Highway Alterations – Nickle Street

<table>
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<tr>
<th>Date:</th>
<th>July 14, 2014</th>
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<tbody>
<tr>
<td>To:</td>
<td>Etobicoke York Community Council</td>
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<tr>
<td>From:</td>
<td>Director, Transportation Services - Etobicoke York District</td>
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<tr>
<td>Wards:</td>
<td>Ward 11 – York South-Weston</td>
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<td>Reference Number:</td>
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**SUMMARY**

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain authorization for roadway alterations related to adding new curbs into the travelled portion of Nickle Street to accommodate trees and plantings. The Metrolinx construction work within the rail corridor abutting Nickle Street, resulted in many of the trees that existed in the area being removed. By creating two "bump outs" at the "T" intersections, we can create an area to add trees and vegetation.

**RECOMMENDATIONS**

Transportation Services recommends that Etobicoke York Community Council approve:

1. The alterations and modifications on Nickle Street at Mahoney Avenue and at Nickle Street at Craydon Avenue, by narrowing the northeast corners of the intersection by constructing a new curb to create an area to accommodate trees and plantings, as indicated in Appendix “A”, and generally shown on the attached sketch as Attachment 1.

**Financial Impact**

The removal of a portion of the asphalt, installation of new curbs and the planting of trees will be constructed and paid by Metrolinx.
ISSUE BACKGROUND
As part of the Georgetown rail line construction, many of the trees that were growing within the rail corridor had to be removed. Staff of the City of Toronto, Transportation Services, Metrolinx and the area Councillor subsequently met with members of the community who wanted to explore the opportunity to replace some of the trees that were removed within the corridor.

These highway alterations proposed are shown on the attached map and described in Appendix “A”.

COMMENTS
Nickle Street is a one-way lane (southbound) that runs parallel to the rail corridor in the residential community east of Weston Road and north of Eglinton Avenue West. The lane varies in width, but is approximately 5.0 metres wide.

There is an opportunity to improve the aesthetics of this laneway by creating areas at the end of the abutting streets where trees and vegetation can be planted. Creating these areas ("bump outs") will require removal of the asphalt, and the installation of new curbs. This will narrow the lane, however, as the area where the curbs will be installed are at the end of the street, sufficient distance will continue to be maintained to allow traffic to go around these road narrowings. In addition to these two "bump out" locations, Metrolinx will also be planting boulevard trees at other locations near Nickle Street.

The authorization of the road alteration to the City of Toronto Act, 2006, will mitigate the City's legal liability as the road authority. Therefore, it is recommended that Community Council authorize this road alteration.

CONTACT
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SIGNATURE

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Steven T. Kodama, P.Eng.
Director, Transportation Services, Etobicoke York District

ATTACHMENTS
Appendix “A”
Attachment 1 Map
Location Requiring a Highway Alteration

<table>
<thead>
<tr>
<th>Ward</th>
<th>Street</th>
<th>At</th>
<th>To</th>
<th>Description of Highway Alteration</th>
<th>Rationale</th>
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<tbody>
<tr>
<td>11</td>
<td>Nickle Street</td>
<td>Mahoney Avenue</td>
<td>Craydon Avenue</td>
<td>Narrowing the northeast corners of the intersections of Nickle Street at Mahoney Avenue and at Craydon Avenue by constructing &quot;bump outs&quot; with the addition of new curbs</td>
<td>To add more trees and vegetation to the laneway to improve the aesthetics of the laneway</td>
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