

RUTHERFORD ROAD SIDEWALK & STREET LIGHTING- KEELE STREET TO CONFEDERATION PARKWAY

Recommendations

The Commissioner of Development Services & Public Works recommends:

- 1) That staff complete the detailed design for the sidewalk on the south side of Rutherford Road and for street lighting on both sides of Rutherford Road from Keele Street to Confederation Parkway;
- 2) That staff negotiate a crossing agreement with GO Transit for a pedestrian level crossing of the rail line on the south side of Rutherford Road; and
- 3) That the Director of Reserves and Investment allocate the necessary funds, \$243,000 from the City Wide Development Charges Reserve to construct the sidewalk on the south side of Rutherford Road and for street lighting on both sides of Rutherford Road from Keele Street to Confederation Parkway.

Purpose

At its meeting of April 30, 2001, Council directed:

“That Engineering Department staff prepare a preliminary design and cost estimate for the construction of a sidewalk and streetlighting along the south side of Rutherford Road, linking the new GO Station with Confederation Parkway to the east and Keele Street to the west.

That the director of Reserves and Investments determine if Development Charges funding is available for construction of these works in 2001.

That staff report their findings to Council by the end of June 2001.”

This report is in response to Council direction.

Background - Analysis and Options

As part of the City Wide Development Charges Study (1999) staff identified the need for sidewalk and street lighting along both sides of Rutherford Road from Keele Street to Dufferin Street as development proceeds in Blocks 17 and 18, north and south of Rutherford Road.

Given the development of key sites west of the GO Transit rail line, mainly the Rutherford Road GO Station and the commercial area at the intersection of Keele Street and Rutherford Road, and the rapid development of the residential land south of Rutherford Road east of the GO Transit rail line, staff was requested to prepare a cost estimate for the building of a sidewalk on the south side of Rutherford Road from Keele Street to Confederation Parkway (Committee of the Whole Report no. 32, Item 20, April 30, 2001).

Rutherford Road west of the GO Transit rail line to Keele Street is primarily an urban road cross section. East of the GO Transit rail line to Dufferin Street, the road cross-section is that of a rural road. The Region of York recently upgraded the road to a four lane rural section and has no plans to urbanize this section of Rutherford Road. At some point in

the future, if the number of trains per day warrants it, a Rutherford Road grade separation may be required for the GO Transit rail line.

In preparing the cost estimate staff identified three distinct boulevard sections on the south side (see attachment 1) as follows:

Section A

From Keele Street east to the GO Transit terminal (Westbourne Drive) the boulevard is a flat section with a well-defined platform on which to build the sidewalk. Street lighting is provided on both sides of Rutherford Road in this section.

Section B

The section from the GO Transit Terminal east, crossing the tracks to just east of the rail line requires entering into of a crossing agreement with GO Transit (GO Transit recently purchased the rail line from CNR, CN is operating the line for the next 6 months at which time GO Transit will have complete ownership of the line). The sidewalk platform crossing of the rail line will require a southern extension of the existing level crossing of Rutherford Road.

From east of the GO Transit rail line to Confederation Parkway the boulevard has a well-defined platform that is located near the fence. The fence was built as part of the Dufferin Hills development to the south.

At the corner of Confederation Parkway and Rutherford Road a commercial site plan is under review. Staff is requesting that the developer provide the City with an appropriate sidewalk platform on which to build the sidewalk.

Street lighting only exists at the intersection of Rutherford Road and Confederation Parkway.

Section C

The boulevard east from Confederation Parkway to Forest Run Boulevard is currently under development. A requirement of the Subdivision Agreement is to provide a sidewalk platform along this section of Rutherford Road. The timing of the construction of the sidewalk platform is not known.

The property at the southwest corner of Rutherford Road and Dufferin Street is a non-participant to the Block plan process. Planning has received a zoning application from the owner. However, the property is within the Oak Ridges Moraine and as designated such the timing of the development of the property is not known.

Costs Estimates

Option A - Build the sidewalk from Keele Street to the Rutherford GO Station

This option is the least cost option and provides access from Keele Street to the Rutherford GO Station, however it does not address the needs of people living in the Dufferin Hills subdivision. Street lighting exists for this section.

Option B – Build the sidewalk from Keele Street to Confederation Parkway

This option provides the maximum utility to the public and has a reasonable cost. Access is provided both from Keele Street to the Rutherford GO Station, and from the Dufferin

Hills subdivision to the Rutherford GO Station and beyond. People in the Dufferin Hills subdivision would have access to the Rutherford Road via Confederation Parkway and from the internal sidewalk network that connects to the Confederation Parkway sidewalk. Given that the grade separation may be some

years off safe access from the Dufferin Hills area to the GO Station is an immediate need. Street lighting would be required for this section.

Option C - Build the sidewalk from Keele Street to Dufferin Street

This option is the highest cost option. The City would be required to build a platform across the vacant land at the southwest corner of Dufferin Street and Rutherford Road which should be the developer's responsibility in the future. This section of sidewalk provides no additional public access as the sidewalk would not be used until the land at the southwest corner of Dufferin Street and Rutherford Road is developed. Street lighting would be required for this section.

Cost Comparison

Option	Sidewalk Cost (Cumulative)	Street Lighting Cost (Cumulative)	Total Cost (Cumulative)
Option A	\$42,400	\$0	\$42,400
Option B	\$117,600	\$125,100	\$242,700
Option C	\$184,300	\$256,650	\$440,950

Conclusion

Option C is not warranted at the present time. Staff will ensure that the developers construct a sidewalk platform as the lands to the east of Confederation Parkway develop. The extension of the sidewalk from Confederation Parkway to Dufferin Street will be included in the 2002 Capital Budget and Forecast, with timing in accordance with staff's understanding of the development timing along this section of Rutherford Road.

Option A is the least cost option to build, as no street lighting is required. However, this option does not serve the residents of the Dufferin Hills subdivision, Option B is therefore needed now at a cost of \$242,700, which includes the sidewalk and street lighting on both sides of the road.

Staff have prepared a preliminary design. A detailed design and tender documents could be prepared for tender in July. Staff would combine this work with other sidewalk work to be tendered at that time.

Attachments

1. Location Map

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Respectfully submitted,

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ATTACHMENT No. 1

