



**STAFF REPORT
ACTION REQUIRED**

Caledonia Road – Highway Alteration to Accommodate a Lay-By Facility on the 60 Caledonia Road Frontage for Loading Purposes

Date:	October 9, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 17 - Davenport
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090128-to

SUMMARY

This staff report is about a matter for which City Council is required to make a final decision given that the Toronto Transit Commission (TTC) provides service for Caledonia Road within the affected area. TTC staff have been consulted on this issue and have no objections indicating that the proposal will not impact their Route 47 Landsdowne buses.

The purpose of this report is to recommend the enactment of a highway alteration by-law and a corresponding designated loading zone for the installation of a lay-by facility on the west side of Caledonia Road south of Lambert Avenue to provide an area adjacent to the traveled portion of the road for vehicles, especially Wheel-Trans vehicles, picking up/dropping off visitors to the First Portuguese Canadian Cultural Club located at 60 Caledonia Road.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. Widening of Caledonia Road, from a width of approximately 8.7 metres to a width of about 11.7 metres by the construction of a lay-by on the west side of Caledonia Road, from a point 6.8 metres south of Lambert Avenue to a point 13.9 metres further south, generally as shown on the attached drawings.
2. Rescinding the “No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., except Saturday, Sunday and Public Holidays” regulation on both sides of Caledonia Road from St. Clair Avenue to the north City limits.

3. Enacting a “No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., except Saturday, Sunday and Public Holidays” regulation on the east side of Caledonia Road from St. Clair Avenue to the former City of Toronto north City limits.
4. Enacting a “No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., except Saturday, Sunday and Public Holidays” regulation on the west side of Caledonia Road from St. Clair Avenue to 20.7 metres south of Lambert Avenue.
5. Enacting a “No Standing, 7:00 a.m. to 12:00 midnight” regulation on the west side of Caledonia Road from 6.8 metres south of Lambert Avenue to 13.9 metres south thereof.
6. Enacting a “No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., except Saturday, Sunday and Public Holidays” regulation on the west side of Caledonia Road from Lambert Avenue to the former City of Toronto north City limits.

Financial Impact

All costs associated with the modification have been accommodated in the 2010 Capital Budget and the Transportation Services Operating Budget (signs).

ISSUE BACKGROUND

On May 13, 2009, a meeting between Councillor Cesar Palacio, representatives of the First Portuguese Canadian Cultural Club and City Staff was conducted to discuss ways of facilitating on-street loading of physically disabled and elderly visitors, especially via Wheel-Trans vehicles, to the First Portuguese Canadian Cultural Club located at 60 Caledonia Road. Currently, loading of passengers occurs on either the north side of Lambert Avenue, just west of Caledonia Road, or the adjoining paved driveway accessing Caledonia Road, just north of the entrance to the First Portuguese Canadian Cultural Club. Loading is technically permitted on Caledonia Road, only in the off-peak periods, but, as indicated by some of the meeting attendees, is not an option because they feel it is both unsafe and inappropriate to obstruct the southbound flow of vehicular traffic along Caledonia Road, which is a relatively high-volume two-lane two-way road.

During the meeting, the representatives of the First Portuguese Canadian Cultural Club expressed their concerns that for both of the currently utilized loading zones, vehicles, especially Wheel-Trans vehicles, encounter manoeuvring problems as they re-enter Caledonia Road from their initial loading positions. In the first case, the loading vehicle facing westbound on Lambert Avenue is required to execute a three-point turn to re-enter Caledonia Road, since Lambert Avenue is a dead-end street that does not provide a turning basin at its terminus. This was directly observed by Staff in the course of the meeting. In the second case, the loading vehicle parked on the paved driveway access is required to reverse out to re-enter Caledonia Road.

Furthermore, the representatives argued that the distance between the loading position on Lambert Avenue to the entrance of the First Portuguese Canadian Cultural Club is excessive for physically disabled and elderly pedestrians, which includes requiring that these pedestrians cross the undefined west-side crosswalk at the Caledonia Road/Lambert Avenue unsignalized intersection.

After discussing the various options that were proposed during the meeting, City Staff determined that, from a traffic operational perspective, construction of a lay-by facility situated along the frontage of 60 Caledonia Road was the most plausible. This facility would provide an area off the travelled portion of Caledonia Road so as not to impede the flow of vehicular traffic and be the shortest distance, as well as being easily accessible, to the entrance of the First Portuguese Canadian Cultural Club.

COMMENTS

Caledonia Road is a two-lane two-way minor arterial road with an approximate width of 8.7 metres from St. Clair Avenue West to Lambert Avenue. This portion of Caledonia Road was reconstructed recently, which, insofar as can be ascertained, was completed in December 2007.

The property municipally known as 60 Caledonia Road, with frontage on both Caledonia Road and Lambert Avenue, is occupied by a multi-unit building, for which one of these units is being used for community centre purposes and known as the First Portuguese Canadian Cultural Club. During the meeting it was revealed that the current tenants/lessees of 60 Caledonia Road who operate the First Portuguese Canadian Cultural Club moved in less than a year prior to the meeting date of May 13, 2009 and changed the usage of the existing building from manufacturing to community centre.

The proposal consists of the construction of a lay-by on the west side of Caledonia Road 3.0 metres wide from a point 6.8 metres south Lambert Avenue to a point 20.7 metres further south and a corresponding designated loading zone, generally as shown on the attached drawings. The proposed lay-by will accommodate one Wheel-Trans vehicle and provide an area off the traveled portion of the road where these vehicles and other smaller vehicles can safely pick up or drop off passengers near the entrance to the First Portuguese Canadian Cultural Club. This proposal will not result in the loss of overnight permit parking on this section of Caledonia Road and the existing sidewalk along the 60 Caledonia Road frontage will not be impacted. This loading zone can also be utilized by any vehicle displaying a valid disabled person parking permit while actively engaged in picking up or dropping off passengers, but does not allow a vehicle displaying a disabled parking permit to park at this location.

The City of Toronto Act, 2006, requires the enactment of a by-law for any physical alteration of a municipal road, or “highway”, as it is generally referred to. This is not a new requirement, in that it was required under the previous municipal Act, notwithstanding that many pre-amalgamation municipalities had varied practices relating to highway alterations. Highway alterations at present typically include road narrowing and widening, the installation of sidewalks, the installation of medians, the realignment of intersections and the installation of lay-bys.

CONTACT

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SIGNATURE

John Niedra, P.Eng.

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ATTACHMENTS

Attachment 1: Map

Attachment 2: Area Map