidewalk | Shrub Planting |
| 3m Green Line Asphalt Path | Low Woody Planting |
| Bench Seating, Waste and Lighting Adjacent to Path | Existing Tree Planting |
| Bench Seating with Perennial / Grass Planting | Large Canopy Tree Planting |
| Fencing | |
| Parking | |



CHARACTER AREA 2.0 / PARK LINE

The Park Line character area includes a series of new and existing parks that connect the future Davenport Diamond and Wiltshire Corridor to the existing parks to the east. Park users will connect to the Park Line via the many local neighbourhood streets and larger arterials streets that traverse the Park Line.

The character of these parks is largely green open space with meadow planting and the Green Line path. The Green Line path is either part of new park parcels or a widened 3.0m facility along a similar alignment to existing paths within the

current parks. These new and improved paths are vital to achieving a seamless connection throughout the Green Line.

Existing park facilities and amenities are retained and upgraded where necessary. Additional planting is added to existing parks to ensure that their character is similar to the new park parcels. Additional planting along the southern boundary of Davenport Road between Lansdowne Avenue and Caledonia Park Road is to reflect a similar character to Earlescourt Park on the north side. For site specific design of the new park on parcel 4, see page 42.

Key Features

- 1 Connection to Metrolinx Davenport Diamond Proposal
- 2 Connection to Earls court Park
- 3 Replace Existing Stair Connection
- 4 Existing Playground Fence
- 5 Existing Play Equipment and Reshape Existing Sand Pit to Accommodate Path
- 6 Existing Splash Pad
- 7 Accessible Connection to Existing Features
- 8 Curb Extension for Pedestrian Crossing
- 9 Enhanced Pedestrian Connection with Bench Seating and Planting
- 10 Green Line Connection on Existing Sidewalk
- 11 Replace and Extend Existing Elevated Boardwalk, Similar to Existing Condition
- 12 Gateway Feature

Master Plan Legend

- | | |
|---|--|
| Property Line | Existing Sport Facility |
| Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone | Bench Seating with Perennial / Grass Planting |
| Pedestrian Street Crossing | Fencing |
| Concrete Sidewalk | Open Lawn |
| 3m Green Line Asphalt Path | Meadow Planting |
| Bench Seating, Waste and Lighting Adjacent to Path | Shrub Planting |
| Elevated Boardwalk with Seating | Low Woody Planting |
| Parking | Existing Tree Planting |
| Existing Sand Pit and Play Equipment | Large Canopy Tree Planting |
| | Connection to Adjacent Park / Open Space Systems |



Plan: Character Area 2.0_Park Line



Plan: Character Area 2.1_Park Line

CHARACTER AREA 2.1 / PARK LINE

This segment of the Park Line character area differs in that it is mostly situated within the Wallace Emerson residential neighbourhood, is not adjacent to major streets or the rail corridor, most of the parcels are existing parks already licensed to PF+R, and the parcels are varied in size and dimension. This character area connects the future Metrolinx Davenport Diamond and Wiltshire Corridor to the existing parks to the east. A key addition is a new park on the east side of Dufferin Street which will improve safety and access.

Park users will connect to the Park Line via the many local neighbourhood streets and larger arterials streets that traverse the Park Line.

The character of these parks is largely green open space with meadow planting and the continuous Green Line Path. Existing park facilities and amenities are retained and upgraded where necessary. Additional planting is added to existing parks to ensure a similar character to the new park parcels.

Key Features

- 1 Curb Extension for Pedestrian Crossing
- 2 Existing Sport Facility
- 3 Potential Future 3m Green Line Path Location (Based on Need and Agreement Status) (Not in Scope / By Others)
- 4 Existing Plaza with New Planting and Wayfinding Signage
- 5 Existing Hydro Infrastructure
- 6 Existing Sand Pit and Play Equipment
- 7 Remove All Remnants of Old Baseball Facility
- 8 Existing Plaza
- 9 Green Line Connection on Existing Sidewalk
- 10 Proposed Intersection with Curb Extensions and Planting
- 11 Existing Parking Lot (Not in Scope)

Master Plan Legend

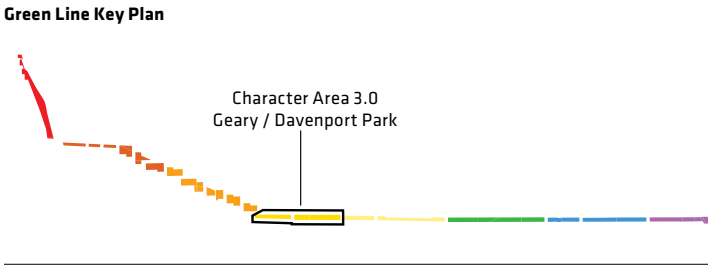
- | | |
|---|--------------------------------------|
| Property Line | Existing Sand Pit and Play Equipment |
| Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone | Open Lawn |
| Pedestrian Street Crossing | Meadow Planting |
| Concrete Sidewalk | Shrub Planting |
| 3m Green Line Asphalt Path | Low Woody Planting |
| Bench Seating, Waste and Lighting Adjacent to Path | Existing Tree Planting |
| Perennial / Grass Planting Bed | Large Canopy Tree Planting |
| Parking | |
| Existing Hydro Infrastructure | |



CHARACTER AREA 3.0 / GEARY DAVENPORT PARK

The Geary-Davenport Park character area is framed by Geary Avenue to the north and the existing rail corridor to the south. The character of the Geary Avenue neighbourhood is in transition, particularly to the west of Davenport Road. Among the traditional light industrial employment uses are newer creative and cultural enterprises such as galleries, cafés, studios, breweries and offices. The commercial character is also changing with uses such as food and beverage services that cater to the local neighbourhood and further afield. This central part of the Green Line has the opportunity to serve as a local amenity as well as a destination for this evolving area.

Park users will connect to these parks from local neighbourhood streets, Geary Avenue and the larger streets of Dovercourt Road and Shaw Street. A new signalized intersection at Geary Avenue and Dovercourt Road, being installed in summer 2019, will provide a new safe crossing opportunity, linking the new park parcels east and west of this intersection.



Geary Avenue streetscape improvements are recommended to support a higher intensity of pedestrians and cyclists and changes in use. Potential improvements include curb extensions, narrower travel lanes, wayfinding, the removal over time of the boulevard parking spaces, and additional greening opportunities. The parking lot on parcel 17A is still in demand by the license holder and the Green Line has moved to the right-of-way for an on-street connection in this area. For site specific design of the new park on parcels 17B + 17C, see page 43. For further details on the street cross section proposed for Geary Avenue adjacent to parcels 17B +17C, see pages 50-51.

Key Features

- 1 Proposed Intersection with Curb Extensions, Planting and Zebra Markings
- 2 Gateway Feature
- 3 Existing Fence
- 4 Proposed Lay-by Parking Lane
- 5 Proposed Roadway Narrowing
- 6 Concrete Sidewalk + Street Tree Planting
- 7 Accessible Connection to Existing Features
- 8 Curb Extension for Pedestrian Crossing
- 9 Green Line Connection on Existing Sidewalk
- 10 Existing Splash Pad
- 11 Reorient Existing Sport Facility
- 12 Existing Sand Pit and Play Equipment
- 13 Update Existing Raised Garden Area
- 14 Proposed Signalized Intersection with Zebra Markings
- 15 Existing Green Line Related Public Art Located in Underpass
- 16 Proposed Potential Green Line Related Public Art Located in Underpass
- 17 Proposed Enhanced Plaza with Bench Seating and Planting
- 18 New Fence

Master Plan Legend

- | | |
|---|--------------------------------------|
| Property Line | Parking |
| Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone | Existing Sport Facility |
| Pedestrian Street Crossing | Existing Sand Pit and Play Equipment |
| Concrete Sidewalk | Buffer Planting |
| Lay-by Parking and Curb Extensions | Open Lawn |
| 3m Green Line Asphalt Path | Meadow Planting |
| Bench Seating, Waste and Lighting Adjacent to Path | Shrub Planting |
| Perennial / Grass Planting Bed | Low Woody Planting |
| Fencing | Existing Tree Planting |
| | Large Canopy Tree Planting |



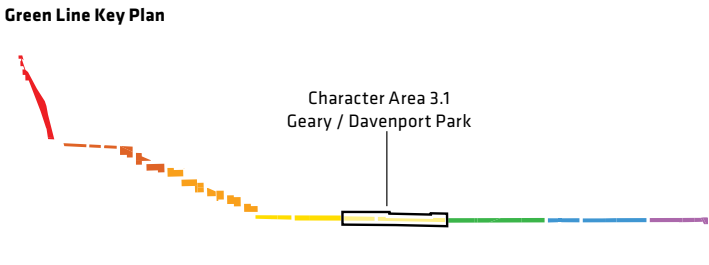
Plan: Character Area 3.0_Geary-Davenport Park

CHARACTER AREA 3.1 / GEARY-DAVENPORT PARK

This segment of the Geary-Davenport Park character area includes already existing parks between Ossington Avenue and Christie Street. Major improvements are related to enhanced street crossings to connect the various parks.

Users will access these parks from local neighbourhood streets, Ossington Avenue, Shaw Street, and Christie Street. Crosswalks are introduced at Ossington Avenue and Christie Street. An improved accessible path is provided to connect through the Melita Toronto Community Housing Corporation (TCHC) property developed through consultation with TCHC.

The Plan recommends repairs and enhancements to existing park facilities and retention of the existing community gardens in Garrison Creek Park and Frankel-Lambert Park.



Further consultation is required to identify the specific park programming and improvements. The existing Green Line path in this segment will widen to 3.0m.

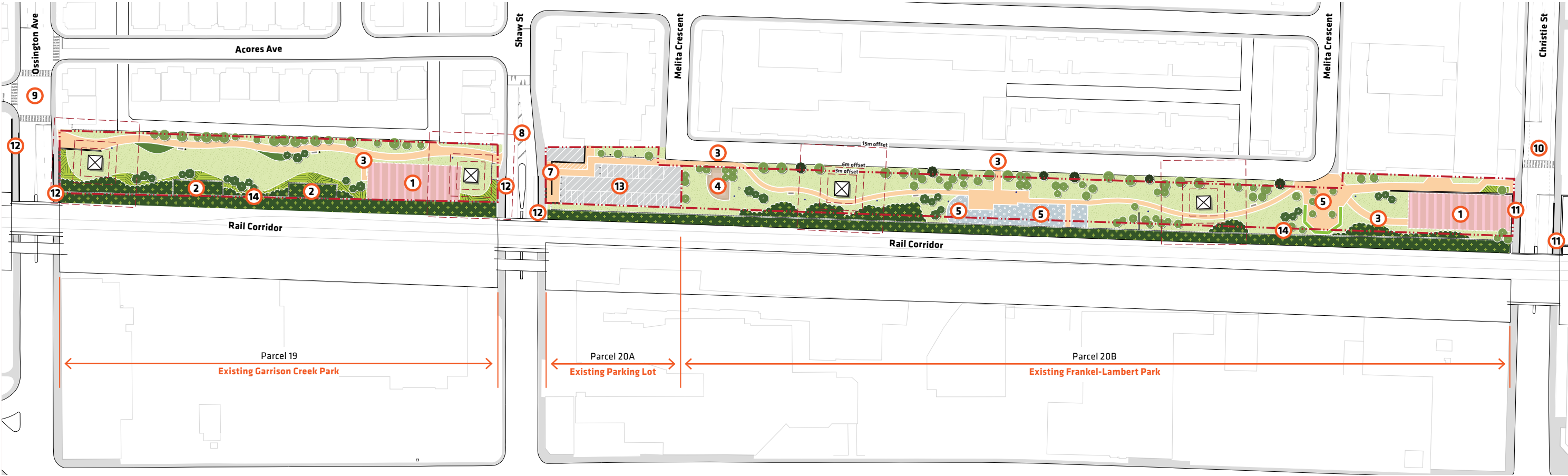
For site specific design of trail connection proposed through the existing parking lot on parcels 20A, see page 44.

Key Features

- 1 Existing Community Garden with Increased Footprint
- 2 Fenced Off Areas
- 3 Accessible Connection to Existing Features
- 4 Existing Sport Facility
- 5 Existing Sand Pit and Play Equipment
- 6 Existing Unit Paver Plaza with Planting and Street Furniture
- 7 AODA Accessible Ramp
- 8 Roadway Crossing Improvements
- 9 Proposed Signalized Intersection with Zebra Markings
- 10 Proposed Signalized Pedestrian Crossing with Zebra Markings
- 11 Existing Green Line Related Public Art Locations in Underpass
- 12 Proposed Potential Green Line Related Public Art Location in Underpass
- 13 Reconfigure Existing Parking Lot
- 14 New Fence

Master Plan Legend

- | | |
|---|--------------------------------------|
| Property Line | Existing Sport Facility |
| Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone | Existing Sand Pit and Play Equipment |
| Pedestrian Street Crossing | Existing Community Garden |
| Concrete Sidewalk | Buffer Planting |
| 3m Green Line Asphalt Path | Open Lawn |
| Bench Seating, Waste and Lighting Adjacent to Path | Meadow Planting |
| Perennial / Grass Planting Bed | Shrub Planting |
| Fencing | Low Woody Planting |
| Parking | Existing Tree Planting |
| | Large Canopy Tree Planting |

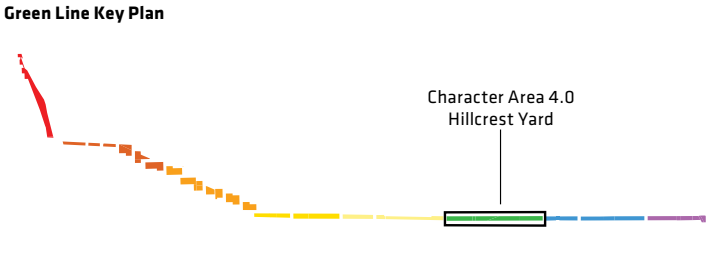


Plan: Character Area 3.1_Geary-Davenport Park

CHARACTER AREA 4.0 / HILLCREST YARD

The Hillcrest Yard character area is between Christie Street and Bathurst Street. Within this segment are three large parking lots, a shared access lane, and a future community garden. This character area differs from all others, with only two points of access, limited street frontage, bound by fences to north and the rail to the south. Other than the community garden, there are no current opportunities for adding new green space. Thus, the primary purpose of this block is to provide through connection from Christie to Bathurst Street. The following recommendations were developed through consultation with area stakeholders including TTC, Car Park Management, Christie Gardens, and the Canada Opera Company.

The highest priority for this character area is to introduce new signalized crossings at Christie and Bathurst Streets. Given the inability to have pedestrian bridges in the hydro corridor given HONI requirements, the new signals are necessary to provide a safe and connected Green Line.



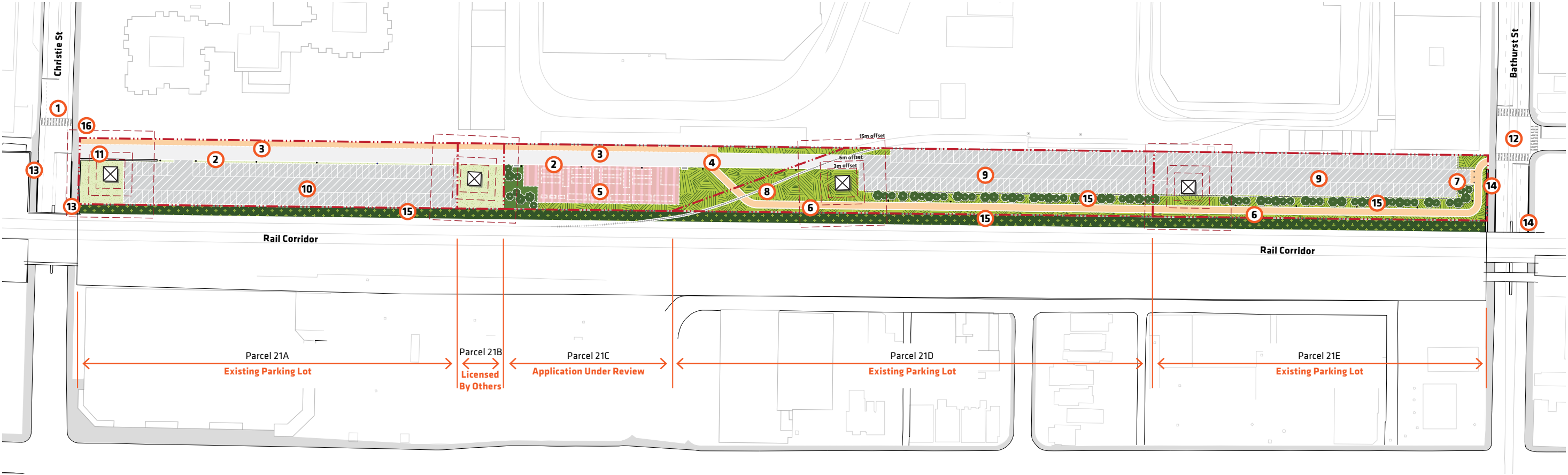
The Plan recommends reconfiguring the existing parking lots to accommodate the Green Line path along with additional planting where possible. In the interim, the path will make use of the shared access lane from Christie Street, but the City will continue to discuss the opportunity to provide an enhanced path facility on the City-owned Wychwood Towers site when it redevelops. Further consultation with stakeholders is required to identify in more detail the exact arrangement of the Green Line path alignment and to satisfy various concerns related to safety and access. For site specific design of the new park on parcels 21D, see page 45.

Key Features

- 1 Proposed Signalized Pedestrian Crossing with Zebra Markings
- 2 6m Two Direction Asphalt Driveway
- 3 2.5m Asphalt Path Adjacent to Driveway
- 4 Pedestrian Crossing over Driveway
- 5 Potential Community Garden Proposal (By Others)
- 6 3m Green Line Asphalt Path (Typical)
- 7 Hydro / Pedestrian Access Only with Removable Bollards
- 8 TTC Existing Spur Rail Lines
- 9 TTC / Car Park Management Parking Lot
- 10 Castlevue Wychwood Towers Parking Lot
- 11 Driveway and Path Pinch Point to Expand North into Castlevue Wychwood LTC Property
- 12 Proposed Signalized Intersection Crossing with Zebra Markings
- 13 Existing Public Art Location in Underpass
- 14 Proposed Potential Green Line Related Public Art Locations in Underpass
- 15 New Fence
- 16 Proposed Public Art on City Property

Master Plan Legend

- Property Line
- Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone
- Pedestrian Street Crossing
- Concrete Sidewalk
- 3m Green Line Asphalt Path
- Bench Seating, Waste and Lighting Adjacent to Path
- Fencing
- Parking
- Community Garden
- Buffer Planting
- Open Lawn
- Meadow Planting
- Shrub Planting
- Low Woody Planting



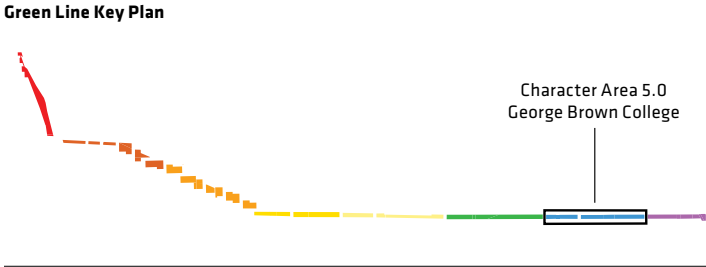
Plan: Character Area 4.0_Hillcrest Yard

CHARACTER AREA 5.0 / GEORGE BROWN COLLEGE

The George Brown College character area is between Bathurst Street and Spadina Avenue. It is bound by the rail corridor to the south and defined by City streets to the north. Adjacent land uses include mostly residential with some commercial, and the George Brown College Casa Loma Campus.

Similar to the Hillcrest Yards character area, this segment is licensed to other users, and mostly used for parking by George Brown College. Given the high demand for parking in this segment, the Green Line will make use of adjacent City streets to connect between Bathurst Street and Spadina Road. As the need for parking changes over time, the City will continue to monitor opportunities to add new parks in the hydro corridor.

The plan suggests that streetscape and roadway improvements are possible to Bridgman Avenue and McPherson Avenue, the two streets that define the northern



boundary of the character area. The portion of Bridgman Avenue between Kendal Avenue and Dartnell Avenue provided an opportunity for significant improvement for pedestrian safety and an enhances eastern entrance to the campus. The potential improvements include continuous pedestrian sidewalks, additional greening, cycling improvements, and improved intersection crossings. However, any changes to roadway operations will require further study by the City of Toronto to ensure safe and efficient operation. For more detail about the potential improvements to Bridgman Avenue adjacent to parcels 25C, see pages 46 and 52 - 55.

Key Features

- 1 Proposed Signalized Pedestrian Crossing with Zebra Markings
- 2 One-Way Roadway with Cycling Facilities
- 3 Loading Parking and Curb Extensions
- 4 Proposed Boulevard with Sidewalk, Tree Planting and Turf Planting
- 5 Potential Street Improvements will be Considered by the City Following This Process
- 6 Existing Streetscape Planting and Features
- 7 Existing George Brown College Parking
- 8 Green Line Connection by Sidewalk
- 9 Proposed Potential Green Line Related Public Art Locations in Underpass
- 10 Preserve Existing Fence
- 11 New Wire Mesh Fence
- 12 New Zebra Markings on Existing Crossing

Master Plan Legend

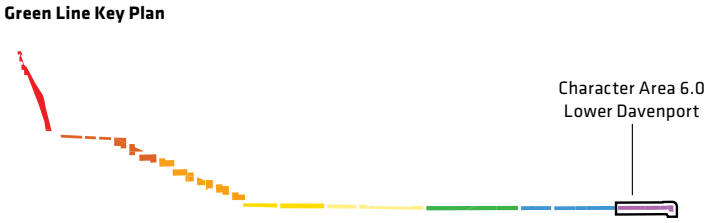
- Property Line
- Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone
- Pedestrian Street Crossing
- Concrete Sidewalk
- Loading, Parking and Curb Extensions
- Proposed Concrete Sidewalk
- Parking
- Buffer Planting
- Open Lawn
- Meadow Planting
- Shrub Planting
- Low Woody Planting
- Large Canopy Tree Planting



CHARACTER AREA 6.0 / LOWER DAVENPORT

The Lower Davenport character area is between Spadina Road and Davenport Road. This segment of the Green Line is composed of two new park parcels. The southern boundary is defined by the rail corridor with a public street along the northern boundary. Adjacent uses include institutional, residential, and hydro-related infrastructure. This character area includes both provincially owned land and City owned land. A major hydro transfer station is located between the two main parcels, and there is no expectation that it will relocate in the future.

Just east of Spadina Road is the second largest new park in the Green Line. The plan recommends a open green character with lawn and meadow planting. The Green Line path through this parcel is located to ensure as much consolidated open space as possible.



Just west of Davenport Road is a new gateway park located on City owned land. As the most easterly parcel in the Green Line, it should provide opportunities for seating, gathering, information and wayfinding. From this point, the Green Line will connect to Ramsden Park (will require further study) and the Davenport Road bike lanes to the east.

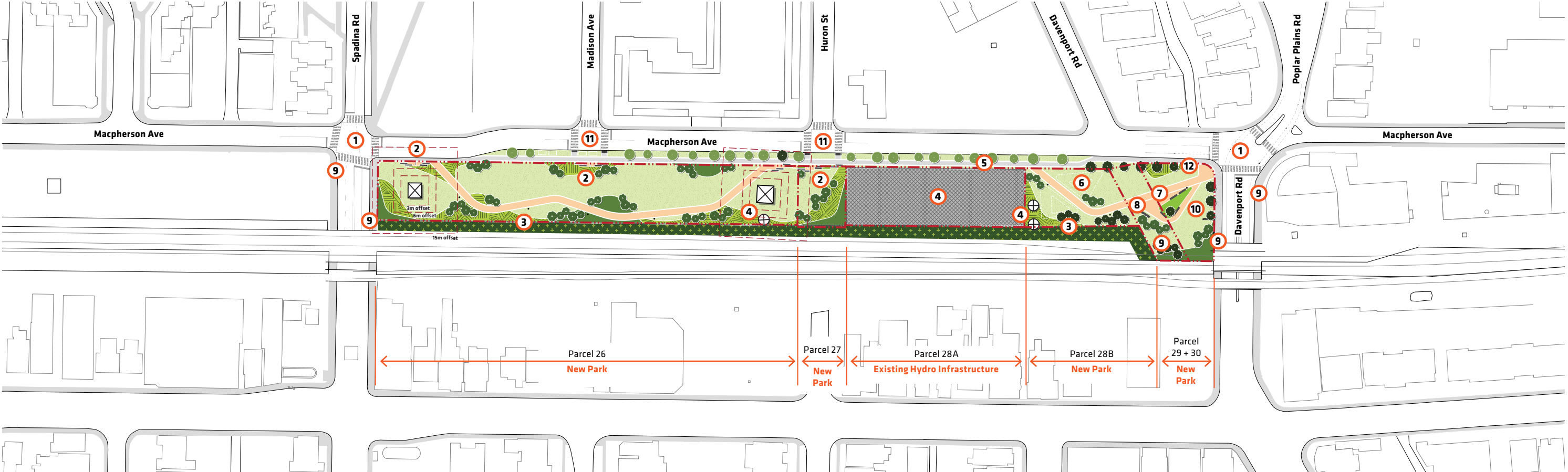
For site specific design of the new park on parcels 28B, 29C + 30, see page 47.

Key Features

- 1 Proposed Signalized Pedestrian Crossing with Zebra Markings
- 2 Gateway Feature
- 3 New Fence
- 4 Existing Hydro Infrastructure
- 5 Green Line Connection by Sidewalk
- 6 Raised Turf Mounds
- 7 Gateway Plaza with Planting, Wayfinding Signage and Concrete Bench with Wood Toppers
- 8 Small Gateway Signage Wall
- 9 Proposed Potential Green Line Related Public Art Locations in Underpass
- 10 Shorten Existing Retaining Wall
- 11 Proposed Intersection with Zebra Markings
- 12 Green Line Entrance and Wayfinding Signage

Master Plan Legend

- | | |
|---|----------------------------|
| Property Line | Buffer Planting |
| Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone | Open Lawn |
| Pedestrian Street Crossing | Meadow Planting |
| Concrete Sidewalk | Shrub Planting |
| 3m Green Line Asphalt Path | Low Woody Planting |
| Bench Seating, Waste and Lighting Adjacent to Path | Existing Tree Planting |
| Perennial / Grass Planting Bed | Large Canopy Tree Planting |
| Fencing | |
| Existing Hydro Infrastructure | |



Plan: Character Area 6.0_Lower Davenport

4. SITE SPECIFIC DESIGNS

To supplement the Master Plan, we have identified several sites to illustrate a greater level of detail and assist the City during the following stages of design and implementation. Each site represents a distinct public space typology selected through discussions with the City’s Project Management Team and the Technical Advisory Committee.

Many of the site specific designs are for new parks within the hydro corridor or to pass through sites, where others include streets that are adjacent to parks or are entirely related to City streets. For the street related recommendations, please see Chapter 5 for more detail.

The key plan below indicates the location of the six selected sites; the images to the right illustrate the existing conditions for each.



Aerial View - Site Specific 1



Aerial View - Site Specific 2



Aerial View - Site Specific 3



Aerial View - Site Specific 4

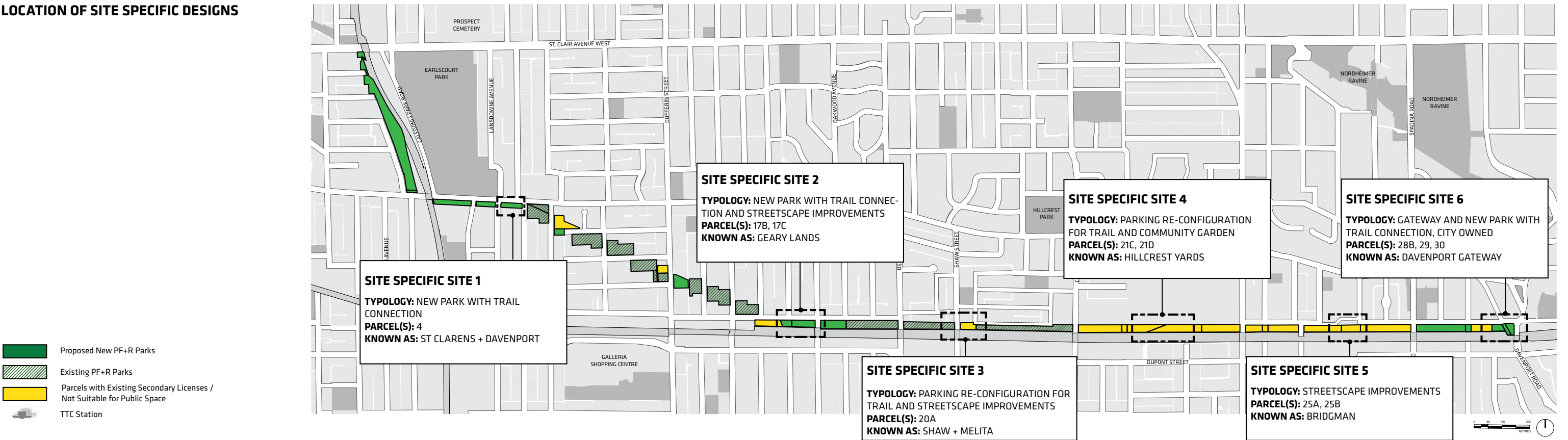


Aerial View - Site Specific 5



Aerial View - Site Specific 6

LOCATION OF SITE SPECIFIC DESIGNS

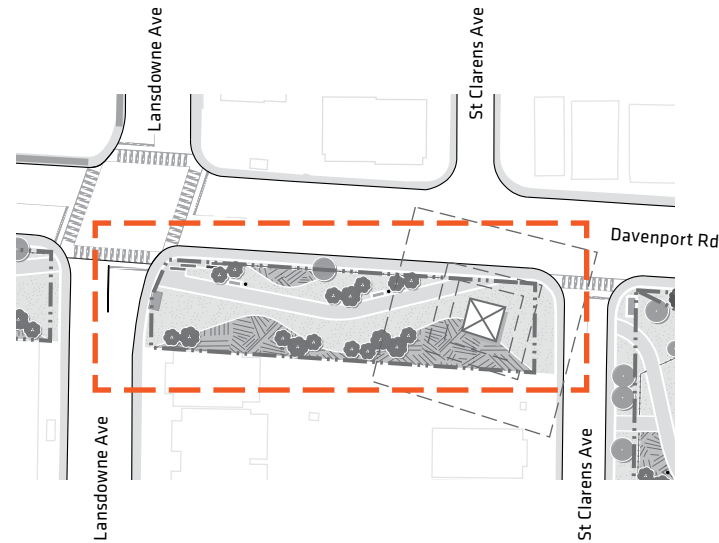


SITE SPECIFIC SITE 1 / ST CLARENS + DAVENPORT

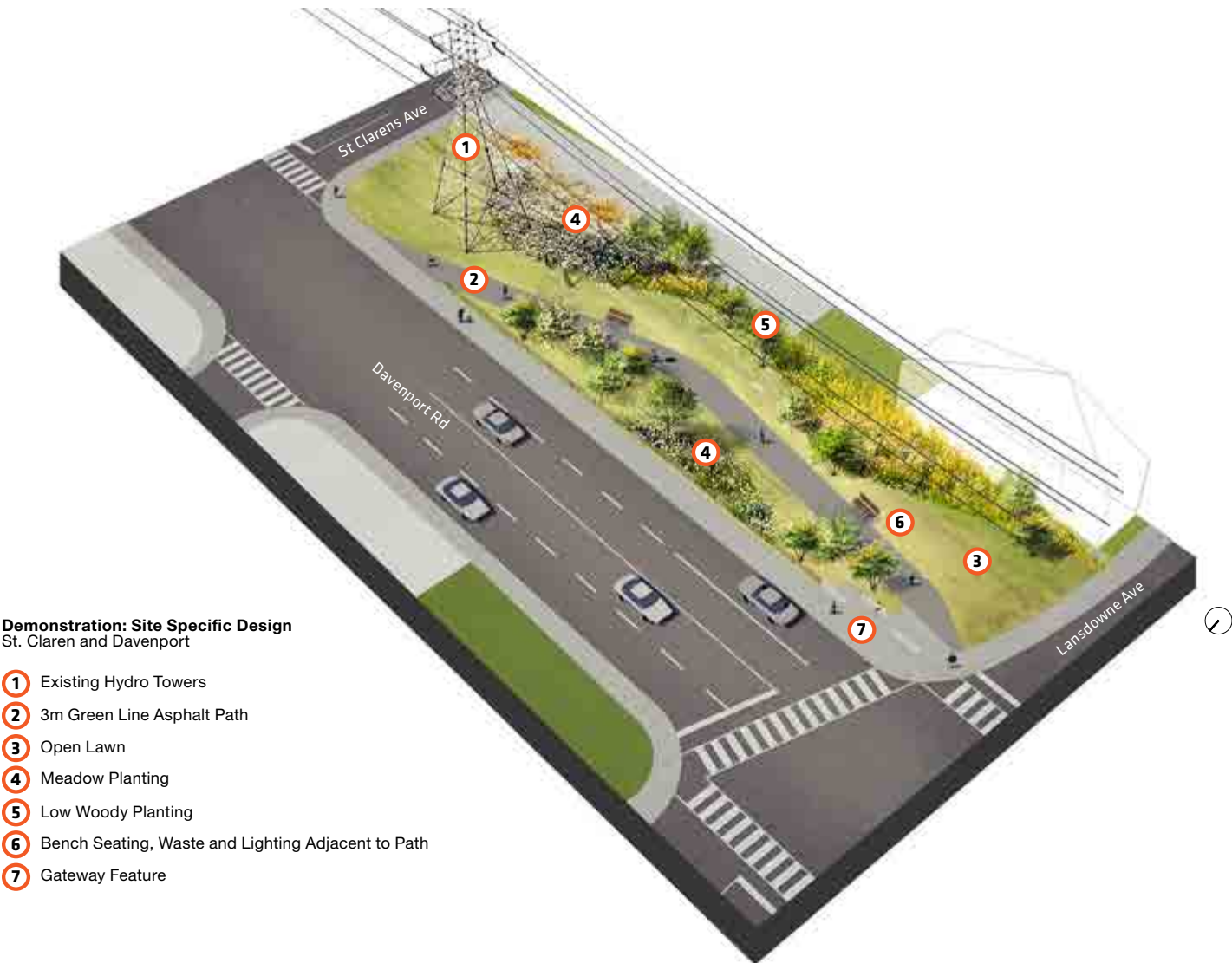
Typology: New Park with Trail Connection

This narrow block-end parcel 4 is located south of Davenport Road and between Lansdowne and St. Claren Avenue. Making improvements to this currently fenced-off parcel will help to connect the Green Line to Primrose Park, Earls court Park, and the future Metrolinx Davenport Diamond. A gateway feature (see Furniture: page 64) is proposed at the southeast corner of Lansdowne Avenue and Davenport Road.

This type of park where through movement is the primary use of the parcel will provide an asphalt path through open lawn, meadow planting, low woody planting, seating and path lighting—all designed to comply with HONI setbacks and clearances. The Davenport Road boundary will include a fence similar to Earls court Park and Primrose Park so that both sides of the street present a consistent character.



Key Plan
St. Clarens Avenue and Davenport Road_Extent of Current Proposal



Demonstration: Site Specific Design
St. Claren and Davenport

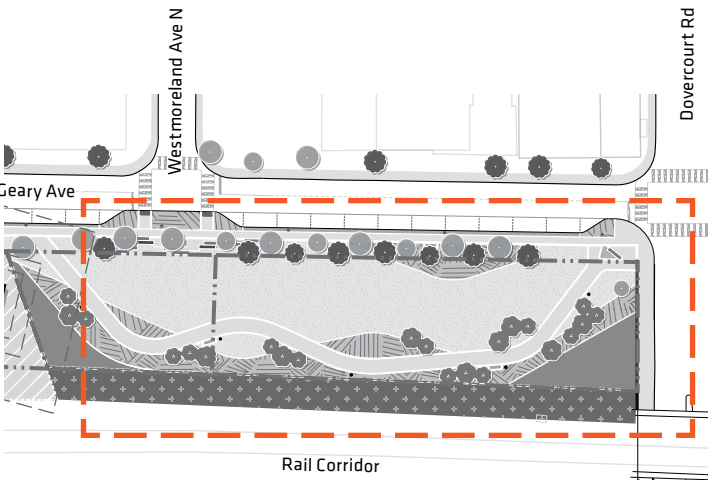
- 1 Existing Hydro Towers
- 2 3m Green Line Asphalt Path
- 3 Open Lawn
- 4 Meadow Planting
- 5 Low Woody Planting
- 6 Bench Seating, Waste and Lighting Adjacent to Path
- 7 Gateway Feature

SITE SPECIFIC SITE 2 / GEARY LANDS

Typology: New Park with Trail Connection and Streetscape Improvements

A number of new parks are proposed within the Green Line corridor to fill gaps in the open space network. Several of these parks are also adjacent to public street rights-of-way. Having streets and parks next to one another provides the opportunity to expand the placemaking influence of the Green Line.

Along Geary Avenue to the east and west of Dovercourt Road are a number of vacant parcels (17B, 17C, 18A) that the community currently uses as open space. The Geary / Davenport Park expansion is a high priority project, and together with the potential for streetscape improvements elevates the character and importance of this Green Line segment. The park includes an asphalt path, plantings and seating around an open lawn. Gateway features, wayfinding, furnishings, roadway improvements, lighting and street tree planting within the right-of-way are recommended. For site specific design of the new park on parcels 17B + 17C, see pages 50-51.



Key Plan
Geary Lands_Extent of Current Proposal



Demonstration: Site Specific Design
Geary Lands

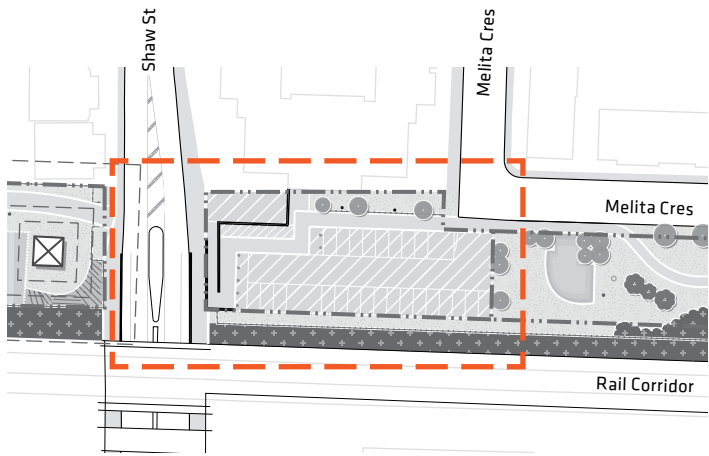
- 1 Gateway Feature
- 2 Enhanced Plaza with Bench Seating and Planting
- 3 Open Lawn
- 4 3m Green Line Asphalt Path
- 5 Meadow Planting
- 6 Low Woody Planting
- 7 Road Narrowing
- 8 Lay-by Parking Lane
- 9 Proposed Intersection with Curb Extension, Planting + Zebra Markings
- 10 Bench Seating, Waste and Lighting Adjacent to Path
- 11 Rail Corridor

SITE SPECIFIC SITE 3 / SHAW + MELITA

Typology: Parking Re-configuration for Trail and Streetscape Improvements

A number of the Green Line parcels have licenses by others for secondary uses such as parking lots. How to make safe and accessible connections between the park blocks through or adjacent to these parcels and maintain parking operations is a common challenge.

Typical of this condition is the parking lot for the TCHC building between Melita Crescent and Shaw Street. Today many users informally cut through this site to get from Shaw Street to Frankel-Lambert Park east of the parking lot. This proposed solution was developed through consultation with key stakeholders. A formal connection will require adjusting the parking lot, adding a new AODA compatible ramp from Shaw Street, and providing a clear path south of the building to connect to Frankel-Lambert Park. The adjustments will not reduce parking supply but will likely require modifications to waste collection and operation. Roadway improvements to Shaw Street to support safe crossing are discussed in the Chapter 5.



Key Plan

Shaw Street and Melita Crescent_Extent of Current Proposal



Demonstration: Site Specific Design
Shaw and Melita

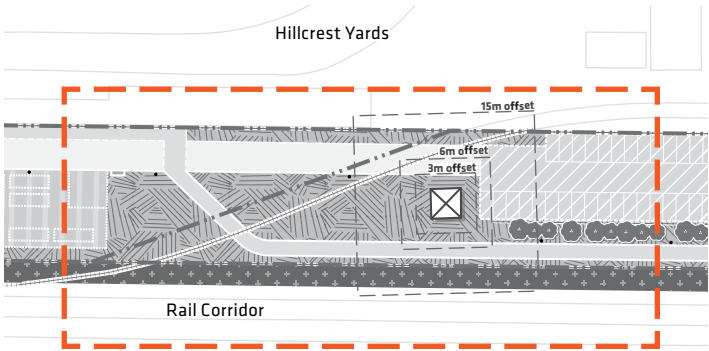
- 1 Existing Frankel-Lambert Park
- 2 Melita Co-Op (TCHC)
- 3 Existing Parking Lot to be Re-Configured
- 4 AODA Accessible Ramp
- 5 3m Green Line Asphalt Path
- 6 Existing Buffer Planting
- 7 Roadway Crossing Improvements
- 8 Rail Corridor

SITE SPECIFIC SITE 4 / HILLCREST YARDS

Typology: Parking Re-configuration for Trail and Community Garden

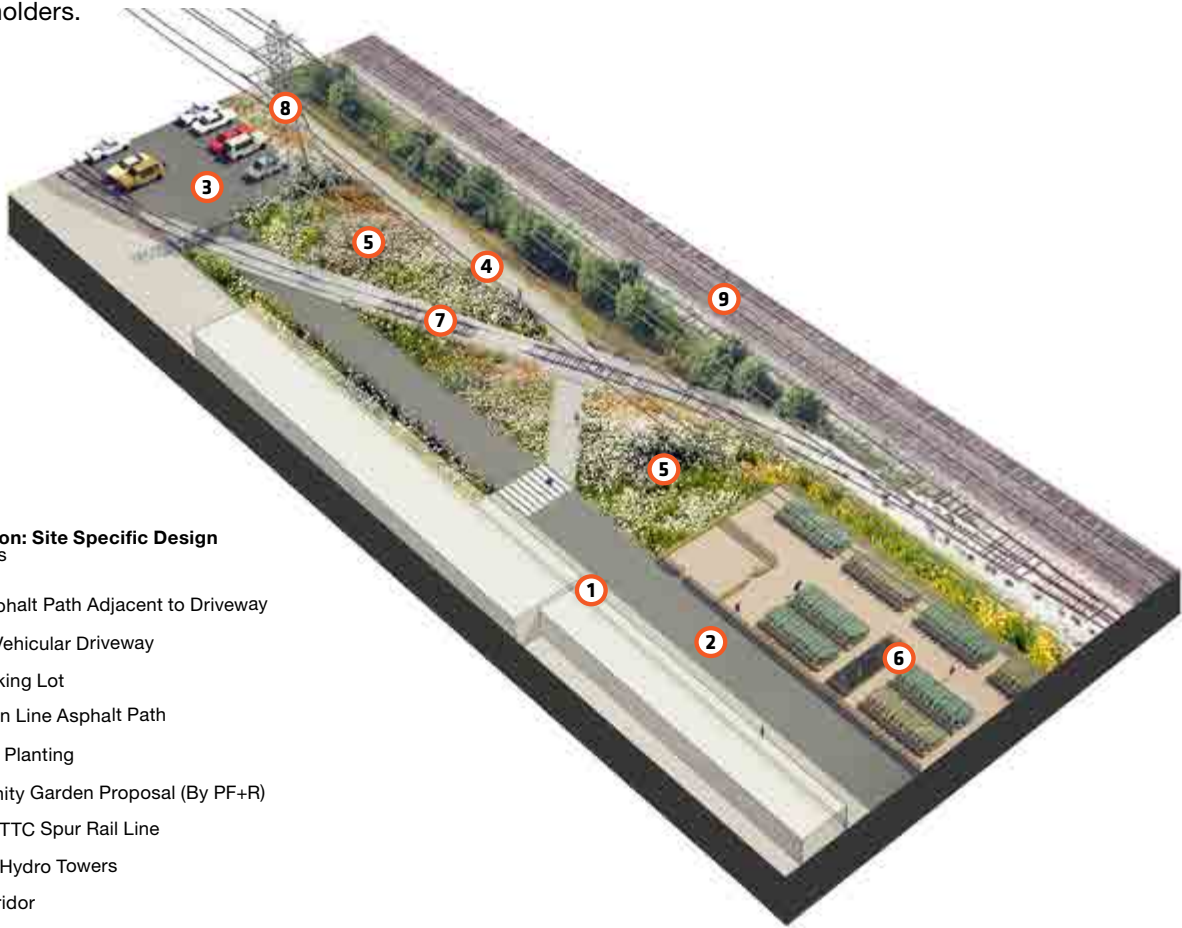
Several of the Green Line blocks can provide critical connections but not new parks given existing secondary use licenses and uses. For these parcel types, the recommendations focus on introducing a safe and convenient route for the Green Line.

Between Christie Avenue and Bathurst Street there are a number of parking lots, a rail spur to the TTC Hillcrest Yards, and a future community garden. The Green Line in this segment is only accessible from the public streets to the east and west, and has a low level of visibility from adjacent properties. The proposed improvements retain existing operations but modify site layouts, and require improved street crossings discussed in Chapter 5. An improved western shared laneway, formal path, new plantings, and fencing are proposed. Given that the rail spur is still active, the City will coordinate with the TTC to ensure safe crossing and develop a more detailed plan for this segment. This proposed solution was developed through consultation with key stakeholders.



Key Plan

Hillcrest Yards_Extent of Current Proposal



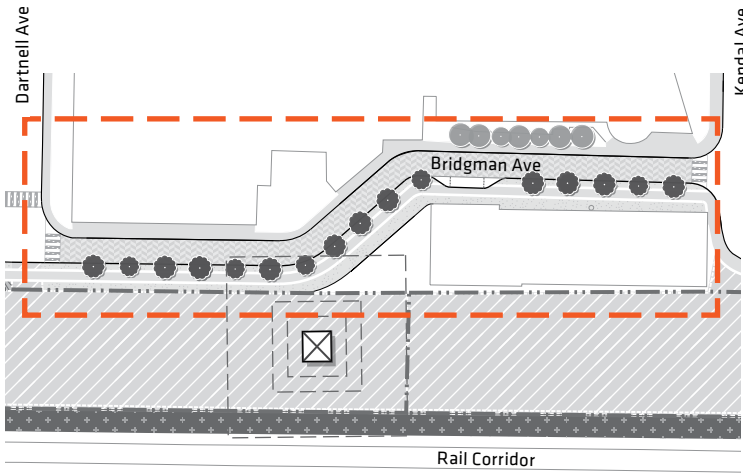
Demonstration: Site Specific Design
Hillcrest Yards

- 1 2.5m Asphalt Path Adjacent to Driveway
- 2 Shared Vehicular Driveway
- 3 TTC Parking Lot
- 4 3m Green Line Asphalt Path
- 5 Meadow Planting
- 6 Community Garden Proposal (By PF+R)
- 7 Existing TTC Spur Rail Line
- 8 Existing Hydro Towers
- 9 Rail Corridor

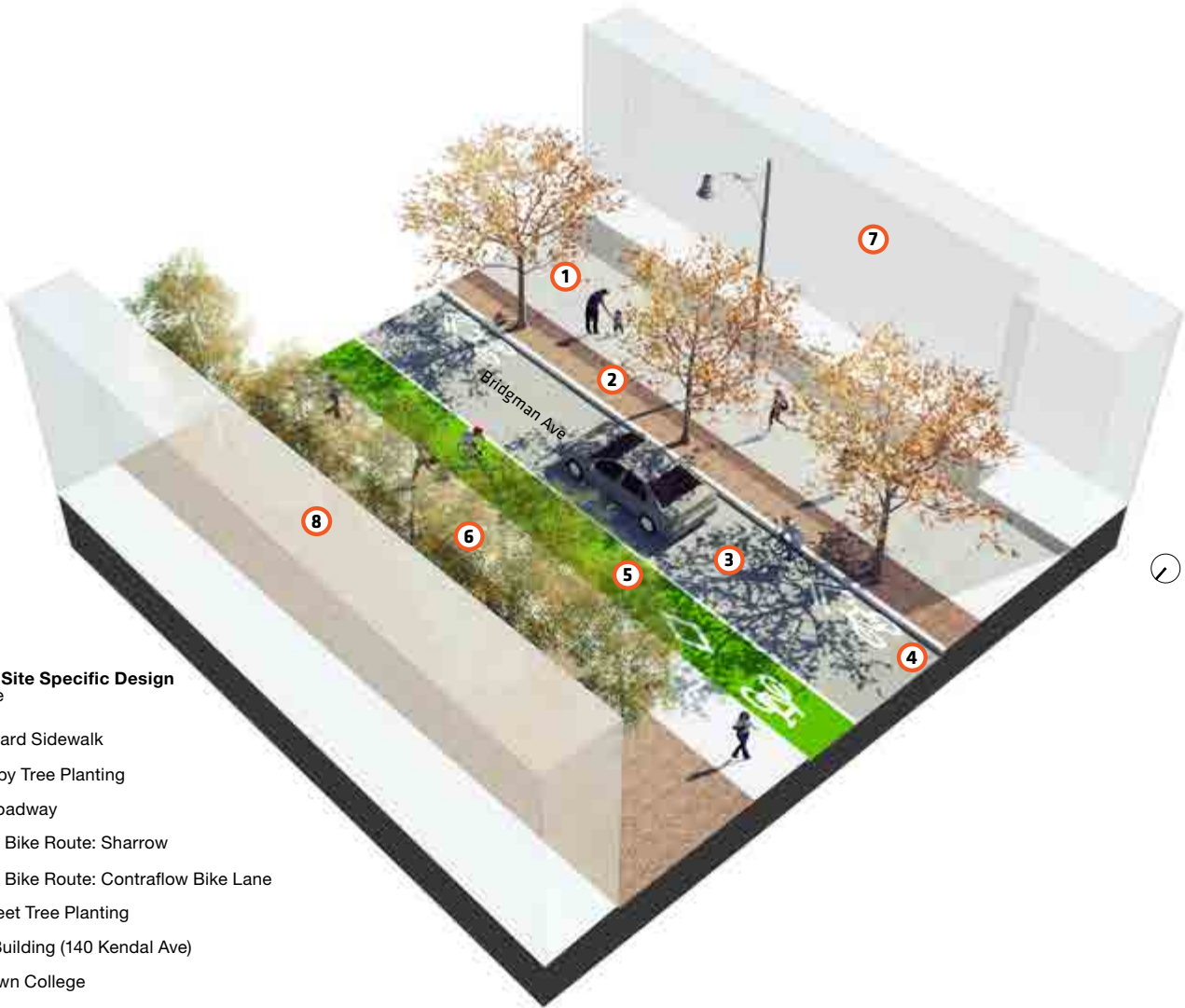
SITE SPECIFIC SITE 5 / BRIDGMAN
 Typology: Streetscape Improvements

Like the block to the immediate west, no opportunities exist to add new parks between Bathurst Street and Spadina Road at this time due to the current secondary use licenses. However, this segment differs in that a public street right-of-way is to the north of the hydro corridor.

The recommendation for this type of Green Line segment is to improve the design of the street so that safe and convenient movement and improved placemaking opportunities are provided. In the future, the City will explore additional connections and park space if and when the secondary uses change. The focus of these improvements is on Bridgman Avenue between Dartnell Avenue and Kendall Avenue and described in greater detail later on pages 52 - 55. This proposed solution was developed through consultation with key stakeholders.



Key Plan
 Bridgman Avenue_Extent of Current Proposal

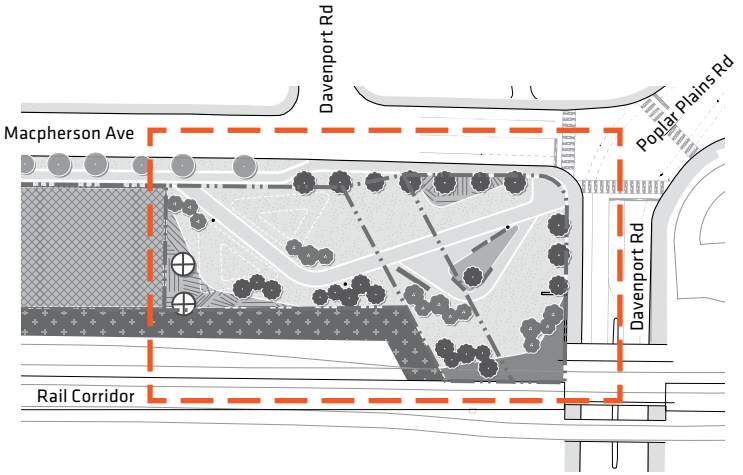


- Demonstration: Site Specific Design**
 Bridgman Avenue
- 1 2.1m Boulevard Sidewalk
 - 2 Large Canopy Tree Planting
 - 3 One-Way Roadway
 - 4 Quiet Street Bike Route: Sharrow
 - 5 Quiet Street Bike Route: Contraflow Bike Lane
 - 6 Existing Street Tree Planting
 - 7 Julia West Building (140 Kendal Ave)
 - 8 George Brown College

SITE SPECIFIC SITE 6 / LOWER DAVENPORT
 Typology: Gateway and New Park with Trail Connection, City Owned

More of a unique site than a park type, this city-owned parcel will become a new open space to serve as a gateway and entrance to the Green Line from the east. Its location along Davenport Road provides a high degree of connectivity and visibility; its current ownership by the City of Toronto provides the opportunity for implementation without the constraints of HONI technical requirements.

This new park will include wayfinding, furnishings, open lawn, new plantings, and large canopy trees unlike other Green Line parcels given that its owned by the City and does not include hydro infrastructure. Topography is also possible to provide a distinct character. Further consultation is required to identify the specific park programming and improvements.



Key Plan
 Lower Davenport Road_Extent of Current Propoc



- Demonstration: Site Specific Design**
 Lower Davenport
- 1 Gateway Plaza with Planting, Wayfinding Signage and Concrete Bench with Wood Toppers
 - 2 Open Lawn
 - 3 3m Green Line Asphalt Path
 - 4 Meadow Planting
 - 5 Large Canopy Tree Planting
 - 6 Low Mounds
 - 7 Rail Corridor

5. STREET IMPROVEMENTS

GREEN LINE = PARKS + STREETS

A significant opportunity and critical part of this master plan is to consider the public streets and the hydro corridor parcels together as the Green Line. How the streets function and better serve the local context can elevate the Green Line from being only a park to a broader public realm initiative that engages the adjacent neighbourhoods, improves safety, access and equity for all users, and heightens the sense of place.

This section discusses the potential streetscape improvements and crossing designs. All right-of-way modifications and streetscape improvements should adhere to current policy and best practices including the City of Toronto Complete Streets Guidelines and Green Street Technical Guidelines.

Any future modifications within the City rights-of-way will require further technical analysis and engagement with property owners and stakeholders to ensure that impacts to current operations, including to private businesses on Geary Avenue and Bridgman Avenue, are identified and mitigated. PF+R will need to coordinate and collaborate with other departments and agencies as part of the street related efforts, such as Transportation Services, Planning, Urban Design and Toronto Water. This is discussed in more detail in the Implementation Chapter.

Given that more study is required as noted above, the Green Line recommendations are informed by the following understanding:

- The suggested cross section adjustments for Geary Avenue and Bridgman Avenue assume that the streets are not fully reconstructed and will retain the existing below-grade infrastructure, curb locations and pedestrian clearways unless noted otherwise.
- Proposed roadway lane widths, pedestrian clearways, cycling facilities and planting areas are within the City's current design guidance, although in some instances they may tend towards the lower range to fit within the space available. Such is the case with existing pedestrian clearways which are less than the target widths of 2.1m on both Geary Avenue and Bridgman Avenue but still satisfy the minimum AODA requirement of 1.5m in constrained conditions. For both streets, widening the existing pedestrian clearway can only happen when the curbs are relocated.
- Where indicated, curb extensions at intersections and higher volume crossings would not require adjustments to below-grade infrastructure. These facilities will minimize pedestrian crossing distances, clearly define parking lanes, help to manage vehicle speed, and provide opportunities for placemaking and to introduce Green Street LID techniques.

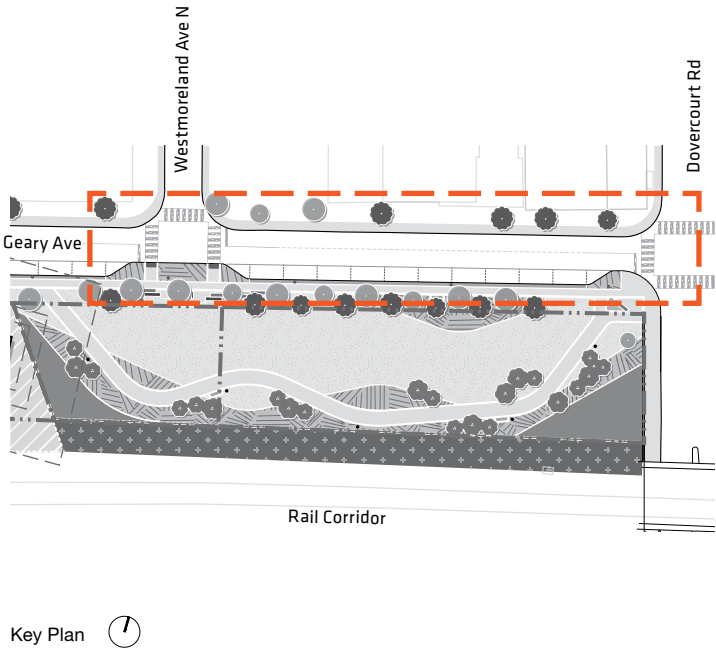
- When reconstruction takes place, a further refinement of street elements is recommended. Assign any excess dimension in the right-of-way to improve pedestrian clearways and cycling facilities before other elements.
- New signalized intersections and enhanced pedestrian crossings are recommended at several streets. These elements are necessary to provide a safe and connected route through the Green Line. Given that pedestrian bridges are not technically permitted by HONI in the corridor, and that other routes and means to connect the Green Line path are inconvenient and challenging, these intersections and crossings are increasingly important. For some intersections this is a relatively simple undertaking. For others it is more complicated and will rely on several other factors and coordination to deliver successfully. The feasibility of each potential new crossing was studied as part of the Green Line but will require further technical review during the next stage of design.
- A number of streets adjacent to the Green Line are slated for reconstruction by City of Toronto Transportation Services (TS) in the 0-5 year time frame. Coordination between PFR and TS to align initiatives will benefit this plan. Potential street reconstruction includes Primrose Avenue, Melita Crescent, Bridgman Avenue, Howland Avenue, Macpherson Avenue and the intersections of Davenport Road and Macpherson Avenue, all subject to budget and approval.

STREETSCAPE IMPROVEMENT 1 / GEARY AVENUE

A major opportunity to expand the reach of the Green Line beyond the hydro corridor parcels and provide greater benefit to the local community is to improve the public street right-of-way of Geary Avenue. This will also support the transformation currently underway from an industrial corridor to a dynamic mixed-use place.

Potential improvements include to: narrow the roadway and manage the speed of vehicular through traffic, add curb extensions to reduce crossing distances for pedestrians and frame dedicated on-street parking, introduce cycling wayfinding, and replace boulevard parking with space for greening and to support active at-grade uses similar to other neighbourhoods in the City. The options illustrated on the following page suggest the possible adjustments.

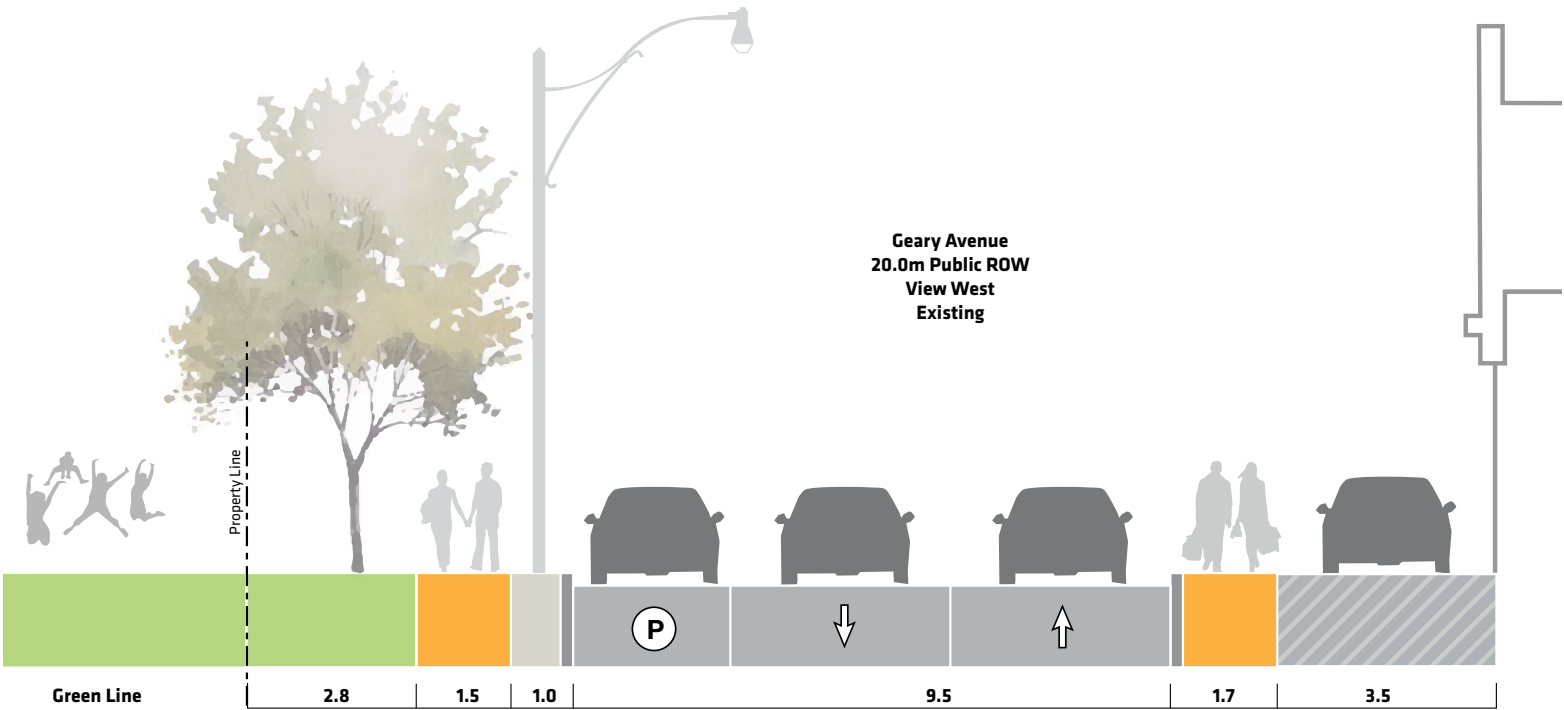
Further study is required to ensure that technical requirements are met and that impacts to current operations, including to private businesses on Geary Avenue, are identified and mitigated.



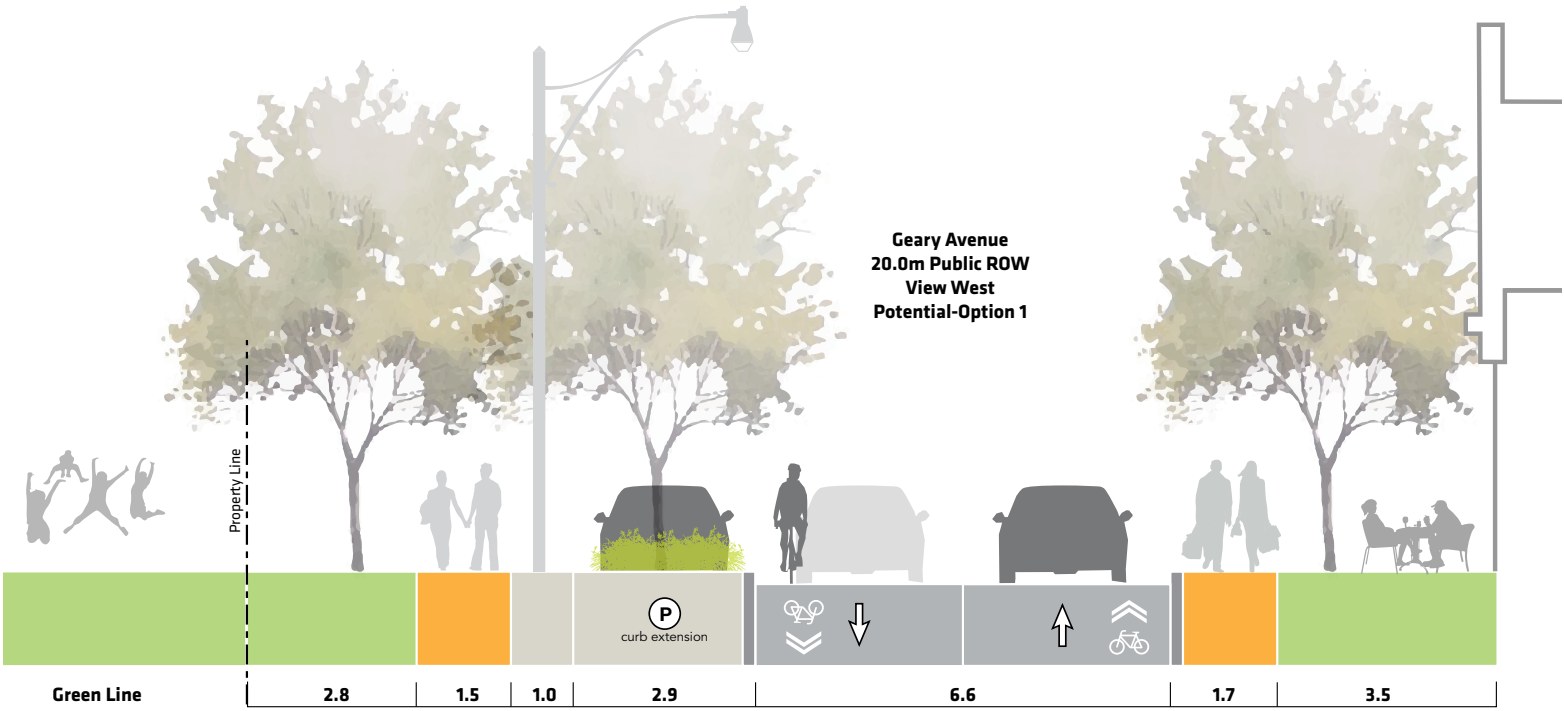
Potential Streetscape Improvements: Geary Avenue_Extent of Current Proposal



Aerial View: Existing Condition_Geary Avenue



Existing Conditions: Geary Avenue View West



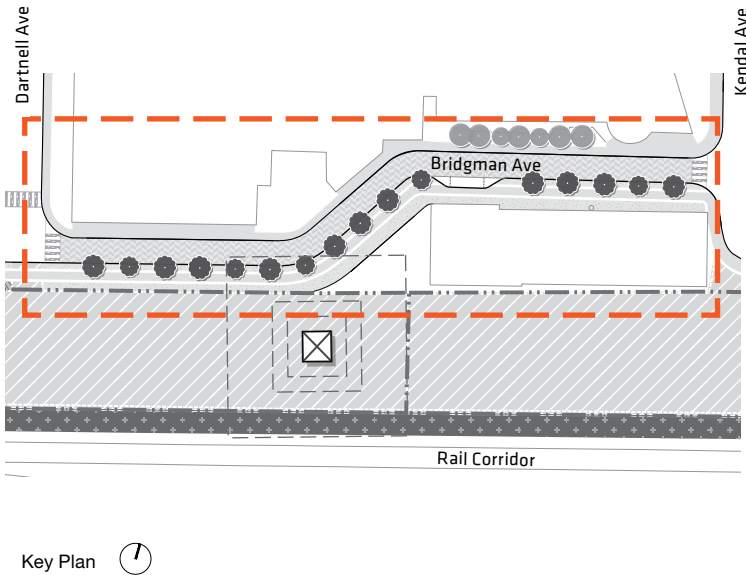
Potential Streetscape Improvements: Geary Avenue_Interim, Not Reconstruction

STREETSCAPE IMPROVEMENT 2 / BRIDGMAN AVENUE

In the Green Line segment between Bathurst Street and Spadina Avenue, connections are provided along Bridgman Avenue given that the hydro corridor parcels are in full use for parking for the near future.

Improvements are recommended to the street between Darnell and Kendall Avenues to narrow the roadway to either a one-way or two-way configuration, add safe and convenient pedestrian sidewalks, add cycling infrastructure, and introduce additional greening if space permits.

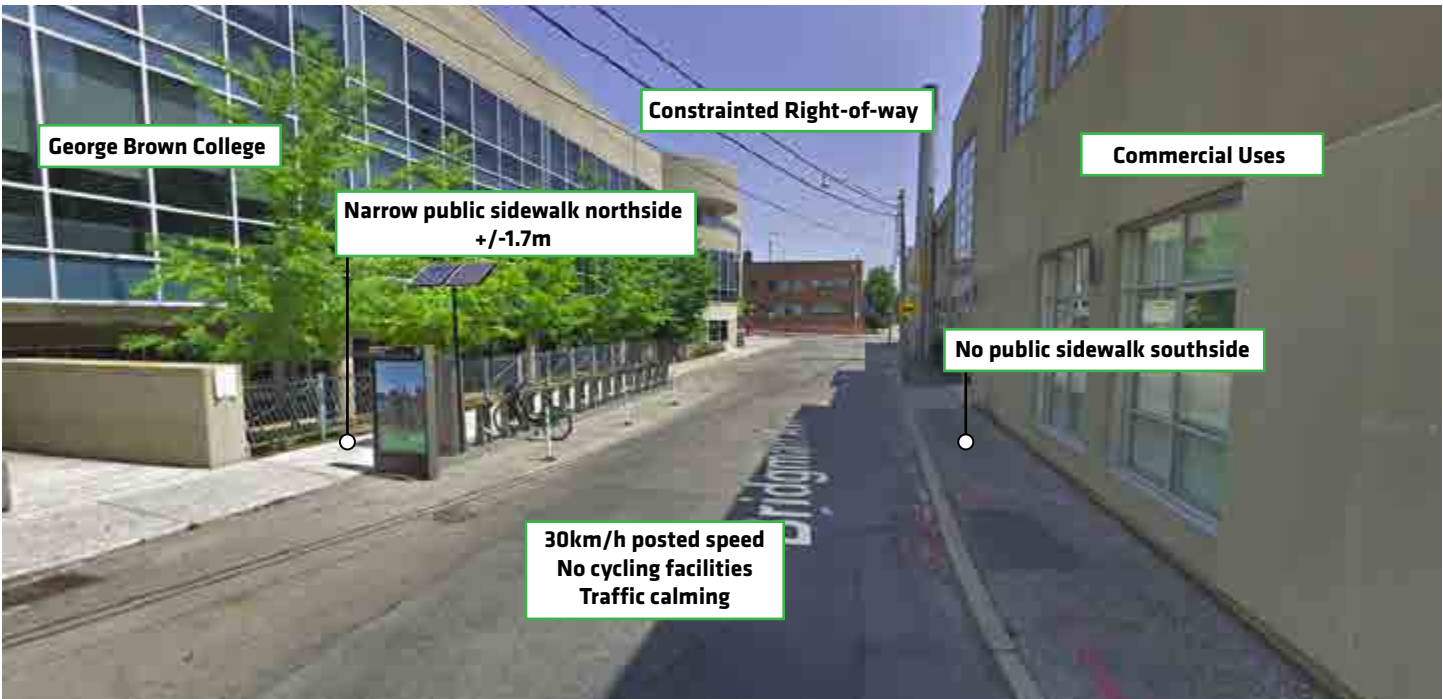
As with the Geary Avenue recommended improvements, the City of Toronto will need further study to ensure technical requirements are met and that potential impacts to adjacent properties are identified and mitigated. The City should also investigate the opportunities to extend streetscape improvements west to Bathurst Street and east to Spadina Avenue.



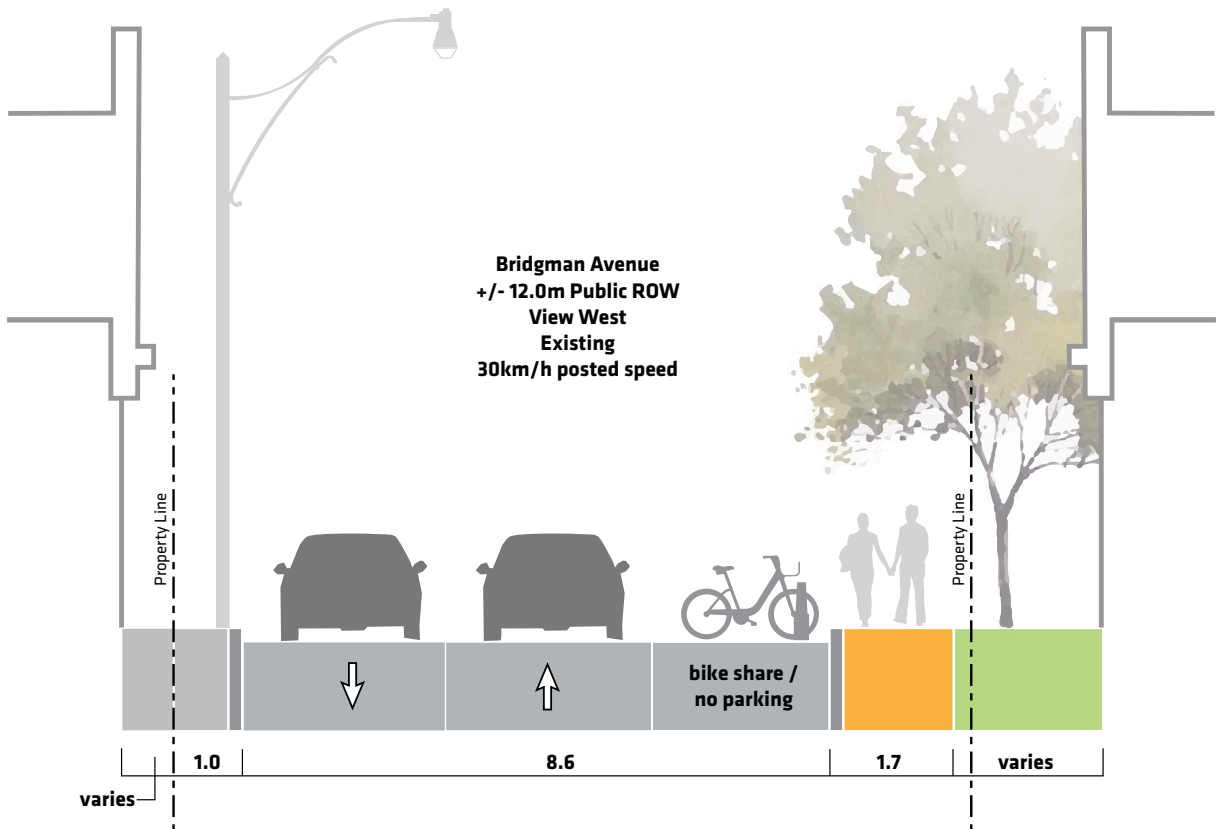
Potential Streetscape Improvements: Bridgman Avenue_Extent of Current Proposal



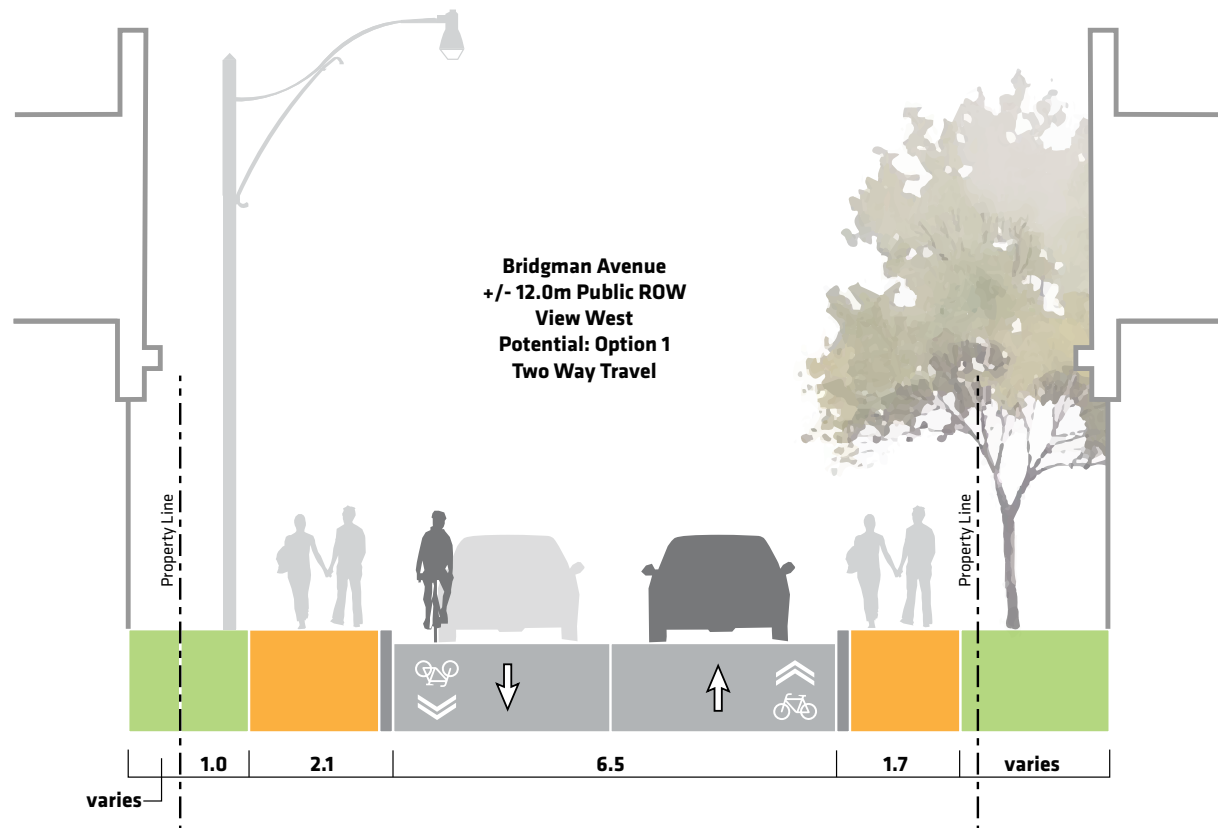
Aerial View: Existing Condition_Bridgman Avenue (Google)



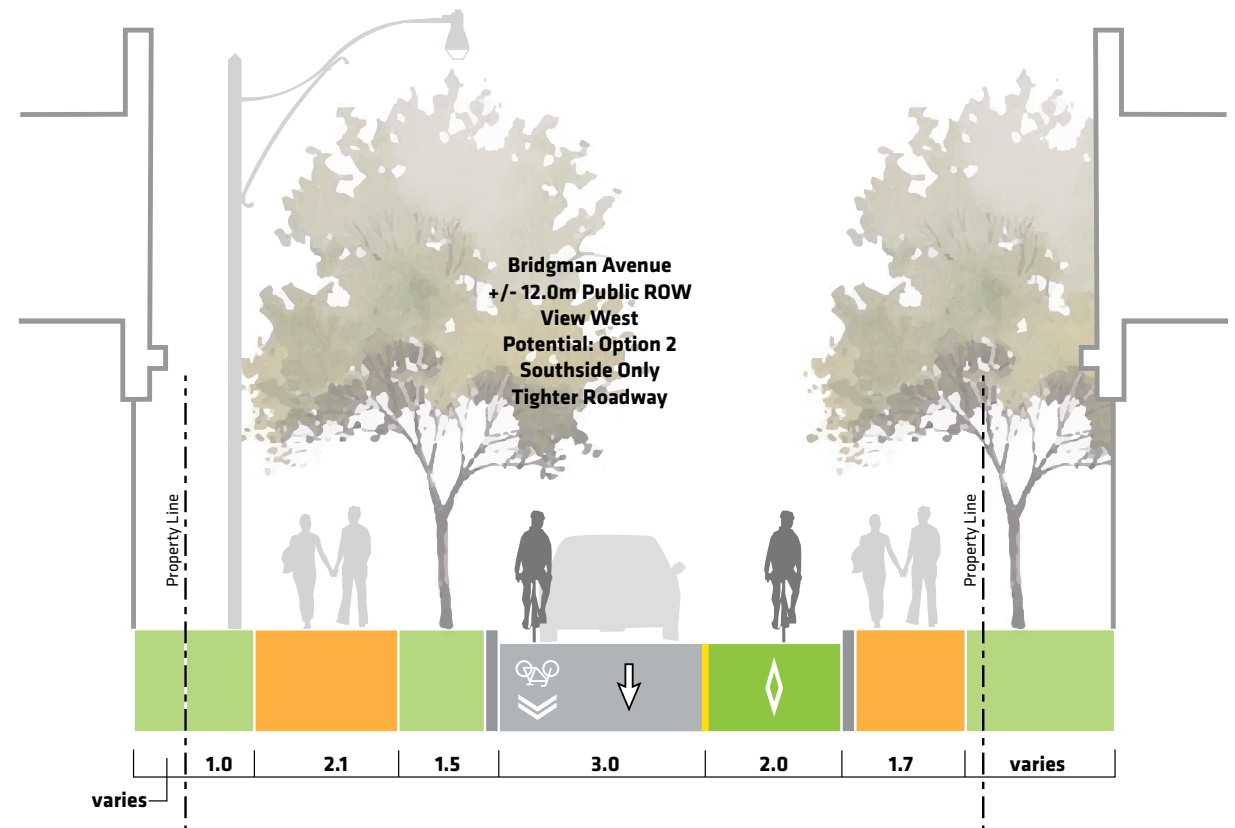
Bridgman Avenue: Existing Condition (Google), View East



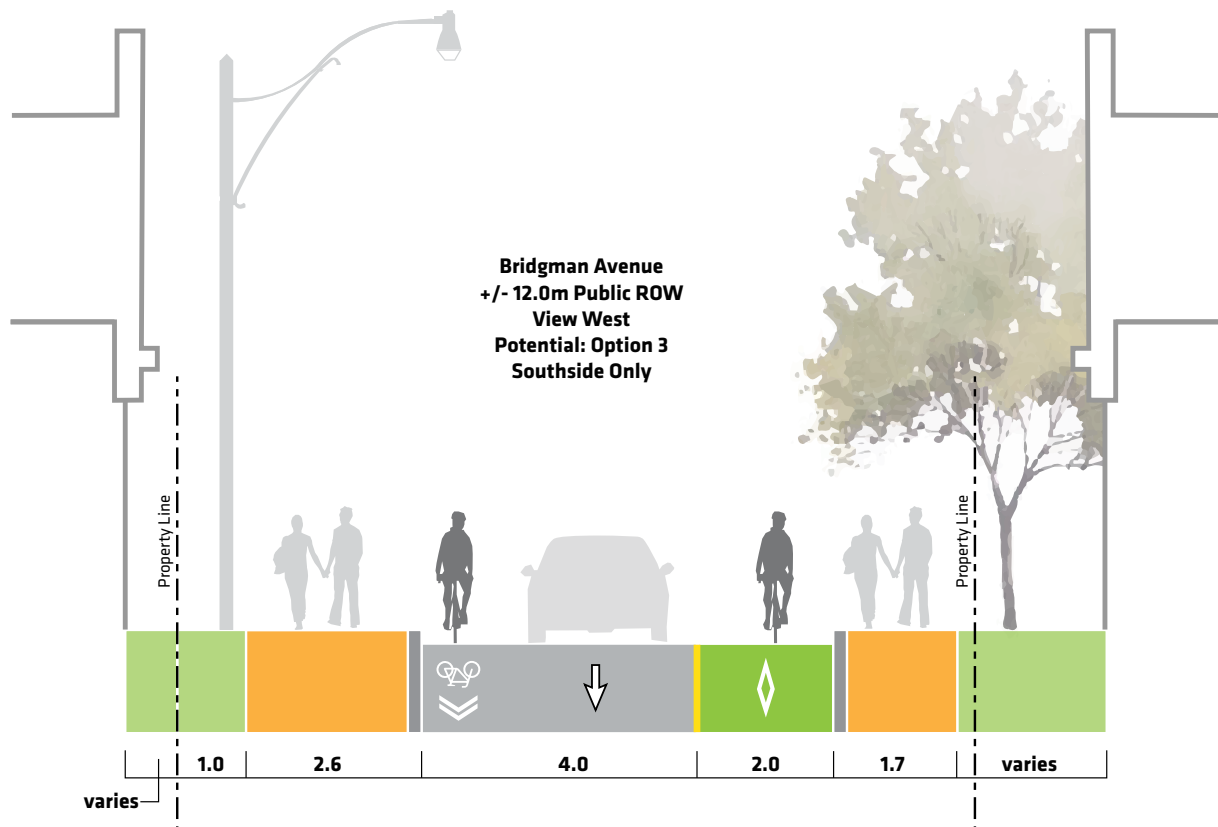
Bridgman Avenue: Existing Condition



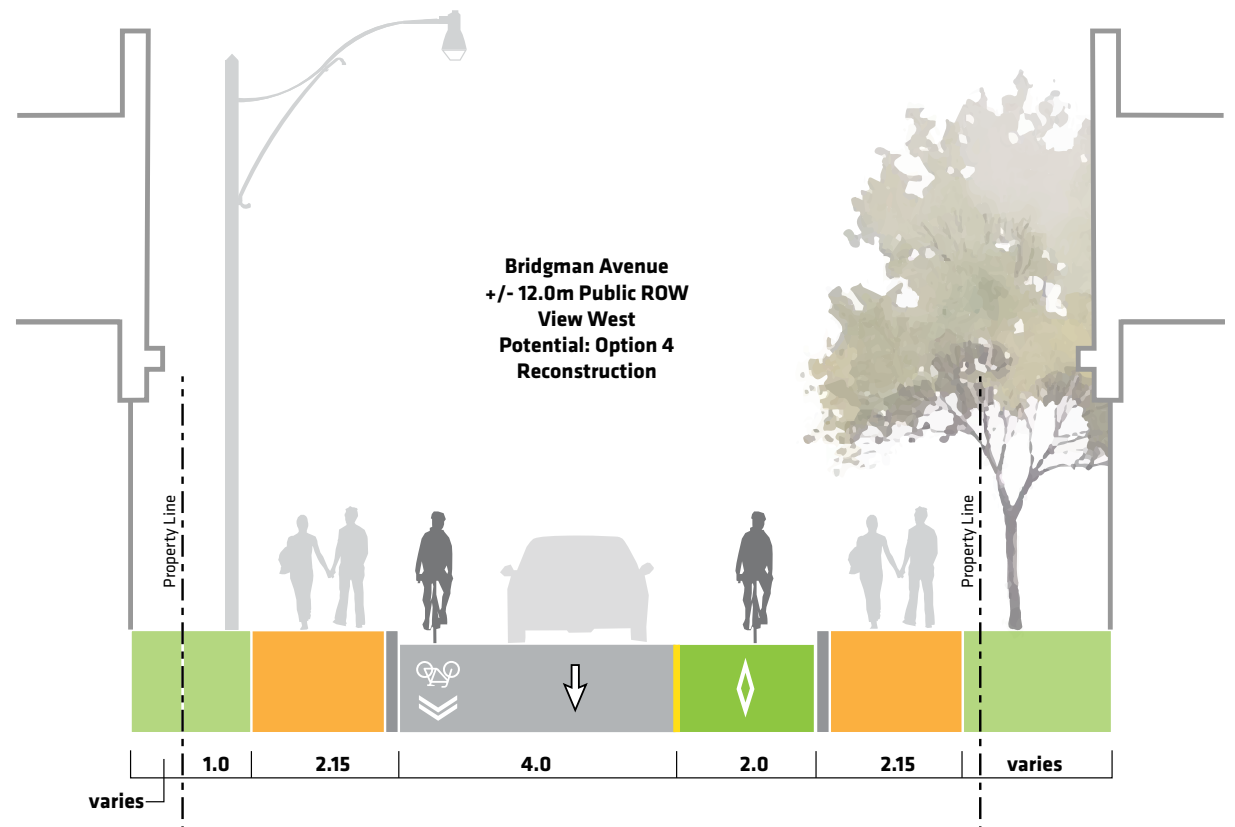
Potential Streetscape Improvements: Bridgman Avenue_Option 1
Two-Way Operations



Potential Streetscape Improvements: Bridgman Avenue_Option 3
One-Way Operations with Tree Planting (would require 5.0m roadway)



Potential Streetscape Improvements: Bridgman Avenue_Option 2
One Way Operations

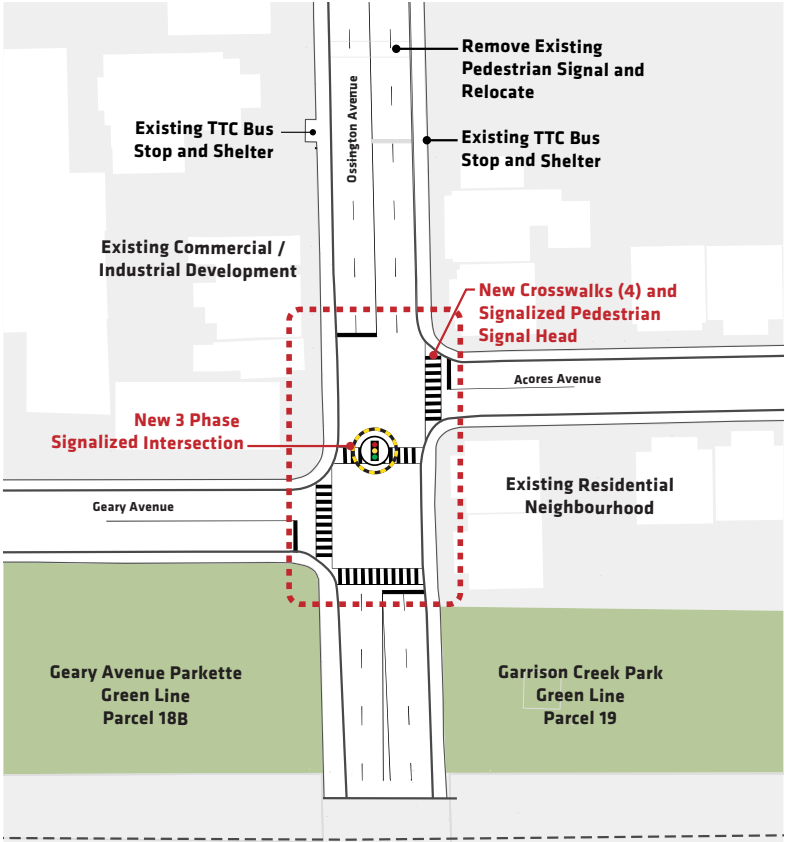


Potential Streetscape Improvements: Bridgman Avenue_Option 4
Reconstruction and One-Way Operations with Balanced Sidewalks

CROSSING DESIGN 1 / OSSINGTON AVENUE

Two Green Line parks currently exist to the east and west of Ossington Avenue without safe and convenient connection. Ossington Avenue in this segment has a higher volume and speed of vehicle traffic and will need a signal for safe crossing for Green Line users. However, Geary Avenue and Acores Avenue in this location may be too close to one another to warrant an additional signal.

If the City determines through further study that a signal is possible, the offset intersection would require a three-phase signal (i.e, eastbound and westbound vehicles would require separate green signals). This recommendation also suggests that the existing mid-block pedestrian crossing is closed and relocated 65m south. The existing TTC stop may also relocate to better relate to the intersection. A new signal in this location would need to coordinate with the Ossington Dupont intersection. Refer to the master plan on pages 30-31.



Proposed Intersection Improvements: Ossington Avenue

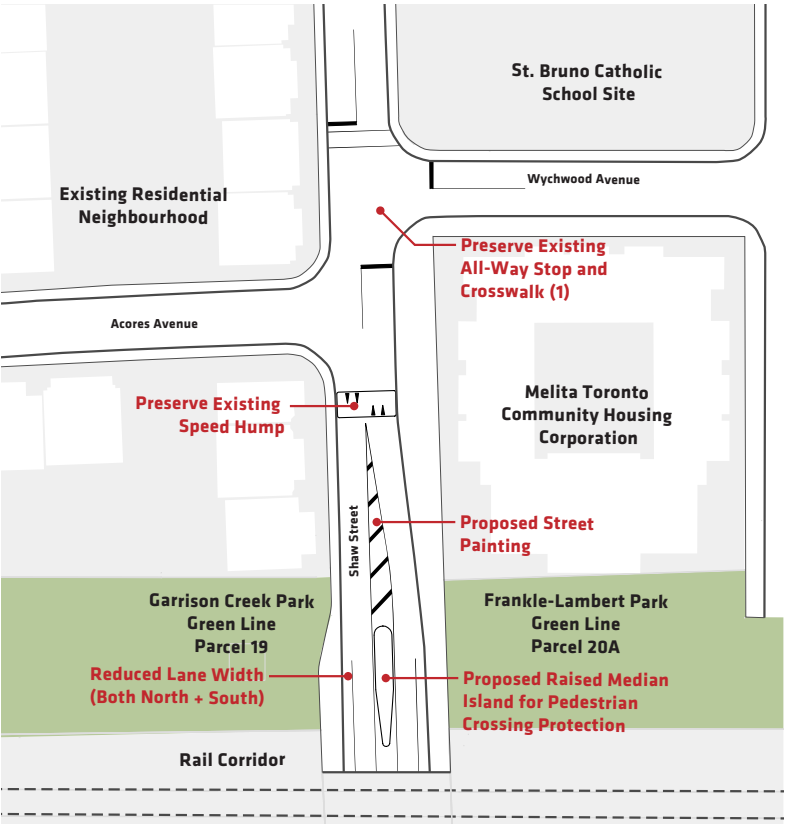


Aerial View: Existing Conditions_Ossington Avenue

CROSSING DESIGN 2 / SHAW STREET

Two Green Line parks currently exist to the east and west of Shaw Street without safe connection. The clear and current desire line is to cross Shaw Street south of Acores Avenue. Pedestrians choose today to pass through the parking lot to the rear of the Melita Crescent Housing Co-op.

The proposed enhancement does not include a new signalized crossing in this location for the following reasons: the offset streets are too close to accommodate another signal crossing, the low vehicle volume (4 vehicles per minute), existing traffic calming and a current posted speed of 30km/h. The primary issue is visibility to the south (particularly the support piers to the rail bridge). Given the current network role and lower vehicle speeds along this segment improved safety is possible with traffic calming techniques such as adding speed humps and a raised median island, and narrowing travel lanes. Refer to the master plan on pages 32-33.



Proposed Intersection Improvements: Shaw Street

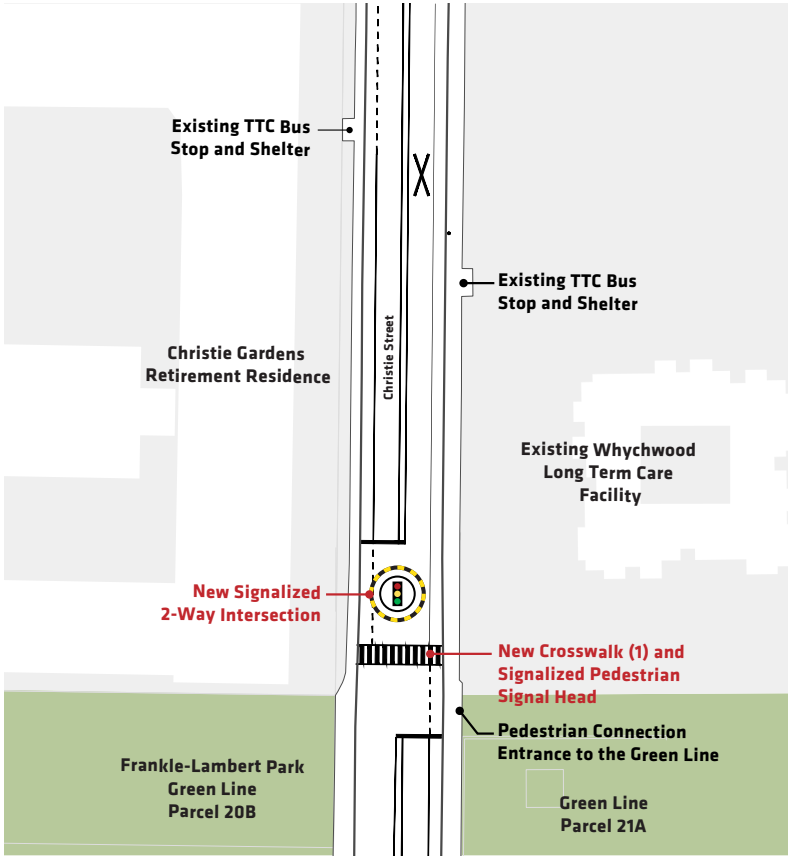


Aerial View: Existing Conditions_Shaw Street

CROSSING DESIGN 3 / CHRISTIE STREET

This critical crossing of Christie Street will connect the western Green Line parks to the east. As with many of the other proposed crossings, pedestrians choose today to follow the desire line given the substantial distance to the nearest intersection.

A fully signalized intersection to connect across Christie Street is not warranted or possible given the existing conditions. However, a new pedestrian crossover is possible in the future with the redevelopment of the City’s Castleview Wychwood Towers LTC complex and relocation of their driveway access. This would greatly benefit Green Line users as well as improve safety and connectivity in this area with a large number of senior citizens. The crossing is situated slightly north of the hydro corridor given the roadway geometry and sightlines as the street passes beneath the rail bridge. Refer to the master plan on pages 32-35.



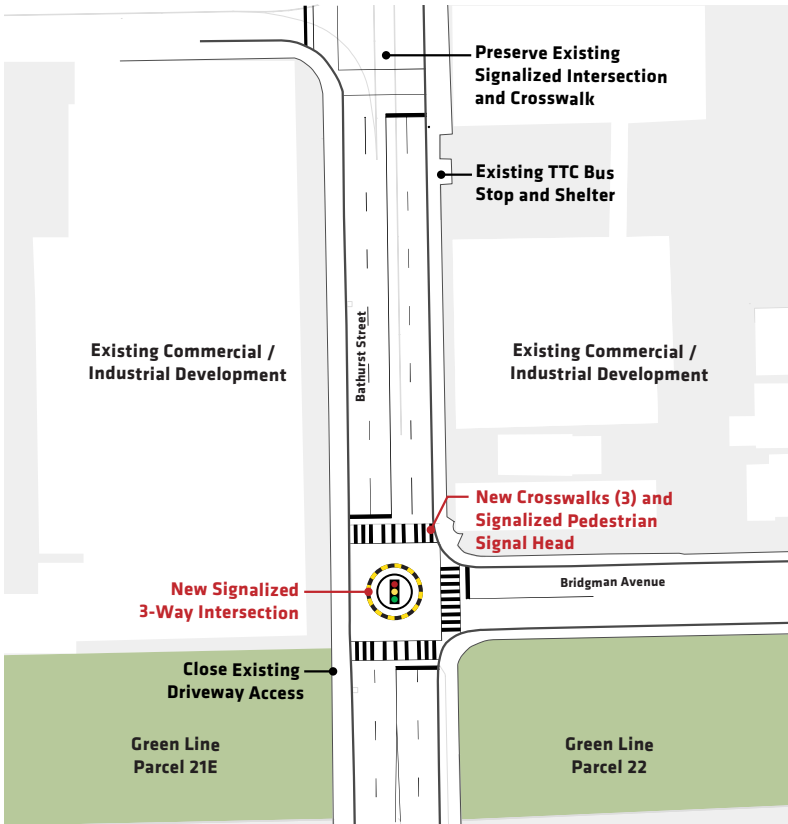
Proposed Intersection Improvements: Christie Street



Aerial View: Existing Conditions_Christie Street

CROSSING DESIGN 4 / BATHURST STREET

Similar to the Christie Street crossing, providing this critical link between the west and eastern Green Line parcels depends on a number of factors. The current TTC and Car Park access driveway from Bathurst Street is too close to the intersection to add a crossing today. To introduce a full signal with pedestrian crosswalks at Bridgman Avenue requires access adjustments to the TTC and Car Park parking lots, and the closure of the Bathurst driveway so that all vehicle movements are relocated westwards to Christie Street. This proposed change to site access has been discussed and reviewed with the key stakeholders but will require further coordination and technical review during the next stage of design. Signal coordination is suggested between the proposed Bridgman Avenue intersection and the existing Hillcrest Yard entrance 95 metres to the north. Refer to the master plan on pages 34-37.



Proposed Intersection Improvements: Bathurst Street

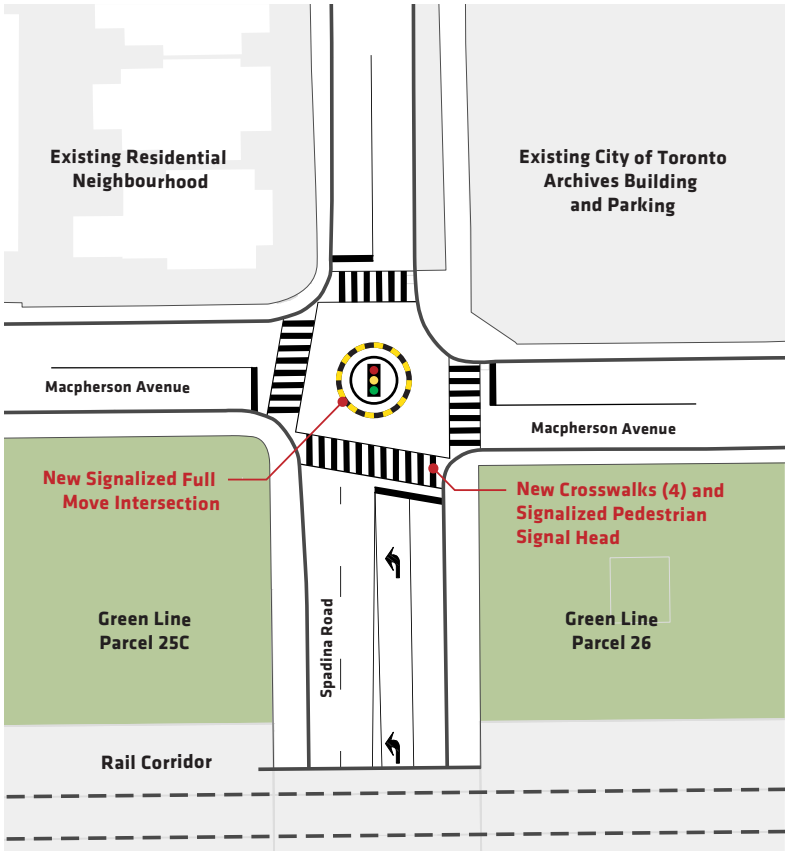


Aerial View: Existing Conditions_Bathurst Street

CROSSING DESIGN 5 / SPADINA ROAD

The highest current pedestrian volume in the Green Line is along Spadina Road with trips to area destinations such as George Brown College and Casa Loma, with more activity anticipated with the addition of the new Green Line parks. Today, the configuration of the Spadina Road intersection at Macpherson Avenue places greater priority on vehicle movements over all other users.

Recommended improvements to support safe and convenient pedestrian connections include adding a full signalized intersection with crosswalks on all legs. Future investigations by the City should explore how to adjust Macpherson Avenue so it better aligns as it crosses Spadina Road. This adjustment would improve pedestrian safety by making vulnerable users more visible in the intersection to turning vehicles. A new signal in this location would need to coordinate with the Spadina Dupont intersection. Refer to the master plan on pages 36-38.



Proposed Intersection Improvements: Spadina Road at Macpherson Avenue

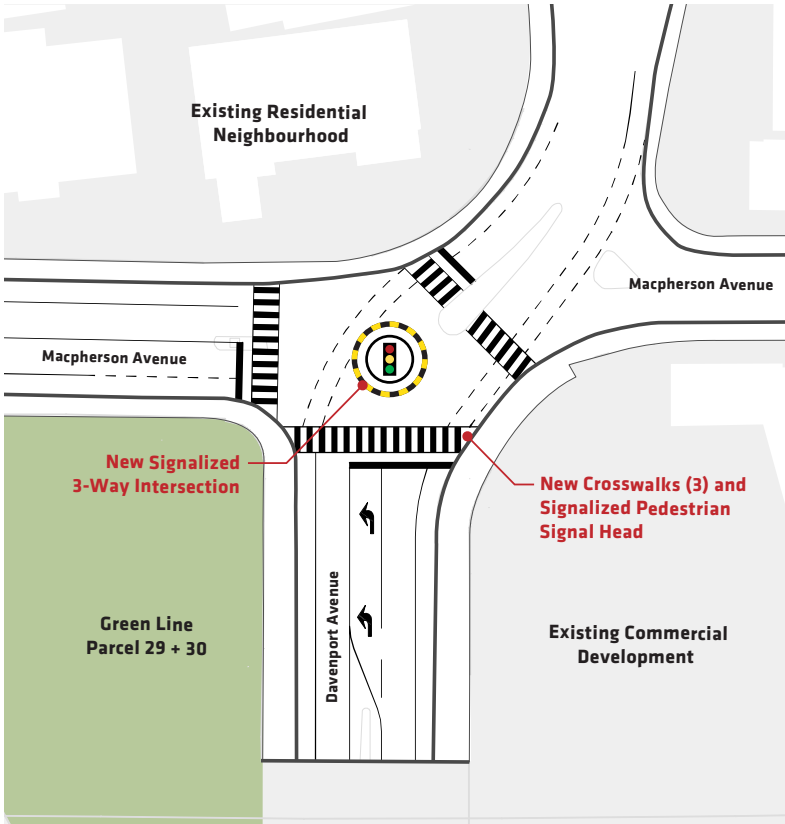


Aerial View: Existing Conditions_Spadina Road at Macpherson Avenue

CROSSING DESIGN 6 / DAVENPORT ROAD

This intersection is at the eastern extent of the Green Line corridor. With the addition of the Green Line parks and future connections to Ramsden Park and the area cycling connections, a greater intensity of pedestrians and cyclists is anticipated. Like Spadina Road, the current configuration of the Davenport Road intersection east of Macpherson Avenue places a greater priority on vehicle movements over all other users.

A traffic signal is warranted primarily based on the current east-bound right hand turns. Recommended improvements to support safe and convenient connections include adding a full signalized intersection with crosswalks on all legs. The addition of a median island where space permits will help to manage vehicular speed and provide enhanced safety. A new signal in this location would need to coordinate with the Davenport Dupont intersection. Refer to the master plan on pages 38-39.



Proposed Intersection Improvements: Davenport Road



Aerial View: Existing Conditions_Davenport Road at Macpherson Avenue

6. DESIGN GUIDELINES + DETAILS

Following are design guidelines and details that will inform the further development of the Green Line during the next phases of design and implementation. The guidelines incorporate HONI's mandatory technical requirements for any work within the hydro corridor.

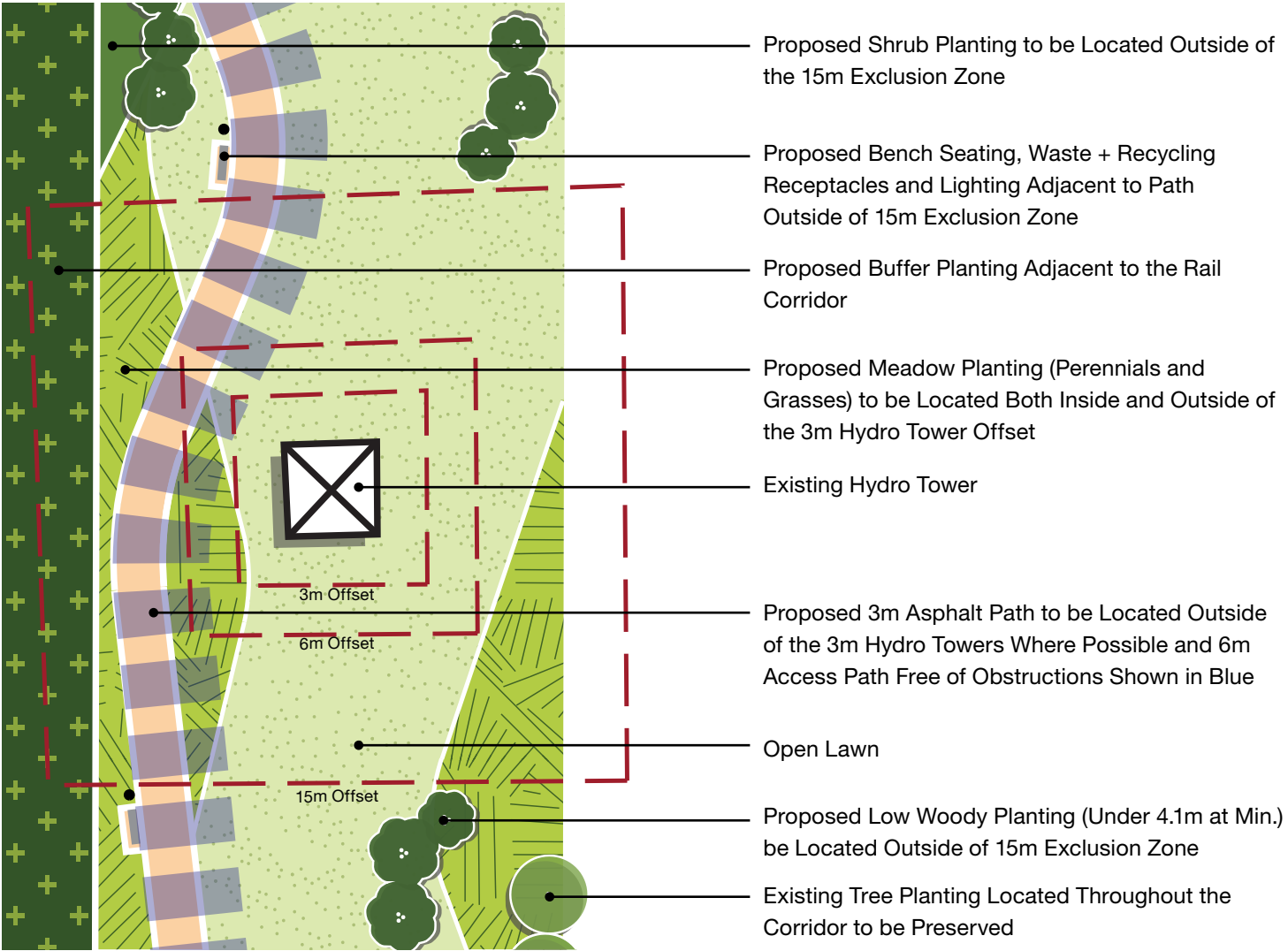
SETBACKS

- 6m access path: No vertical obstructions are permitted within the designated 6m thruway along the hydro corridor to permit access for HONI service vehicles. Pathways and open lawn/turf are permitted within this 6m access path. Pathways will set back at minimum 3m from the base of hydro towers where possible to permit access to tower foundations for maintenance.
- 15m exclusion zone: The typical HONI maintenance exclusion zone is 15m from the base of hydro towers. For

the Green Line, exceptions to this requirement will include pathway and meadow plantings as approved by HONI Forestry. Vegetation and other elements beyond the IO property line (outside the transmission corridor) are not required to satisfy setback requirements.

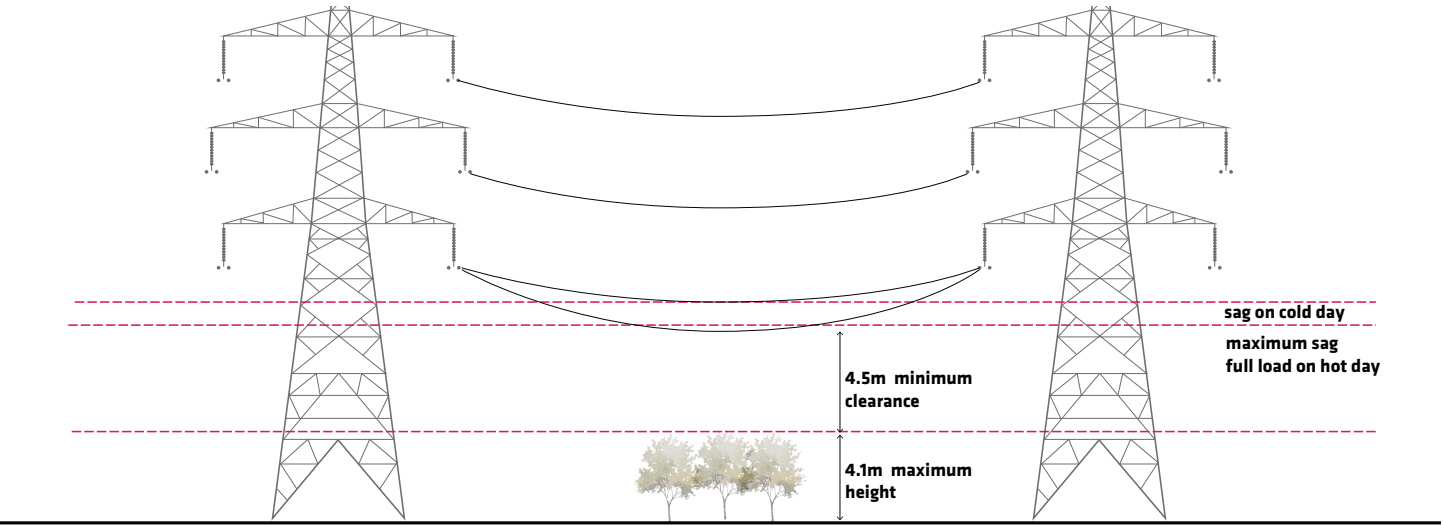
PATHWAYS

- The typical Green Line path is a minimum 3.0m asphalt surface designed to withstand the weight of HONI's heavy equipment and vehicles. Widen all existing paths to 3.0m and resurface with asphalt unless stated otherwise.
- During the following stages of work, the City should confirm the path dimension requirements in park parcels where adjacent rights-of-way provide sufficient facilities to support the pedestrian and cycling network. This may inform a path dimension less than 3.0m wide.

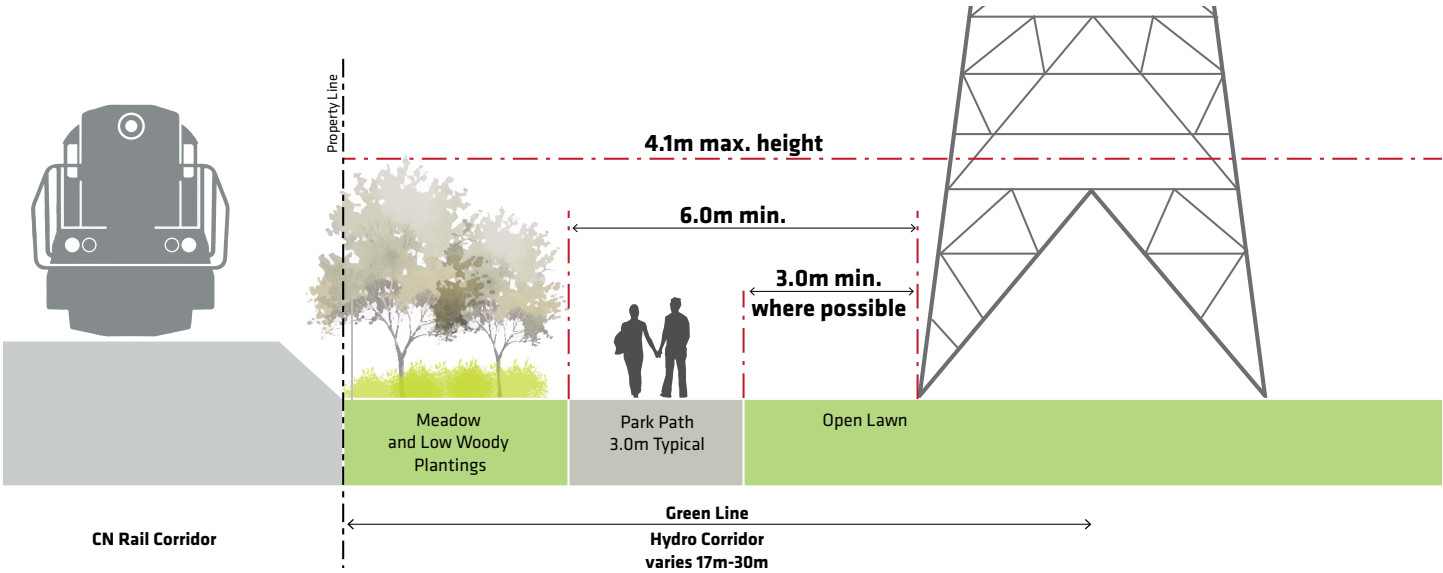


Typical Green Line Plan with setbacks and design elements

- A connected and accessible path is a critical Green Line element. Locate the path to maximize contiguous open space in each parcel, and provide users a route within the parks that differs from the public sidewalks where the Green Line is adjacent to City streets.
- An additional 0.5m mowed turf buffer should be placed on either side of the path when adjacent to planting.
- The path should not exceed a 5% longitudinal slope or 2% cross slope and should comply with all AODA guidelines.
- Locate where possible all paths 3.0m away from the base of hydro towers. Due to the constrained existing conditions, this guideline is not possible to satisfy in all instances.
- Locate the new path to create contiguous and flexible open spaces.
- On Parcel 8 (Beaver Lightbourne Parkette) a low wooden boardwalk is proposed rather than a 3m asphalt path to reflect and update the existing condition.



Section: Vertical clearance between plant material and hydro wires



Section: Setbacks and maximum plant material height

SITE FURNITURE

- Locate all proposed site furniture to preserve a 15m radius or exclusion zone around transmission towers and a 6m clear path throughout the entire hydro corridor for HONI service and maintenance access. Relocating existing features in currently licensed parks is not necessary but HONI may review this matter subject to future policy.
- Locate seating at regular intervals along the Green Line path. These facilities could either stand alone as benches or integrate in other elements. The precise location of seating is subject to further discussion during the next stage of design.
- Standard City of Toronto park benches are recommended for use in the Green Line. Affix the benches to a concrete pad adjacent to the asphalt path. At least half of the benches with pads should accommodate wheelchair access.
- Install new fencing along the rail corridor to improve safety and visual consistency, and that is visually permeable, attractive and non-climbable. Further define the fencing product specifications during the following stages of design.
- Install all fencing within the hydro corridor's property line, not the rail corridor.
- All fencing within the corridor parcels and directly adjacent to tower footings must consist of non-conductive materials.
- Fencing should be attractive and can be considered as a potential venue for public art.
- Fencing should not impede stormwater flow.



Concrete Landscape Walls with Board Form Finish



Concrete Bench with Wood Toppers



Standard City of Toronto Unit Paver



Standard City of Toronto Park Bench



Permeable and Non-Climbable Fencing



Concrete Sidewalk Paving

GATEWAY FEATURES

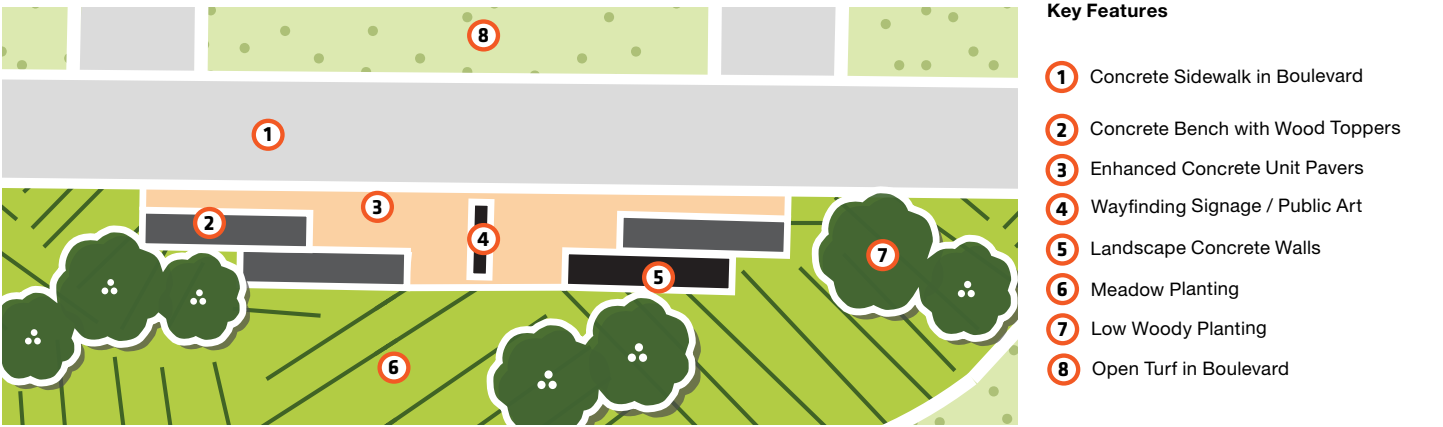
A major objective of the Green Line Implementation Plan is to provide a distinct identity and ensure a consistent character to each of the parcels as they become part of the overall linear open space system.

One of the elements that will contribute to the identity of the Green Line is the introduction of custom gateway features. These elements differ from the other suggested improvements and furnishings in this master plan as they are unique to this place. They are conceived as modules to add to individual parks as the opportunity arises.

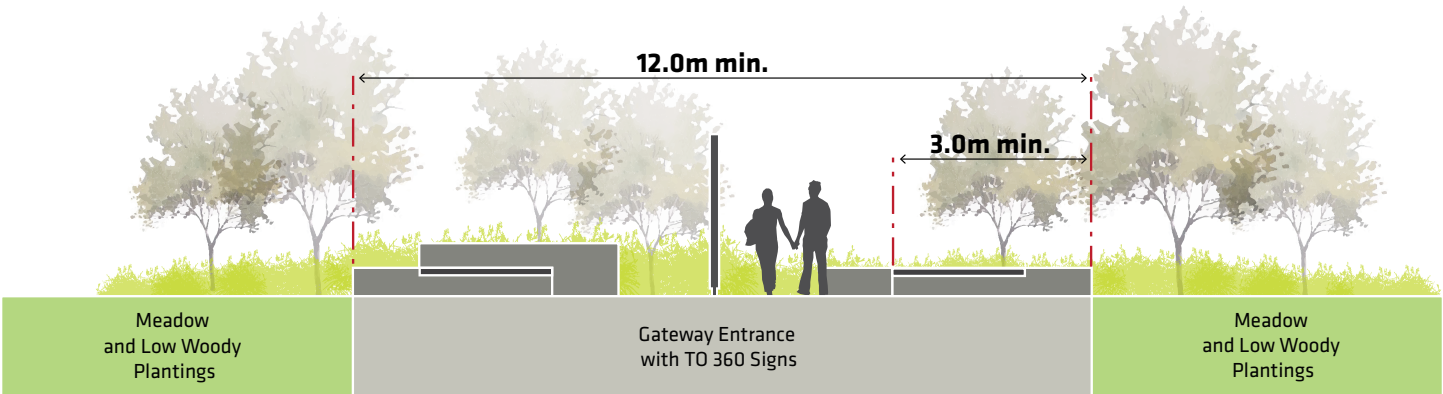
The gateway features are recommended at specific locations along the Green Line corridor to announce arrival into the park system, although it is possible to place in other locations as well. With the HONI technical requirements informing what is possible in the parks, the gateway features will become places to consolidate several components in one area rather than spread throughout the corridor.

The gateway features present a shallow linear footprint and are intended to generally fit within constrained spaces in the public-right-of way. The City should make every effort to ensure that the concrete wall portion of the gateway features are on their property. However, if any portion of the gateway feature is within the hydro corridor, they will require HONI review and approval.

Each gateway feature will include elements such as low concrete seating walls with integrated wood slat seating, enhanced unit paver paving, plantings, wayfinding signs and opportunities for public art. Low seating walls should be cast-in-place concrete and present a raw aesthetic such as with board-formed concrete. They are presented as a pair of seating elements but it is possible to modify to fit local conditions.



Plan: Typical Gateway Feature



Elevational Section: Typical Gateway Feature

DEMONSTRATION OF A TYPICAL GATEWAY FEATURE WITH LOW CONCRETE WALLS, WOOD SEATING, WAYFINDING, AND PLANTING.



LIGHTING

- Space light poles at 25m intervals to ensure an even and safe distribution of light along the Green Line path. Final light pole locations are subject to a photometric analysis.
- The maximum height for park lighting should not exceed 4.1m above grade.
- Light poles are not permitted within the 15m tower exclusion zone and 6m access path.
- Light fixture material and details to be confirmed and coordinated with the City of Toronto staff and HONI.

WAYFINDING + PUBLIC ART

- Introduce the City’s TO360 Parks Wayfinding Strategy throughout the Green Line. Identify specific locations for signs during the next stages of the project.
- Incorporate wayfinding signs and public art as part of the gateway features in the right-of-way.
- All signs should reflect a simple and contemporary aesthetic complementary to the design and character of other Green Line elements.
- Public art works can take on many forms and media, including stand alone, site specific, integrated or semi-integrated into other functioning elements such as street furniture, buildings, structures or landscapes.
- Public art can be permanent or temporary (permanent public art is intended to last forever or at least 50-100 years; temporary public art can include, but is not limited to: community art; mural art; installation; digital; hoarding; sculpture; and street art). It can be stand alone, site-specific, integrated or semi-integrated into other functioning elements such as street furniture, buildings, structures or landscapes.
- Locate public art within the City’s public right-of-way or integrate with infrastructure. Any works that may intrude within the hydro corridor (for example, as part of a fence installation) will require HONI and potential CN Rail review and approval.
- Vary the nature, size and theme of public art installations.
- Manage all public art works within the Green Line, whether permanent or temporary, as a coordinated system.



Typical City of Toronto Park Lighting (Under 4.1m)



Signage Wall Precedent from MLK Gateway in Portland, OR



Public Art Precedent, Alberta Main Street, Portland, OR



Pilot Project of Toronto 360 Wayfinding Strategy along Lower Don Trail



Public Art Incorporated into Fence Design



Existing Green Line Mural at the Dovercourt Road Underpass

PLANTING

- Plant material within the hydro corridor will include open lawn/turf, meadow planting (consisting of perennials, grasses, and forbs), low trees and shrubs. All planting will require HONI Forestry review and approval during the next stage of design.
- Meadow planting will generally occur no closer than 6m from the base of hydro towers, but in some instances may occur within this setback. Meadow planting (similar to what exists in most hydro corridors) can accommodate infrequent compaction during service and maintenance.
- Typically use terraseed plantings in larger and lower profiles areas. The City may chose to use potted materials and plugs in high profile areas.

- Existing trees and shrubs in current City-licensed parks will remain. However, HONI Forestry will continue its regular inspections and address any dangerous trees or other plants that pose a risk to the reliability of the transmission system.
- Where possible, larger canopy street trees are proposed in the City’s public right-of-way adjacent to the hydro corridor.
- Buffer views and access to the adjacent rail corridors with densely planted deciduous and coniferous shrubs and trees along fence lines. Any planting within the hydro corridor will require HONI Forestry review and approval.
- See Appendix B for the list of plant species currently approved by HONI at the time of this plan, some of which are illustrated below.



Amelanchier sanguinea
Roundleaf Serviceberry



Cornus amomum Silky Dogwood



Cornus sericea/stolonifera
Red Osier Dogwood



Hypericum kalmianum Kalm St. John's-Wort



Myrica gale
Sweet Gale



Physocarpus opulifolius
Ninebark



Rhus typhina
Staghorn Sumac



Salix exigua/interior
Sandbar Willow



Sambucus canadensis
American Elder



Sambucus pubens Scarlet or Redberry Elder



Viburnum acerifolium
Maple-leaf Viburnum



Juniperus communis
Common Juniper



Taxus canadensis Canadian Yew



Carex bebbi
Bebbs Sedge



Scirpus atrovirens Dark Green Bulrush



Carex viupinoidea
Fox Sedge



Asclepias syriaca Common Milkweed



Fagopyrum esculentum
Buckwheat



Glyceria grandis Tall Mannagrass



Poa palustris
Fowl Bluegrass

7. IMPLEMENTATION + PHASING

Decisive action is required to achieve the proposed vision for the Green Line. The path to implementation is a logical, incremental process with each step building upon those before it. Certain initiatives, already underway, must take advantage of the overall momentum from the Green Line to help advance future projects.

This chapter identifies implementation strategies and discrete tasks—identified as either a project or action—that the City and partners will carry out to implement the overall vision. The projects are organized into one of three-time horizons: immediate (0 to 3 years), near term (3 to 5 years) and mid-term (6 to 10 years). Other projects may come forward in the future as opportunities to expand the park system present themselves, for example, on current parking lots which may change their use. However, those types of initiatives are not described in detail as part of this implementation plan. The actions are administrative in nature (for example further studies, coordination with other projects) which the City can initiate in the near term.

Further development and improvement to the Green Line must acknowledge its size and the realities related to ownership, parcel fabric, the number of crossings, reliance on street design and intersection adjustments, and access to potential funding sources. The improvements recommended in this implementation plan will largely proceed as a public undertaking. However, the City may choose to engage partners to assist with various aspects of the project. Specific funding and partnership arrangements will be identified through the appropriate park and street improvement planning and design processes.

FIVE IMPLEMENTATION STRATEGIES

1. Work in a Coordinated and Strategic Way. PF+R is the primary lead agency for the Green Line, but will need to work collaboratively with its partner departments and agencies to successfully deliver the recommendations presented in this plan. This implementation plan should be linked to City work plans to ensure the efficient delivery of each project.

2. Focus Funding and Physical Improvements in Concentrated Areas. Most of the projects will rely heavily on municipal funds to deliver the new parks and improvements to existing assets. To the project’s advantage, the Green Line lands are in public provincial ownership with several existing park licenses already in place. A few initial projects can go a long way to expand the open space network and serve as the catalyst for future improvements.

3. Update Regularly. The City should revisit and update this phasing and implementation strategy on a recommended annual basis. Any changes should be done with due regard to the main principles of this Plan.

4. Create Project Guidelines. The City should develop guidelines and design strategies for the site furniture and use this Implementation Plan as a starting point. These guidelines should be prepared in collaboration with all project partners, including HONI and Infrastructure Ontario.

5. Measure Success over Time. The plan has a long-term time frame, and not all projects identified will occur immediately. Several factors will determine the pace of progress: funding availability, and changes in IO, HONI, City and neighbourhood priorities. However, the plan identifies short to mid-term priority projects and actions that the City can comfortably move forward in the coming years and coordinate with the City’s 10-year Capital Improvement Plan, which is updated on an annual cycle. The City should take steps to document the successes that result from improving the initial Green Line projects and apply those lessons to the those that follow.

PRIORITIES FOR IMPLEMENTATION



PROJECTS

Identified below are the projects recommended by this Implementation Plan to deliver the Green Line. The project order can accelerate with availability of funding and changing priorities. The 46 Green Line parcels are organized below into 19 distinct projects for cost estimating purposes.

IMMEDIATE (0 TO 3 YEARS)

The following actions are designated as priority projects to begin in the next three years to advance the Green Line vision as defined in this plan. It is encouraging that many of the initial opportunities to realize the Green Line are of high priority to the local councillor, City staff, and the neighbourhood. In the immediate and near term are projects associated with major public works, potential partnerships with local institutions, and strategic opportunities. It is imperative that the City and its partners collaborate and coordinate the delivery of these improvements.

- **Geary Avenue + Ossington Avenue ROW Improvements.** Streetscape modifications to improve networks, support placemaking, and connect the Green Line park parcels.

- **Parcel 17A through 18B (Geary Avenue Parkettes).** 17A is a current parking lot and will not change in the foreseeable future beyond an upgrade fence adjacent to the new parks next door. 17B and C together will become one of the highest profile parks in the network. Parcels 18A and 18B include one existing park (Geary Avenue Parkette) to receive upgrades and one new park. With the intersection improvements already approved for Dovercourt Road, these parcels to the east and west become a critical central segment to the Green Line.
- **ROW Improvements adjacent to Parcels 25A and B.** Street reconfiguration of Bridgman Avenue from Dartnell Avenue to Kendal Avenue to accommodate pedestrian facilities, cycling infrastructure and additional greening.
- **Parcel 26 + 27.** These two vacant parcels together are the second largest new park in the Green Line. Like the Geary Avenue Parkette, this park is adjacent to a public right-of-way which helps to extend the opportunity for access, visibility and placemaking.
- **Parcel 28B, 29 + 30.** These three vacant parcels are owned by the City of Toronto and will act at the gateway into the Green Line on the east side.

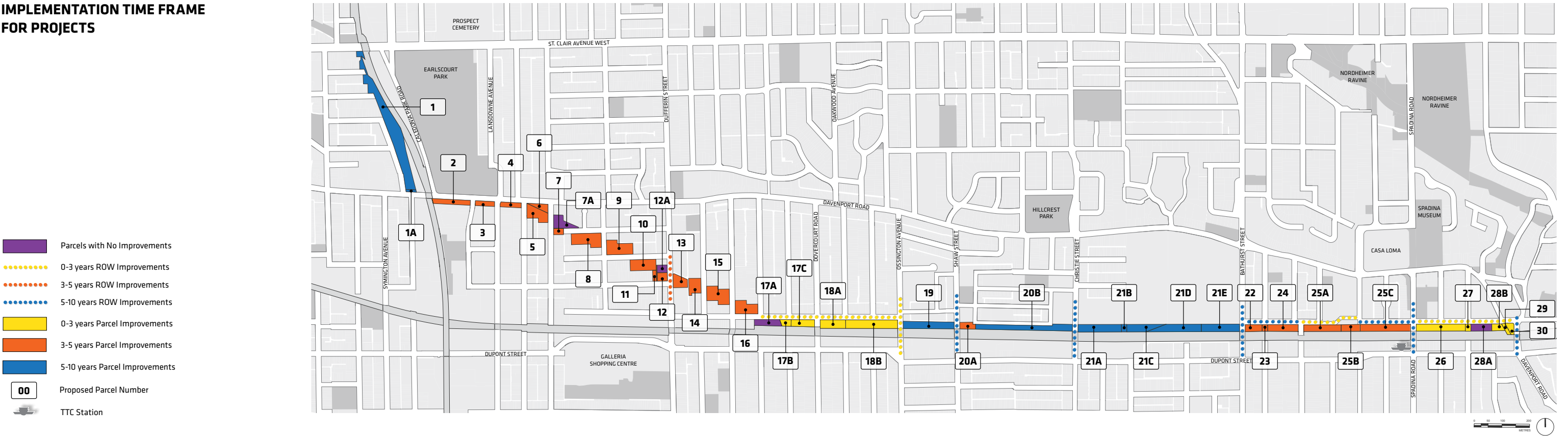
NEAR TERM (3 TO 5 YEARS)

The following actions are designated to begin in the next three to five years building the Green Line further.

- **Parcels 2 + 3.** Two new narrow parks that connect Earlscourt Park to the Davenport Diamond and Wiltshire Corridor, and together create a Park Street segment between Caledonia Road and Lansdowne Avenue, creating an entrance to the neighbourhood.
- **Parcels 5 through 8.** Improvements to two existing City parks (Primrose Avenue Parkette + Beaver Lightbourn Parkette) with one new park to connect Primrose Park to the broader existing network to the east.
- **Parcel 4 + 7A.** Parcel 4 is a narrow property between Lansdowne Avenue and Primrose Street that will connect the larger park system to the east with Earlscourt Park and set up the sequence of parks towards the Davenport Diamond and Wiltshire Corridor. Parcel 7A is an existing parking lot with upgrades only to the edge conditions adjacent to the new park on parcel 7.

- **Parcels 9 through 12A.** Except for 12A, these parcels are existing parks (Chandos Park North, Chandos Park South, Brandon Avenue Parkette) to receive upgrades consistent with the guidance in this document. 12A is a current parking lot with a secondary license. Upgrades to include edge conditions/fencing improvements only.
- **Parcel 13 + Dufferin Intersection Improvements.** This parcel will connect two parks and provide a more visible and inviting route for pedestrians. Improvements to the intersection will facilitate safe and convenient crossing for park users.
- **Parcels 14 to 16.** Upgrades to existing parks (Bristol Avenue Parkette West, Bristol Avenue Parkette, Bartlett Parkette)
- **Parcel 20A.** This parcel is the existing parking lot for the TCHC Melita Court housing development. Improvements will provide safe and convenient connection from Garrison Creek Park across Shaw Street to Frankel Lambert Park to the east.

IMPLEMENTATION TIME FRAME FOR PROJECTS



- **Parcels 22 through 24, and 25.** These parcels are all current George Brown College parking lots and will not receive any improvements other than enhanced edge conditions in the short term. The City should explore the opportunity to modify the streetscape for the Bridgman Avenue segment from Bathurst Street to Dartnell Avenue and McPherson Avenue from Kendal Avenue to Spadina Road in the 5 to 10-year period.

MID-TERM (5 TO 10 YEARS)

The following projects include enhancements to existing City parks, roadway and streetscape improvements that will require further technical study, and connections through existing secondary licenses that require modifications to permit through access.

- **Parcels 1 + 1A. (Wiltshire Hydro Corridor)** These two parcels together create the Wiltshire corridor parklands, connecting St. Clair Avenue to Davenport Road.
- **Parcels 19 + 20B. (Garrison Creek Park + Frankle-Lambert Park)** Improvements and upgrades to currently existing parks.
- **Shaw Street ROW Improvements.** Roadway and intersection improvements to facilitate enhanced crossings.
- **Christie Street + Bathurst Street ROW Improvements.** Roadway and intersection improvements to provide safe crossings between existing parks and other Green Line parcels.
- **Parcels 21A, B, C, D and E. (Hillcrest Yard)** Connections through existing parking lots and potential new Community Garden to animate the block.

- **Streetscape Improvements adjacent to Parcels 22 through 24, and 25C.** Streetscape improvement to the Bridgman Avenue segment from Bathurst Street to Dartnell Avenue and McPherson Avenue from Kendal Avenue to Spadina Road.

- **Spadina Road ROW Improvements.** Intersection improvements to facilitate safe and equitable crossing of Spadina Road along McPherson Avenue.

- **Davenport Road ROW Improvements.** Intersection improvements at the eastern gateway to the Green Line to provide safe and equitable pedestrian crossings.

ACTIONS

In addition to the projects described above, a series of administrative actions, studies, and next steps are recommended to effectively achieve the vision identified in this implementation plan.

Coordination with the Davenport Diamond. The Davenport Diamond is a future corridor, led by Metrolinx, west of the Green Line that provides tremendous opportunity to expand the park network to serve the local and broader community. The City should continue to coordinate with Metrolinx to ensure that seamless connection is provided.

Connect to the Broader Parks and Open Space Network. The Green Line is a significant link in the Downtown Parks + Public Realm Plan adopted by Council in May 2018. Along with the Davenport Diamond and Ramsden Park, these three major components together serve to connect the northern parts of downtown Toronto. The City should explore how to create and enhance connections east to Ramsden Park (most likely via street-related improvements) and to local neighbourhood parks in all directions.

Seek Future Park Opportunities. The Green Line is a park system that takes a long view. Today, certain opportunities present themselves to make improvements and expand the number of parks in the network. Tomorrow, when circumstances change, additional parks and facilities may become more possible. The City should monitor if additional parks can be added to the Green Line, specifically in the segment between Christie Street and Spadina Road.

Monitor Opportunities for Further Streetscape Improvements. As the City becomes less reliant on the private automobile and towards more active and sustainable means of mobility, the use of the public rights-of-way will become more efficient, equitable, and balanced. The City should continue to seek opportunities to improve the pedestrian and cycling network, add more greening, and heighten placemaking.

Identify Potential Private Funding Sources and/or Partnerships. The Green Line is a public project and will be implemented largely through public funding. However, the City should seek potential partnerships to help deliver this ambitious park system. Private sources of capital could supplement the City’s budget, advance the implementation timeline, and elevate the quality of individual design elements.

Prepare a Green Line Neighbourhood Parking Study. The City should study parking in the Green Line neighbourhoods to help guide decisions about making the best use of limited public realm space, particularly on the boulevards and curbside. Most communities believe they have a parking supply shortage while the evidence often suggests the opposite is often the case. The parking study should focus on availability not supply, and to determine the origin and destination of customers to the neighbourhood. Given the great majority of residents, visitors and employees choose to move either by foot, bike or transit, the issue of parking may tend to be one more of convenience than necessity. The parking study should recommend tools that the City can use to monitor performance over time.

APPENDICES

- A: GREEN LINE CONSULTATION AND COMMUNICATION REPORT
- B: HONI APPROVED PLANT LIST
- C: ACKNOWLEDGMENTS



Photo credit: Park People / Vahagn Stepanian

APPENDIX A:

GREEN LINE CONSULTATION AND COMMUNICATION REPORT

The following is a summary report of the Phase 1 and Phase 2 consultation and communication activities for the Green Line Implementation Plan by Workshop Architecture.

KEY MESSAGES

Overall. The feedback was overwhelmingly in support of the Green Line Implementation Plan with consideration of pedestrian safety at street crossings and on Geary Avenue and Bridgman Avenue held up as a top priority.

Park Development/Redevelopment. Increasing park space, supporting biodiversity, maintaining and/or adding open space and amenities for sports, recreational and picnic uses were clear priorities. Development of new park spaces took precedence over the redevelopment of existing parks by a ratio of almost 4:1.

Streetscape Improvements. There was strong support from both business owners along Geary Avenue and representatives of the local resident’s association, that any streetscape modifications minimize and mitigate impacts to the businesses’ current operations. Improvements to the pedestrian realm at Bridgman Avenue were supported by most respondents, but they were divided on whether to support Option 1 (two-way) or Option 2 (one-way), with one-way receiving double the responses.

There were a significant number of public comments relating to un-permissible uses or items outside the study scope. These have been recorded, but will not be reflected in the Green Line Implementation Plan as per the reasons outlined below:

- There is continued concern over the need to separate dogs from other uses in the parks. The City informed community members of the process for adding dog off-leash areas that is separate from this current study.
- Many people expressed the desire for pedestrian bridge connections over key intersections. As Hydro One Networks Inc. (HONI) will not permit their construction, the City is not able to consider this option.
- There were many comments asking the City to remove or reduce the current parking licenses in the hydro corridor, but as the licenses are with HONI, the City is not able to consider this option.



City of Toronto’s Green Line webpage

PHASE 1 CONSULTATION SUMMARY

CONSULTATION PURPOSE

- Introduce the concept and vision of the Green Line and the scope of the implementation plan.
- Connect the Phase 1 Findings (environmental, archaeological, SWOT) to local environments.
- Seek input into the findings and Green Line vision/ guiding principles.

MAIN ISSUES

The following were the six main areas of concern (in order of concern) voiced by members of the public through the consultation:

1. Lack of continuous, safe connection for pedestrians and cyclists along the corridor;
2. Unsafe street crossings (Dovercourt, Ossington, Shaw and Spadina were highlighted in particular);
3. Need for increased vegetation (including shade trees, planting to mitigate noise and/or support pollinators);
4. Lack of formalized spaces for dogs (sited by both dog-owners and those who see off-leash dogs as a problem);
5. Dumping waste, lack of maintenance and aesthetic concerns; and
6. Unsafe and poor condition playground equipment (particularly in Bristol Parkette & Geary Avenue Parkette)

TOP PRIORITIES

The following were the 8 top priorities (listed in order) we heard from local people through the consultation:

1. Create a continuous pedestrian connection
2. Improve the safety of street crossings
3. Add more vegetation and license more park space
4. Define off-leash dog areas
5. Connect the Green Line to other active transportation paths in Toronto
6. Improve the existing parks along the Green Line (particularly playgrounds)
7. Add amenities to meet local needs (including various sports uses, seating and picnic facilities)
8. Create a continuous and safe cycling route (preferably off-road)

COMMUNICATION ACTIVITY

Information about the project and how to give feedback was disseminated widely across the local area and the wider city as per the chart below.

COMMUNICATION METHODS	Walks & Public Meeting	City website	Online Survey	Green Line email	City contact	Distribution numbers
City of Toronto Flyer Mail Out	-			-	-	13,815 households
Park People’s Green Line e-newsletter	-	-				700 subscribers
Twitter: @Park_People and @GreenLineTO	-	-	-			8400 followers combined
Jane’s Walk Website	-	-				N/A
City’s Green Line webpage (Toronto.ca/greenline)	-	N/A	-	-	-	303 unique hits
Info board (in Bartlett, Primrose Ave and Frankel Lambert parks)	N/A	-	-	-	-	N/A
TOTAL DISTRIBUTION						23,218

CONSULTATION ACTIVITY

Resulted in a total of 177 active points of contact, consisting of 167 from members of the public and 10 stakeholder representatives as per the chart below. 99% of the feedback from the public was positive and supportive of the Green Line project overall. 1% of the feedback (2 survey responses) was not supportive of the project due to concerns about rail safety and health, and preference for green space in the Dupont developments south of the railway.

CONSULTATION METHODS	Consultation numbers
Jane’s Walk and Public Meeting <ul style="list-style-type: none">• Handout with info & contacts• Held on 6 May 2017	63 people
Online survey <ul style="list-style-type: none">• 6 May 2017 to 26 May 2017	94 people
Green Line email <ul style="list-style-type: none">• 27 April 2017 to 26 May 2017	10 people
Existing license-holder meetings <ul style="list-style-type: none">• 3 meetings completed• 1 meeting on 12 June 2017	10 stakeholders, representing 7 organizations (to date)
Park People partner events <ul style="list-style-type: none">• Doors Open 27/28 May 2017• Bee Line event, 18 June 2017	N/A
TOTAL PARTICIPATION	177 people

JANE’S WALK AND PUBLIC MEETING (6 MAY 2017)

- West Walk: 11:00am to 12:00pm, from southeast corner of Earlscourt Park to Bartlett Parkette
- Public Meeting Drop-In Session: 12:00pm to 1:00pm, Bartlett Parkette
- East Walk: 1:00pm to 2:30pm, from Bartlett Parkette to Spadina and Macpherson

Attendees. 63 individuals attended one or more of the walks and the Public Meeting. Councillor Mihevc (Ward 21) attended the Green Line Walk East. MPP Cristina Martins attended the Public Meeting Drop-In Session

Walk Leaders. Helena Grdadolnik, Workshop Architecture and Brent Raymond, DTAH lead the walk with support from the project team and partners: Nancy Chater, City of Toronto (Project Manager); Jake Tobin Garrett, Park People (Project Partner); Sandra Cappuccitti, DTAH (Project Lead); Muntazir Pardhan, Dillon Consulting (Environmental Assessment); and Toni Paolasini (Hydro licensing expert).

The following was discussed:

- Background about the Green Line vision, the hydro corridor’s landowner (the Province), the primary use (transmitting hydro-electrical power) and the Green Line Implementation Plan study’s purpose, scope and schedule were shared;
- At the stops along the walk, leaders highlighted: key inventory and analysis points, initial findings including the Phase 1 environmental assessment (potential for archaeological and soil contamination), safety and connections, existing uses, character areas, and priorities;
- A handout showing a map with information on parcels, licenses, and priorities, as well as a summary of challenges and opportunities, and feedback opportunities;
- Attendees asked questions from the Project Team and they shared their feedback, which was recorded and can be found in Appendix B.



Photo credit: Zachary Moull

ONLINE SURVEY

The survey asked people for input on how they currently used the space, their main concerns and priorities.

- 94 responses were received from 6 to 26 May 2017
- 92% of respondents live in one of the 5 postcodes along the Green Line (see map below)

Current park use within the Green Line. All 10 parks are used by a minimum of 17% of survey respondents, with Geary Avenue Parkette, Frankel Lambert Park, Bartlett Parkette being used by more than 50% of respondents.

Respondents currently use the park as follows:

- 45% - Walking/short-cuts
- 43% - Playground equipment
- 19% - Dog walking/off leash
- 16% - Sports
- 15% - Sitting/hanging out
- 9% - Cycling
- 7% - Community events
- 7% - Community gardens

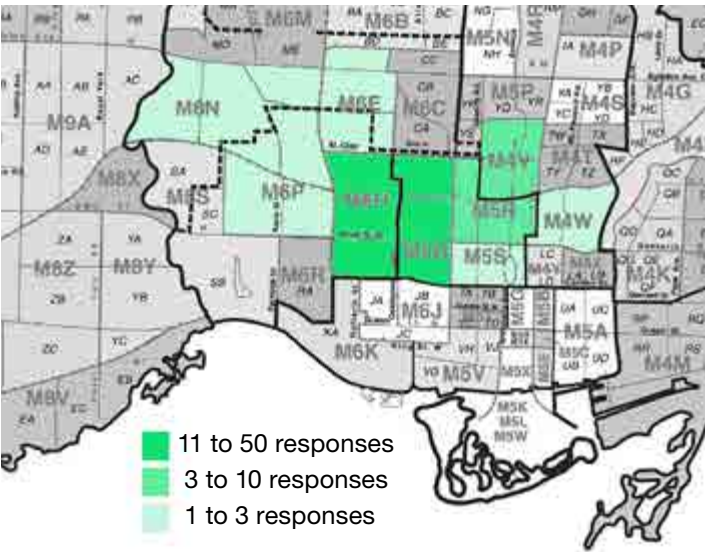
Current use of vacant parcels within the Green Line

All the vacant parcels in the Green Line study area are being informally used by respondents with:

- Approximately half using Parcels 17B to 18A (east and west of Dovercourt at Geary Ave)
- Almost one-third using each of the following: Parcel 7 (by Primrose Housing Coop), Parcel 13 (short-cut east of Dufferin) and Parcels 21A to 21C (between Christie and Bathurst)
- Parcel 1 and 1A (the vacant corridor east of Wiltshire Avenue) has the lowest use at only 4%.

Current uses for the vacant parcels include:

- 56% - Walking/short-cuts
- 32% - Dog walking/off-leash
- 15% - Sports
- 8% - Cycling



EMAIL COMMENTS

(greenline@workshoparchitecture.ca)
10 people emailed including representatives of Castle Hill, Madison Avenue Lofts and the Foundry Lofts. Six emails were requests to be added to a list to be informed of future Green Line developments. Three emails included requests for: a camping site, a request for distinct cycle and pedestrian bridges, and a green space in Parcel 26.

STAKEHOLDER MEETINGS

Stakeholder meetings were concentrated on meeting with existing license-holders in the Green Line study area. License-holders predominantly use the parcels in the hydro corridor for parking and vehicle access.

At the meetings the Project Team introduced the Green Line vision, its objectives and made license-holders aware of potential effects of the Green Line project for the licensed parcels. The meetings were instrumental in understanding how the licensed parcels are currently being used and whether there were any planned improvements to them. The Project Team also discussed potential synergies between the Green Line project and the license-holders’ organizations/ activities.

Project Team. Meetings were coordinated by Nancy Chater and led by Brent Raymond, DTAH and Helena Grdadolnik, Workshop Architecture.

Attendees

- Representatives from the landowner (Patrick Grace, Infrastructure Ontario) and primary user (Jim Oriortis, Hydro One) attended the first three stakeholder meetings
- Meeting 1: representatives from George Brown College
- Meeting 2: representatives from the Toronto Transit Commission, Car Park Management and the Canadian Opera Company
- Meeting 3: Representatives from Christie Gardens, Toronto Community Housing Corporation and Primrose Housing Coop
- Meeting 4: Representatives from Fifth Evening Inc., General Wood Stock, Cottage Industries Ltd.

Main Concerns

- Potential loss of parking or vehicle access is the primary concern for most of the license holders
- Where public access was being considered through a licensed parcel, stakeholders expressed concern regarding liability and risk allocation

Potential Opportunities

- Support from multiple stakeholders on improving safety of road crossings and adjacent roads where they exist
- Support from Christie Gardens and Primrose Housing Coop on the potential benefits to their residents

PHASE 2 CONSULTATION SUMMARY

CONSULTATION PURPOSE

- Introduce the Green Line Conceptual Master Plan and Site-Specific Project Designs.
- Update the public on project findings and initial stakeholder feedback, including Hydro One Networks Inc. (HONI).
- Seek input into the Green Line Implementation Plan draft to date.

COMMUNICATION ACTIVITY

Information about the Public Open House was widely distributed:

- City of Toronto mail out to 13,815 households;
- Park People’s Green Line e-newsletter to 700 subscribers;
- Twitter: @Park_People and @GreenLineTO, 8400 followers;
- Shared with local Councillors for distribution;
- Shared with key stakeholders to invite their students/ residents and/or tenants;
- 12 posters in community buildings, parks and key area businesses; and
- Presentation material and feedback form uploaded to City of Toronto website following the Public Open House.

CONSULTATION ACTIVITY: PUBLIC OPEN HOUSE

Date and location: 23 April 2018, 6:30pm to 8:30pm, Toronto Archives, 255 Spadina Road

Attendees. Approximately 100 individuals were in attendance

Presentation. Workshop Architecture, City of Toronto Parks Forestry and Recreation’s project manager and the Ward 21 Special Assistant (on behalf of the Councillor) provided introductions. DTAH presented an overview of the Green Line Draft Conceptual Master Plan and answered questions for clarification.

Workshop. DTAH, Workshop Architecture, and Dillon Consulting staff facilitated public discussions and input at three workshop break-out areas with support from the City of Toronto Parks Forestry and Recreation project manager.

Feedback Written On The Plans. The following is a record of the input written on the printed Green Line Master Plans during the workshop session.



Character Area 1.0 / Wiltshire Corridor

- Remove all the parking lots
- Ideas include narrowing Davenport Road on north side from Wiltshire to Caledonia, add public washrooms and drinking fountains, fruit trees and berries, shade trees near bench seating, a bridge across the GO Barrie Line to Earls court Park.

Character Area 2.0 and 2.1 / Park Line

- Add road markings and bump-outs at residential street crossings and speed bumps in advance of each crossing.
- Address major drainage issues
- Support for re-design of existing sand pit and path location
- Request to remove parking lot
- Requests for more open space (including removing existing trees) and others for more planting (i.e. shrubs)
- Ideas include tabletop crossings, City purchase of adjoining properties, picnic tables, dog park, and benches

Character Area 3.0 and 3.1 / Geary / Davenport Park

- Improve safety on Geary Ave through posted speed reduction, speed bumps, curb extensions/road narrowing and signalized intersection at Dovercourt
- Requests for pedestrian bridges
- Removal of parking lots (one comment to replace them with lay-bys)
- Minimizing, redesigning or removing central pathway
- Make bike lane connection more prominent at Shaw St
- Connection through Parcel 20A is a high priority
- Ideas for fruit bushes, fire pit, dog off-leash area, picnic tables, ping pong and increase playground equipment

Character Area 4.0 / Hillcrest Yard

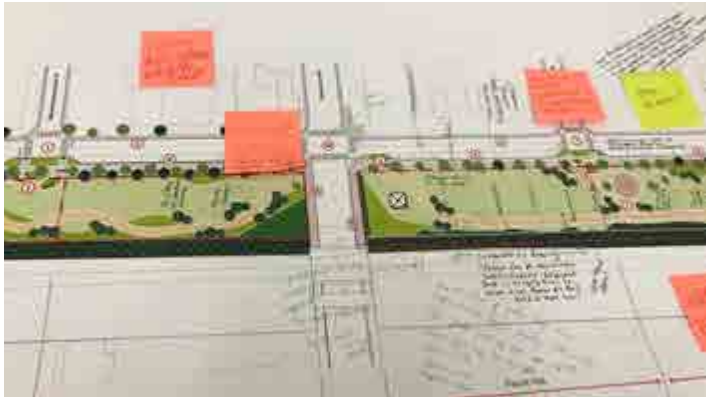
- Requests to reduce parking to provide more green space
- Request for pedestrian bridge
- Ideas for integrating art in fence, covered benches, washrooms, drinking fountains and to support performances by the Canadian Opera Company at their warehouse adjacent to Parcel 21B

Character Area 5.0 / George Brown College

- Comments both for and against the proposed one-way option.
- Requests for less parking
- Commission art installations (Indigenous artwork/ street art)
- Ideas for green by-passes and tunnels under the CP rail line

Character Area 6.0 / Lower Davenport

- Prioritize pedestrian crossing at Spadina
- A new park for this area should be a priority

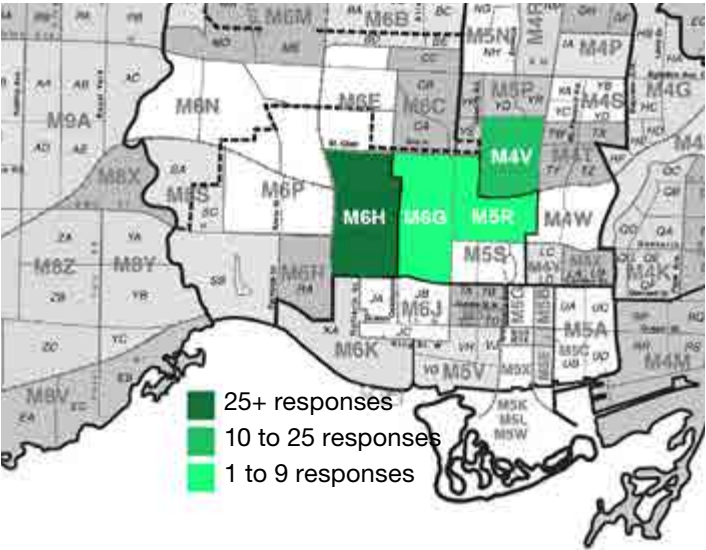


FEEDBACK FORM

A feedback form was distributed at the Public Open House and was made available on the City's website for two weeks after the event. The form asked for people's input structured in six questions. Where respondents sent a letter or email instead of using the form, their comments were included under the corresponding question.

Respondents

- 62 responses were received from 19 April to 11 May 2018 including letters, emails, scanned and paper forms.
- 87% of respondents identified themselves as living or working in one of 4 postal codes along the Green Line (see map below). 13% of respondents elected not to enter their postal code information.



Q1. What do you like best about the Green Line?

The following were the top five elements of the Green Line Conceptual Master Plan that people supported:

- Increase in park space by transforming and greening the existing parks and vacant parcels (24 responses);
- General positive support for the Green Line project (19 responses);
- Connecting park spaces across streets and through blocks (14 responses);
- Native plants and habitat to support wildlife in the corridor (8 responses); and
- Safety improvements, especially crossing major streets (7 responses).

Q2. How can the Green Line Master Plan be improved?

The following improvements were submitted by the highest number of respondents. The first bullet was sited by six respondents, the remaining four improvements were suggested by 5 respondents each:

- Desire for pedestrian bridges to cross major intersections, with acknowledgment that this was not pursued as an option because HONI permission was not obtained (6 responses)
- Request to remove or diminish existing parking lots;
- Concern over the location, size and design of the pathway where it is not the primary link, and where it would disrupt the current uses;
- Support for increasing and/or keeping sport and recreation uses; and
- General and specific ideas related to aesthetic improvements and the plan's development.

4 respondents each shared concerns relating to the need for separate dog areas, and even further safety improvements at crossings than currently shown in the plan.

Other issues and ideas that were raised include: expediting the implementation timeline; considering cycling use and potential conflicts with other modes; recognizing the area's Indigenous significance; requests to involve the community in the development and stewardship of the spaces; supporting food provision and picnic uses; considering the railway edge for safety and aesthetic reasons; increasing parking along Geary (something that is further supported by 21 responses to Question 3); replacing playground equipment; and adding wayfinding signage.

Q3. Do you have any comments on the master plan's proposed changes to the roadway and sidewalks?

- (a) at Geary Avenue
- Maintaining or adding parking (21 responses)
 - Maintain current access and turning radii to loading docks, 116 Geary Ave in particular (15 responses)
 - Consideration for business/industrial use of area (10 responses)
 - Reduce vehicle speed/increase pedestrian safety (9 responses)
 - Provide support for market/commercial uses in the road right-of-way (1 response)



(b) at Bridgman Avenue

- Support for minimizing traffic lanes (11 total: 9 responses supporting Option 2 with one-way traffic, 2 responses requesting closing all lanes in this section)
- Request to keep two ways (5 responses -- 4 of these also specifically stated support for Option 1 upgrades to pedestrian realm)

Other comments included adding more space for cyclists, aesthetic improvements for the parking lots and general area.

Q4. Which would you rather see the City invest in first within the Green Line?

- Development of new parks - 23 people
- Redevelopment of existing parks - 6 people
- Other - 9 people (street crossings, linkages between parks, pedestrian and cycling infrastructure, wayfinding, Bridgman sidewalks, and more parking)

Q5. Which of the existing parks should be redeveloped first?

The parcels most often named as a priority for park redevelopment are as follows:

- Parcel 18B/Geary Avenue Parkette, new playground equipment, more sports equipment, improve aesthetics and safety (4 responses);
- Parcels 26-30, not an existing park (4 responses)
- Parcel 5+6/Primrose Avenue Parkette, heavily used but needs upgrades including new playground equipment (3 responses);

Other existing park parcels listed with one response each: Parcel 14 (Bristol Avenue Parkette West), Parcels 13 and 17B (not existing parks)

General comments in this section not listing parcel numbers included replacing playgrounds and prioritizing areas with large concentration of children.

Q6. Which of these available parcels is your highest priority for the City to develop as a park?

The parcels most often named as a priority to be developed as a new park space are as follows:

- Parcels 26-30, due to proximity to new condo buildings and affordable housing as well as a gateway to Casa Loma (12 responses)
- Parcel 17-18, due to aesthetic and maintenance issues as well as the ability to connect between existing parks (11 responses)
- Parcel 13, to provide a link (3 responses)
- Parcel 21A to E, to provide links and for seniors (3 responses)
- Other existing park parcels listed with two responses each: Parcel 1, 19-20, and 25.

STAKEHOLDER MEETINGS

Stakeholder meetings were concentrated on meeting with existing license-holders in the Green Line study area. License-holders predominantly use the parcels in the hydro corridor for parking and vehicle access.

At the meetings the Project Team previewed the portions of the draft conceptual master plan that were related to the licenses for each stakeholder group.

Project Team. Meetings were led by DTAH with Workshop Architecture and the City of Toronto Parks Forestry and Recreation project manager.

Attendees

- Representatives from the landowner (Infrastructure Ontario) and primary user (Hydro One Networks Inc.) attended all four stakeholder meetings
- Meeting 1: representatives from George Brown College
- Meeting 2: representatives from the Toronto Transit Commission, Car Park Management and the Canadian Opera Company
- Meeting 3: Representatives from Christie Gardens and Primrose Housing Coop. Toronto Community Housing Corporation representative was not able to attend, but the master plan was reviewed the City of Toronto project manager followed up with
- Meeting 4: Representatives from Fifth Evening Inc (owners of The Artisan Factory), General Woolstock Limited (165 Geary Ave), Cottage Industries Ltd. (by telephone), Textile Manufacturing (declined to attend).

Main Concerns

- Potential loss of parking or vehicle access is the primary concern for most of the license holders, including the proposed removal of the boulevard parking on Geary Avenue.
- Access to loading docks and turning radii was a concern that will need to be addressed to accommodate the operations of the stakeholders and their tenants on Geary Avenue and Bridgman Avenue.
- Where public access was being considered through a licensed parcel, stakeholders expressed concern regarding safety in mixing pedestrians, cyclists and vehicles. Also, safety of pedestrians crossing the TTC rail spur at times when it will be in use.

Potential Opportunities

- Support from multiple stakeholders on improving safety of road crossings and adjacent roads where they exist
- Support from Christie Gardens and Primrose Housing Coop on the potential benefits to their residents
- Support from stakeholders for the one-way option along Bridgman Avenue, subject to access to maintaining access to their loading docks.

APPENDIX B:
HONI APPROVED PLANT LIST

The following plant species list was provided to the design team by Hydro One and includes all approved species for the Hydro One Networks Right-of-Way and Corridors.

Native Shrubs
(≤3m hgt.)
Hydro One Networks Right-of-
Ways and Corridors
15.09.11 - R0



Botanical Name	Common Name	Hgt. (m)	Soil Condition	Soil Type	Light Condition	Hardiness Zone	Notes
DECIDUOUS							
Amelanchier sanguinea	Roundleaf Serviceberry	3	dry-moist	sand-loam-clay	full sun to part shade	4	white to pinkish flowers, dark purple berries
Aronia melanocarpa	Black Chokeberry	2	sry-moist	sand-loam-clay	full sun to part shade	3	white flowers, black berries, excellent fall colour
Ceanothus americanus	New Jersey Tea	1.25	dry	sand-silt	full sun to part shade	4	tiny white fragrant flowers with dark green leaves and young twigs are yellow and standout in the winter, attracts butterflies
Cephalanthus occidentalis	Buttonbush	2	moist-wet	sand-silt-clay	full sun	4	fragrant flowers attract bees, may be difficult to source
Cornus amomum	Silky Dogwood	2.5	wet-moist	sand-silt-clay	full sun	5	white flowers, blue berries
Cornus racemosa	Gray Dogwood	3	dry-moist	sand-silt-clay	full sun to part shade	4	white flowers, white berries
Cornus sericea/stolonifera	Red Osier Dogwood	2.5	moist-wet	sand-silt-clay	full sun	2	white flowers, white/bluish berries and red stems
Diervilla lonicera	Bush Honeysuckle	1	dry	sand-silt-clay	sun to part shade	3	reddish-bronze fall colour, good mass planting and slopes, yellow fowers in midsummer, fast grower
Elaeagnus commutata	Silverberry	3	dry-moist	sand-loam-clay	full sun	4	small yellowish inconspicuous flowers, mealy whitish berries
Hypericum kalmianum	Kalm St. John's-Wort	0.6	dry-moist	sand-loam-clay	full sun to part shade	4	widely adaptable and hardy, golden-yellow blooms in midsummer, persistant brown seed capsules and exfoliating bark, good winter interest and an excellent xeriscape plant
Hypericum prolificum	Shrubby St. John's-Wort	1	dry-moist	sand-loam-clay	full sun to part shade	3	bright yellow blooms in June to August with cone shaped seed capsules, exfoliating bark for winter interest
Ilex verticillata	Winterberry	2.5	moist-wet	peat-muck-silt	full sun to part shade	4	attractive red fruit in winter
Lindera benzoin	Spicebush	3	moist-wet	silt-loam	part shade to full shade	4	scented leaves, excellent fall colour
Lonicera dioica	Glaucous Honeysuckle	3	dry-moist	sand-silt-clay	full sun to full shade	3	orange-red berries, drought tolerant, ensure nursery can prove native status of plant stock
Lonicera involucrata	Black Twinberry/Bearberry Honeysuckle	3	dry-moist	sand-silt-clay	full sun to part shade	5	adaptable and good streamside and moist open sites, small trumpet-shaped yellow flowers surrounded by red bracts followed by shiny, black twinberries nestled in red capes, needs pruning to keep size
Myrica gale	Sweet Gale	1.5	moist-wet	sand-silt-loam	full sun	1	cone-like flower clusters, scented leaves
Myrica pensylvanica	Bayberry	2	dry-moist	poor sand soils	full sun to part shade	4	requires a few plants to produce the gray fruit, fragrant with glossy dark green leaves, will attract ducks and fox, salt tolerant
Physocarpus opulifolius	Ninebark	3	dry-moist	sand	full sun	2	showy white flowers
Rhus aromatica	Fragrant Sumac	1.5	dry	sand	full sun	3	low grower spread by suckers, good for banks and slopes, green aromatic foliage turns to a brilliant scarlet and red berries in the fall
Rhus typhina	Staghorn Sumac	3	dry-moist	sand-silt-clay	full sun	3	attractive crimson fruit, excellent fall colour
Rhus glabra	Smooth Sumac	3	dry-moist	poor soils	full sun	2	branches or smooth not hairy, mass plantings or screening, foliage turns bright red, orange and purple in the fall

Native Shrubs
(≤3m hgt.)
Hydro One Networks Right-of-
Ways and Corridors
15.09.11 - R0



Botanical Name	Common Name	Hgt. (m)	Soil Condition	Soil Type	Light Condition	Hardiness Zone	Notes
Ribes americanum	Wild Black Currant	1.8	moist	sand-silt-loam	full sun to part shade	2	edilbe dark berries
Rose blanda	Meadow Rose	1.5	dry-moist	sand-clay	full sun	2	single, pink, fragrant blooms in May to June, few thorns with red bark
Rosa carolina	Pasture Rose	1.75	dry-moist	sand-loam	full sun to part shade	4	five petal, pink fragrant blooms, edible hip are high in vitamin C, orange to red fall colours, good in low wet grounds near swamps and streams, adaptable, salt tolerant
Rosa palustris	Swamp Rose	2	moist-wet	sand-silt-clay	full sun	3	attractive pink flowers
Rosa setigera	Prairie Rose	1	dry-moist	sand-loam-clay	full sun to part shade	4	shrub or vine, pink to white blooms in June to July, deep red, purple in the fall
Rosa woodsii	Wood's Rose	2	dry-moist	sand-clay	full sun to part shade	2	white to pink flowers
Rubus allegheniensis	Common Blackberry	3	moist	sand-loam-clay	full sun to part shade	3	white flower, black aggregate fruit
Rubus canadensis	Smooth Blackberry	2	moist	sand-loam-clay	full sun to part shade	3	white flowers, black aggregate fruit
Rubus ideaus var. strigosus	Wild Red Raspberry	2	most	sand-loam-clay	full sun to part shade	3	cluster of green flowers in June to July, small red drupelets fruit in July and August
Rubus occidentalis	Black Raspberry	1.55	most	sand-loam-clay	full sun to part shade	3	berries turn red to black
Rubus odoratus	Purple-flowering Raspberry	2.5	dry-moist	silt-loam	full sun to full shade	3	showy purple flowers
Salix candida	Sage-leaved Willow	2	moist-wet	sand-loam	full sun	1	narrow silvery foliage, yellow flowers, tolerant of compaction
Salix cordata	Heart-leaved Willow	2	dry-moist	clay-sand	full sun	2	silvery hairy foliage, pink flowers, tolerant of compaction
Salix exigua/interior	Sandbar Willow	3	dry-moist-wet	clay-sand-loam	full sun	2	drought and compaction tolerant
Salix petiolaris	Slender or Meadow Willow	3	moist-wet	sand-silt-clay	full sun to part shade	2	emerging stems have puplish colour,like moist soil but is drought tolerant, good along streams and in low areas, good woodland planting
Sambucus canadensis	American Elder	3	moist-wet	sand-silt-clay	full sun to part shade	3	white flowers, black/purple berries
Sambucus pubens	Scarlet or Redberry Elder	3	moist-wet	loam	full sun	3	needs loamy soils, yellow to white flowers in May with scarlet-red fruit
Shepherdia canadensis	Buffaloberry	2.5	dry	sand	full sun	2	bright red to orange fruit in the fall, good xeriscape plant
Spiraea alba	Meadowsweet	1.5	moist-wet	sand-silt-clay	full sun	3	white flowers
Spiraea latifolia	Steeplebush	1.25	moist-wet	loam	full sun to part shade	2	wetland plant with white astilbe-shaped flower clusters, brown fruit capsules in winter
Symphoricarpos albus	White Snowberry	1.5	dry-moist	sand-silt-loam	full sun to full shade	3	dainty white flowers in profusion in July followed by white berries, broad, rounded shape, good in shade
Viburnum acerifolium	Maple-leaf Viburnum	2	dry-moist	sand-silt-clay	part shade to full shade	3	slow growing with white cluster flowers, leaves turn red to purple in the fall
Viburnum alnifoilium	Hobblebush	2	moist	sand-silt-loam	part shade to full shade	2	large leaves with showy white flowers, new leaves emerge like two hands held together in prayer
Viburnum cassinoides	Viburnum Cassinoides	1.5	moist	sand-loam-clay	full sun to part shade	2	flat top white flowers followed by fruits that change from pink to red to blue and black in the fall, good mass planting or naturalizing, leaves emerge bronze to purple and dull green in summer and orange to red, crimson to purple in the fall
Viburnum trilobum var. americanum	American Cranberry	3	dry-moist	sand-loam	full sun	2	white flowers, red/orange berries
CONIFEROUS							
Juniperus communis	Common Juniper	1	dry	sand	full sun	2	blue-black berries, evergreen
Taxus canadensis	Canadian Yew	2	dry-moist	clay-sand-loam	full sun to full shade	4	red-orange berries, evergreen

APPENDIX C: ACKNOWLEDGMENTS

THE GREEN LINE IMPLEMENTATION PLAN REPRESENT A COLLABORATIVE EFFORT BY CITY AND AGENCY STAFF, THE PROVINCE OF ONTARIO/INFRASTRUCTURE ONTARIO, HYDRO ONE NETWORKS INC., LICENSE HOLDERS, COMMUNITY GROUPS, RESIDENTS, ADVOCATES, AND PROFESSIONALS.

Following is a partial list of contributors, with members of the public not stated to ensure their privacy.

CITY OF TORONTO

Nancy Chater, Parks Forestry and Recreation
Capital Projects
Alex Mut, Parks Forestry and Recreation
Capital Projects

Technical Advisory Committee

Ruthanne Henry, Parks Forestry and Recreation
Sean Harvey, Parks Forestry and Recreation
Donna Kovachis, Parks Forestry and Recreation
Peter White, Parks Forestry and Recreation
Laurel Christie, Parks, Forestry and Recreation
Janice Green, Facilities Management, Corporate Services
Catherine Dean, Public Art, Economic Development & Culture
Maaja Eichfuss-Clarke, Planning, Urban Design
Bruce Clayton, Transportation Services
Elio Capizzano, Transportation Services
Danny Budimirovic, Transportation Services
Jennifer Hyland, Transportation Services
Larysa Sereda, Transportation Services
Daphne Wee, Transportation Services
Shawn Dillon, Transportation Services
Nora Hallett, Transportation Services
Jason Neill, Transportation Services

PARK PEOPLE

Jake Tobin Garrett

HYDRO ONE NETWORKS, INC.

Jim Oriotis
Enza Cancilla
Nihkil Chogal

INFRASTRUCTURE ONTARIO

Patrick Grace

CONSULTANT TEAM

DTAH, Project Lead
Dillon Consulting Ltd.
Workshop Architecture
Toni Paolasini
AW Hooker
ASI