

## **Stop Controls - 1030-1040 Islington Avenue**

**Date:** May 15, 2024

**To:** Etobicoke York Community Council

**From:** Director, Traffic Management, Transportation Services

Deputy General Manager, Strategic Management Office, Transportation Services

**Wards:** Ward 3 - Etobicoke-Lakeshore

### **SUMMARY**

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

Transportation Services is requesting approval to install compulsory stop controls on roads within the Westhaven Subdivision located at 1030-1040 Islington Avenue. A compulsory stop control for southbound traffic on Edward Horton Crescent at Thomas Fisher Drive (East Intersection); for northbound traffic on Augustus Terrace at Edward Horton Crescent; for southbound traffic on Augustus Terrace at Thomas Fisher Drive; and, for westbound traffic on Edward Horton Crescent at Thomas Fisher Drive (West Intersection). The stop controls will control right-of-way movement and enhance safety for all road users.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council authorize a compulsory stop control for southbound traffic on Edward Horton Crescent at Thomas Fisher Drive (East Intersection).
2. Etobicoke York Community Council authorize a compulsory stop control for northbound traffic on Augustus Terrace at Edward Horton Crescent.
3. Etobicoke York Community Council authorize a compulsory stop control for southbound traffic on Augustus Terrace at Thomas Fisher Drive.
4. Etobicoke York Community Council authorize a compulsory stop control for westbound traffic on Edward Horton Crescent at Thomas Fisher Drive (West Intersection).

## FINANCIAL IMPACT

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There are no financial implications associated with adoption of this report as funding has been secured from the proponent of the Westhaven Subdivision located at 1030-1040 Islington Avenue. These funds were secured through Draft Plan of Subdivision Application No. 10 300716 WET 05 SB.

## DECISION HISTORY

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In February 2013, the site, located southwest of Islington Avenue and Norseman Street, was sold to Tiffany Park Homes (Islington) Ltd., a joint venture between Graywood Developments Ltd. and Tiffany Park Homes. The new landowner has revised the previously approved development concept for the site necessitating the need for the submission of the subject Zoning By-law Amendment application (File No. 13 274561 WET 05 OZ). The revised proposal consists of 176 grade-related townhouse dwelling units on the easterly portion of the site and a 4,024-square-metre industrial building with 25 units on the westerly portion of the site. A revised Draft Plan of Subdivision drawing reflecting the modified development proposal was also submitted and was approved by the Chief Planner and Executive Director, City Planning on January 16, 2015. Through the approved Draft Plan of Subdivision, the construction of new public roads was secured for the development.

In its March 10, 2016 decision, City Council approved the development by adopting Item No. 2016.EY12.2. A link to the City Council decision is provided below for reference.

<https://secure.toronto.ca/council/agenda-item.do?item=2016.EY12.2>

In 2010, Zoning By-law Amendment and Draft Plan of Subdivision applications (File Nos. 08 220984 WET 05 OZ and 10 300716 WET 05 SB, respectively) were submitted to permit a 250-unit stacked townhouse development on the eastern portion of the site and a 5,250-square-metre industrial building on the western portion of the site with a public street separating the residential and industrial uses that would connect Islington Avenue and Norseman Street. The Zoning By-law Amendment application, under Item 2011.EY11.6, was approved by City Council at its meeting of November 29 and 30, 2011 subject to the owner fulfilling a number of conditions prior to the enactment of the By-law. At the same meeting, the Chief Planner advised of the intention to approve the Draft Plan of Subdivision. However, as the conditions of approval were not satisfied, the implementing Zoning By-law was never enacted, and approval of the Draft Plan of Subdivision was not issued.

The City Council decision for Item 2011.EY11.6 and staff report can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2011.EY11.6>

## COMMENTS

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As per the approved Draft Plan of Subdivision, Transportation Services was directed to install stop controls for southbound traffic on Edward Horton Crescent at Thomas Fisher Drive (East Intersection), northbound traffic on Augustus Terrace at Edward Horton Crescent, southbound traffic on Augustus Terrace at Thomas Fisher Drive, and westbound traffic on Edward Horton Crescent at Thomas Fisher Drive (West Intersection) to facilitate right-of-way movement.

Each of the above-mentioned streets for which stop control is to be installed intersect to form right-angled T-type intersections.

The internal roads within the subdivision include Thomas Fisher Drive, Edward Horton Crescent, and Augustus Terrace, which are dedicated as public highways, but are not assumed. The recommendations in this report should not be construed as the City's assumption of these future public roads.

There is no service provided by the Toronto Transit Commission (TTC) through any of the above-mentioned intersections.

### Existing Conditions

Islington Avenue is characterized by the following conditions:

- It is a four-lane, north/south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 21 metres
- The daily two-way traffic volume is approximately 35,000 vehicles
- The posted regulatory speed limit is 50 km/h
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the next following day
- There is TTC service provided by the Islington South 110 Bus
- There are sidewalks located on both sides of the street from Thomas Fisher Drive to Norseman Street

Norseman Street is characterized by the following conditions:

- It is a two-lane, east/west, collector roadway
- It operates two-way traffic on a pavement width of approximately 10 metres
- The daily two-way traffic volume is approximately 7,000 vehicles
- The posted regulatory speed limit is 50 km/h between Islington Avenue and Kipling Avenue and 40 km/h between Royal York Road and Islington Avenue
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the next following day between Islington Avenue and Kipling Avenue and at all times between Royal York Road and Islington Avenue
- There is no TTC service provided along this street
- There are sidewalks located on both sides of the street from Islington Avenue to Thomas Fisher Drive

Thomas Fisher Drive is characterized by the following conditions:

- It is an unassumed two-lane, L-shaped, east/west and north/south local roadway

- It operates two-way traffic on a pavement width of approximately 8.5 metres
- Heavy trucks are prohibited at all times
- There is no TTC service provided along this street
- There are sidewalks located on both sides of the street from Islington Avenue to Norseman Street

Edward Horton Crescent is characterized by the following conditions:

- It is an unassumed two-lane, L-shaped, east/west and north/south local roadway
- It operates two-way traffic on a pavement width of approximately 8.0 metres
- Heavy trucks are prohibited at all times
- There is no TTC service provided along this street
- There are sidewalks located on east and north sides of the street from Thomas Fisher Drive (East Intersection) to Thomas Fisher Drive (West Intersection)

Augustus Terrace is characterized by the following conditions:

- It is an unassumed two-lane, north/south local roadway
- It operates two-way traffic on a pavement width of approximately 8.0 metres
- Heavy trucks are prohibited at all times
- There is no TTC service provided along this street
- There are sidewalks located on the east side of the street from Thomas Fisher Drive to Edward Horton Crescent

A map of the area is included in Attachment 1.

The installation of stop controls is recommended for southbound traffic on Edward Horton Crescent at Thomas Fisher Drive (East Intersection), northbound traffic on Augustus Terrace at Edward Horton Crescent, southbound traffic on Augustus Terrace at Thomas Fisher Drive, and westbound traffic on Edward Horton Crescent at Thomas Fisher Drive (West Intersection) to appropriately assign the right-of-way for each of these intersections.

The Ward Councillor has been advised of the recommendations in this report.

## CONTACT

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## **SIGNATURE**

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Ashley Curtis  
Deputy General Manager, Transportation Services

Roger Browne, M.A.Sc., P. Eng.  
Director, Traffic Management, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Map - Stop Controls - 1030-1040 Islington Avenue

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