

ITEM	8
MANAGER'S REPORT NO.	35
COUNCIL MEETING	1981 07 27

RE: WILLINGDON HEIGHTS NEIGHBOURHOOD IMPROVEMENT PROGRAMME
BUS SHELTER PROJECT

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

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TO: MUNICIPAL MANAGER
 FROM: DIRECTOR OF PLANNING
 SUBJECT: WILLINGDON HEIGHTS NEIGHBOURHOOD IMPROVEMENT PROGRAMME:
 BUS SHELTER PROJECT

RECOMMENDATIONS:

It is recommended:

1. THAT Council approve the proposed installation of two bus shelters in the Willingdon Heights Neighbourhood Improvement Programme area as outlined in this report.
2. THAT Council authorize an expenditure of the Municipal share of the project, \$2750, under the terms of the Willingdon Heights Neighbourhood Improvement Programme.

WILLINGDON HEIGHTS NEIGHBOURHOOD IMPROVEMENT
PROGRAMME - BUS SHELTER PROJECT
.....PAGE 2.....1981 07 22

SUMMARY

The Willingdon Heights Neighbourhood Improvement Programme Resident Advisory Committee, working with staff, has determined two locations where bus shelters could be installed, based on the criteria of servicing the elderly and the handicapped, providing service for public facilities, and servicing well used bus routes in the neighbourhood. The Committee considered a variety of locations for both commercial and non-commercial shelters for the neighbourhood, some of which were covered by the Municipal Bus Shelter Programme. Two non-commercial bus shelters are proposed to be covered by N.I.P. funding - Gilmore at Parker, northbound, far side of Parker, and Douglas between Gilmore and Carleton, eastbound, far side of Gilmore.

The total estimated cost of the project is \$11,000 of which the Municipal share under the terms of the Willingdon Heights Neighbourhood Improvement Programme is \$2750.

REPORT

BACKGROUND

On 1978 May 23 Council approved in principle the Willingdon Heights Neighbourhood Improvement Programme plan. Included in this plan was a project which proposed the construction of non-commercial bus shelters, pedestrian walkways and pedestrian benches, as means of achieving the N.I.P. goal of improving the safety and amenities for pedestrians in the neighbourhood.

The original allocation to cover these three projects was \$50,000. Since the time that the original plan was drafted, the Willingdon Heights N.I.P. Committee, working with staff, reallocated those funds for the pedestrian walkways and benches to the Willingdon Heights Community Center project. The remaining funds were set aside to cover the cost of bus shelters for the neighbourhood, which would supplement those proposed under other Municipal programmes.

SITE SELECTION PROCESS AND PROPOSED LOCATIONS

The Willingdon Heights N.I.P. Committee worked with staff to develop criteria for determining priority bus shelter locations. These included servicing the elderly and the handicapped, providing service the public facilities, particularly the Willingdon Heights Park and Community Center, and servicing well used bus routes in the neighbourhood.

Utilizing the above criteria, and after consideration of several sites, the N.I.P. Committee selected five locations which were felt to be of priority in the neighbourhood. The Committee then requested through the Planning and Engineering Departments that these five shelters be included in the Municipal Bus Shelter Programme, which was subsequently approved by Council 1980 June 16.

The five locations included one non-commercial shelter on Gilmore at Kitchener, northbound, far side (far side of the intersection based on travel direction), which has been installed. The other four locations would be covered by commercial shelters, and are as follows:

1. Douglas between Gilmore and Carleton, eastbound, far side of Gilmore;

WILLINGDON HEIGHTS NEIGHBOURHOOD IMPROVEMENT
PROGRAMME - BUS SHELTER PROJECT

.....PAGE 31981 07 22

2. Douglas between Gilmore and Carleton, westbound, far side of Carleton;
3. Gilmore at Parker, northbound, far side
4. Gilmore at Hastings, southbound, far side

Council gave authorization for staff to approach Seaboard Advertising Company regarding the installation of commercial shelters at these and other locations in the Municipality. The Engineering Department has since been advised by Seaboard that the above locations are not strategic locations for advertising.

The N.I.P. Committee has determined that the following two locations are a priority for the Willingdon Heights neighbourhood, and would satisfy the criteria set out above:

1. Douglas between Gilmore and Carleton, eastbound, far side of Gilmore;
2. Gilmore at Parker, northbound, far side.

DESIGN

To maintain continuity of bus shelters in the Municipality, it is recommended that the shelters proposed under the Neighbourhood Improvement Programme be the same in design as those approved by Council for the Municipal Bus Shelter Programme. These shelters are available from Seaboard Advertising Company through Neon Products Ltd., and are identical to the Seaboard commercial shelters, with two modifications. These include a replacement of the advertising panel with a clear glass panel, and the addition of a third side to the shelter.

COSTS AND BUDGET

The above bus shelters are available through Neon Products Ltd. for a price of \$4213/shelter, installed, all taxes included. The Engineering Department has estimated a cost of \$1000/location for site preparation. This would place costs as follows:

2 non-commercial shelters @ \$4213	=	\$ 8,426
Site preparation of 2 sites @ \$1000	=	2,000
Contingency (5.5%)	=	574
TOTAL COSTS	=	<u>\$11,000</u>

The Willingdon Heights Neighbourhood Improvement Programme Bus Shelter Project has budgeted sufficient funds. Under the N.I.P. shared costs formula, the Federal, Provincial and Municipal shares for the project are as follows:

Federal Share	50%	\$ 5,500
Provincial Share	25%	2,750
Municipal Share	25%	2,750
	100%	<u>\$11,000</u>

MAINTENANCE

The bus shelters are to be maintained by the Municipality. Annual maintenance costs are not available for the non-commercial shelters due to the fact that the shelters installed under the Municipal Bus Shelter Programme have been in place for only a short time.

CONCLUSION

In conclusion, the Willingdon Heights N.I.P. Committee recommends that Council approve the N.I.P. Bus Shelter Project as outlined in this report as a means of improving the safety and amenities for pedestrians in the Willingdon Heights neighbourhood.



A.L. Parr
DIRECTOR OF PLANNING

DLF
c.c. Willingdon Heights
N.I.P. Committee
Municipal Engineer
Municipal Treasurer