

COMMITTEE OF THE WHOLE - JUNE 8, 2005

ISLINGTON AVENUE STREETScape ENHANCEMENTS LANGSTAFF ROAD TO RUTHERFORD ROAD

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Director of Reserves and Investments recommends:

1. That this report be received by Council;
2. That this request be referred to 2006 Capital Budget deliberations in terms of future programming and funding; and
3. That a copy of this report be given to the Region Municipality of York and they be requested to participate in cost sharing with respect to streetscaping on Islington Avenue in the subject area.

Economic Impact

There is a future capital cost impact of between \$30,000 and \$350,000, depending on option(s) selected. The estimated annual maintenance costs for planting materials and future repair/replacement costs is unknown at this time.

The necessary resources have not been allocated and approved at this time.

Purpose

To seek Council direction with respect to streetscape enhancements on Islington Avenue corridor from Langstaff Road and Rutherford Road.

Background - Analysis and Options

At the Committee of the Whole on November 29, 2004, a deputation was made by Ms. Frances Stirpe of 487 Wycliffe Avenue, Woodbridge, L4L 8T4, and written submissions received regarding traffic and safety issues on Islington Avenue between Langstaff Road and Rutherford Road with the community.

Ms. Stirpe on behalf of her neighbours and the Islington Woods Community Association addressed the following concerns in the community:

- "The Rutherford/Islington quadrant is comprised of a shopping plaza and driving range on opposite sides to the north and a pallet factory and recreation center on opposite sides to the south. Adjacent to the recreation center is a core resource library and an adjoining public high school.
- The three public institutions all have access to one another by way of public driveways and, in fact, the library was actually built in the parking lot of the recreation center.
- The community center is a drop-off/pick-up point for three separate private schools.
- The narrow driveway behind the rec center has become a short cut route for vehicles going to and from the library and school. Students also access this route.

- The entrance to Al Palladini is not a signalized intersection and with all the vehicles coming and going in different directions, safety is a major concern. There is also a bus stop at this location.
- The high volume of vehicles creates traffic gridlock and the backlog can extend as far back as Weston Road, via Langstaff Road. A slight delay or change in road conditions can quickly back up all lanes. Traffic infiltration and speeding through residential streets is continually increasing, putting the safety and welfare of children and residents in jeopardy.”

Further, Ms. Stirpe pointed out that Islington Avenue being reconstructed by the Region of York lacks safety consideration for the planned bicycle path along the east side and that due to the width of the road and the distance between traffic signals potential users will be discouraged from using the bike paths and trails.

At its meeting of December 6, 2004, Council directed staff to bring forward a report addressing possible streetscaping enhancements to Islington Avenue from Langstaff Road to Rutherford Road.

City Engineering staff and Region of York Transportation & Works staff have met with Ms. Stirpe and in response to Council direction, have investigated the following three possible streetscaping enhancements along the Islington Avenue corridor in potential locations from Langstaff Road to Rutherford Road:

- 1) A landscaped median (4-5 metres wide) at three strategic locations for an approximate total length of 300 metres at an estimated cost of \$200,000,
- 2) Planted medians (1.5-3.0 metres wide) on Wycliffe Gate and Wycliffe Avenue at the respective intersections with Islington Avenue for an estimated cost of \$30,000, and
- 3) Coloured/Patterned concrete crosswalks at the intersections of Islington Avenue with: Langstaff Road, Kiloran Avenue, Wycliffe Gate and Wycliffe Avenue at an estimated total cost of \$120,000.

The Region of York is currently in the final stages of the reconstruction of Islington Avenue from Langstaff Road to Rutherford Road with construction expected to be completed this fall. The City has approached the Region of York regarding the possibility of streetscaping enhancements along the Islington Avenue corridor to be constructed as part of their project, however, due to the timing of their project and to avoid any further delays they prefer that the City tender and administer the proposed streetscaping works separately and that the works be undertaken after they have completed their project.

Engineering staff in conjunction with the City Parks Department and Regional staff have already incorporated enlarged asphalt walkways (2.5 metres wide) in lieu of concrete sidewalks along the east boulevard of Islington Avenue between Langstaff Road and Major Mackenzie Drive in response to requests for enhanced pedestrian/bicycle joint-use thoroughfares.

In addition, as per Council direction (Item 26, Report No. 10 of the Committee of the Whole as adopted by Council on February 28, 2005) engineering staff have met with the Islington Woods Ratepayers' Association on March 2nd of this year and are currently working with them on the design and future construction of a raised median on Arista Gate, east of Islington Avenue. This median will be funded from developer contributions as cash in lieu of a sidewalk and is independent of the Islington Avenue streetscape enhancements.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works ensure that growth does not outpace the road network infrastructure (3.2.3).

This report is consistent with the priorities previously set by Council.

Conclusion

The Region of York has been made aware of Ms. Stirpe's deputation on behalf of her neighbours and the Islington Woods Community Association. Meetings have also taken place with Regional staff regarding the possibilities and opportunities of streetscaping enhancements along the Islington Avenue corridor and the timing of the proposed enhancements should the City proceed.

The Region of York has stated that Islington Avenue from Langstaff Road to Rutherford Road has a streetscape policy that provides for the placement of boulevard trees. Should the local municipalities wish to add enhanced features over and above their policy, they have to fund the associated costs for the enhancements. As mentioned previously in this report, the Region's project is progressing rapidly along this corridor and the opportunity for inclusion of any streetscaping works in their contract is no longer available.

Although the installation of landscaped medians along the Regional Road and side road medians are considered enhancements, they also address a traffic safety issue as described in Ms. Stirpe's deputation of November 29, 2004. Traffic safety on Regional Roads is a Regional responsibility.

The installation of medians, entry features and coloured/patterned concrete crosswalks along this corridor are enhancements to the area and would be the responsibility of the City to fund fully.

Staff recommends that a formula be established with respect to cost sharing of streetscape enhancements on Regional Roads and abutting sideroads in the City.

Attachments

1. Location Map

Report prepared by:

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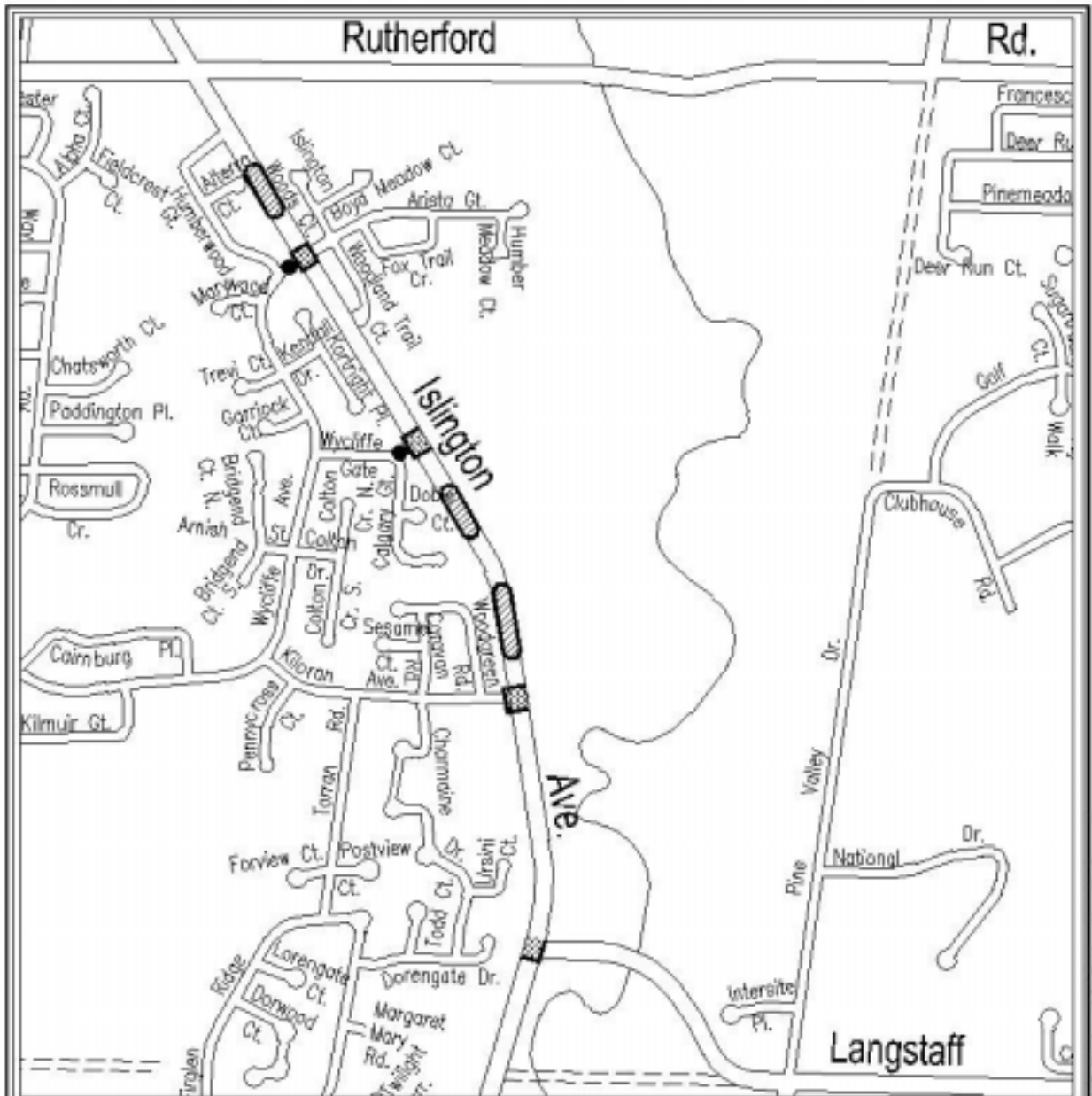
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.
Director of Engineering Services




PM:mc

LOCATION MAP



ISLINGTON AVENUE STREETSCAPE ENHANCEMENTS

LEGEND

-  LANDSCAPE MEDIAN (4 - 5 METRES WIDE)
-  LANDSCAPE ISLAND/ENTRY FEATURE (1.5 - 3 METRES WIDE)
-  COLOURED CONCRETE CROSSWALKS



NOT TO SCALE