



STAFF REPORT ACTION REQUIRED

Westhumber Boulevard – Highway Alteration By-law

Date:	April 29, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100080-to

SUMMARY

The purpose of this report is to recommend enacting a highway alteration by-law to construct a parking lay-by on the north side of Westhumber Boulevard, along the frontage of Esther Lorrie Park, and centre medians at the east and west approaches to the intersection of Westhumber Boulevard and Esther Lorrie Drive/Ixworth Road.

The proposed alterations are undertaken as part of Contract No. 10EY-05RD for the rehabilitation of various streets in Etobicoke York District.

Since the Toronto Transit Commission (TTC) operates a transit service on Westhumber Boulevard, City Council approval of this report is required. TTC staff has been consulted on this item.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

- (1) The alterations to Westhumber Boulevard, as described in Appendix A and as shown on the attached drawings Y10507 003 and Y10507 004.

Financial Impact

All costs associated with the roadway alterations on Westhumber Boulevard, are provided in the approved 2010 Capital Budget.

ISSUE BACKGROUND

The *City of Toronto Act, 2006* requires by-laws for altering highways. This is not a new requirement introduced with the *City of Toronto Act, 2006*, but a carryover from the previous *Municipal Act*. While a number of City's pre-amalgamation municipalities had different practices relating to highway alterations, City Legal advises under the new Act, physically altering a public highway requires passing a by-law by City Council. Alterations requiring approval typically include road narrowing/widening, installing lay-bys, medians and other related intersection improvements.

COMMENTS

Westhumber Boulevard is scheduled for rehabilitation this summer. This work includes removing and replacing barrier curb, adjustment and repair to maintenance holes, catch basins, sidewalk and repaving driveway aprons where necessary. The road pavement will be profiled and the grade lowered to accommodate cold-in-place recycling with expanded asphalt, followed by 40mm asphalt overlay to match the curb.

A map of the area is Attachment 1. The design related to the rehabilitation of Westhumber Boulevard is Attachments 2A-2E, drawing numbers Y10507 001 to Y10507 005.

Westhumber Boulevard is a two lane collector road. The road width ranges from 9.6 metres to 14.3 metres. Sidewalks exist on both sides of the road, between Martin Grove Road and Kipling Avenue. There are currently auxiliary left turn storage lanes on Westhumber Boulevard, at the approaches to Kipling Avenue and Martin Grove Road.

The posted speed limit on this street is 40 km/h. Traffic control signals are located at the intersections of Martin Grove Road and Westhumber Boulevard/Mercury Road, and Kipling Avenue and Westhumber Boulevard/Brookmere Road. Pedestrian crossovers are located on Westhumber Boulevard, at Delsing Drive and at Amoro Drive.

Land use in the area is second density residential. Esther Lorrie Park is located on the north side of Westhumber Boulevard, west of Esther Lorrie Drive. The park has limited on-site parking.

Westhumber Boulevard is part of the TTC bus Route 96B. There are bus stops located on both sides of the street.

Parking is currently allowed on both sides of Westhumber Boulevard, between Kipling Avenue and Martin Grove Road, for a maximum of three hours.

The City's Bike Plan shows Westhumber Boulevard with designated bike lanes between Martin Grove Road and Kipling Avenue. Along with bike lanes is the introduction of a "No Stopping Anytime" regulation on both sides of Westhumber Boulevard, between Martin Grove Road and Kipling Avenue.

On-street parking will be eliminated to accommodate designated bike lanes. Since on-street parking is in high demand at certain times in the area of Esther Lorrie Park, staff recommends constructing a parking lay-by on the north side of Westthumber Boulevard, along the frontage of Esther Lorrie Park as described in Appendix A and as shown in drawing Y10507 003.

To address area residents concerns regarding the speed of vehicle traffic on Westthumber Boulevard, staff recommends constructing divisional islands at the east and west approaches to the intersection of Westthumber Boulevard and Esther Lorrie Drive/Ixworth Road, as described in Appendix A and as shown in drawing Y10507 004. These divisional islands will narrow the travelled portion of the road.

We wish to emphasize that these divisional islands are proposed to be “landscaped,” with some form of plantings; however, Transportation Services has neither the expertise nor the resources to maintain anything more than sod. As a result, we cannot recommend planting “soft” landscaping without some means to ensure that these plantings remain in a state of healthy and rigorous growth. In the absence of an agreement with residents or another City Division for maintenance of “soft” landscaping, we will have no choice but to replace the ‘soft’ landscaping with materials such as interlocking stone or impressed concrete, should the plantings become overgrown or deteriorate.

The proposed highway alterations were presented at a recent community meeting and received positive support from the majority of the area residents in attendance.

CONTACT

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SIGNATURE

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ATTACHMENTS

Appendix “A”

Attachment 1: Area Map

Attachments 2A-2E: Drawings Y10507 001 – Y10507 005

Appendix "A"

April 29, 2010

Location Requiring a Highway Alteration By-Law

Ward	Street	At	To	Description of Highway Alteration	Rationale
2	Westthumber Boulevard	Along the frontage of Esther Lorrie Park, on the north side of the street, west of Esther Lorrie Drive		Construction of a parking lay-by within the boulevard area.	To address parking demand in the area of the park.
2	Westthumber Boulevard	East and West approaches to Esther Lorrie Drive/Ixworth Road.		Construction of raised centre medians	To help calm traffic by reducing the travelled portion of the road