



memorandum

c. <u>8</u>	
Communication	
COUNCIL:	<u>Oct 19/16</u>
Referred	Item <u>3</u>

DATE: OCTOBER 13, 2016

TO: MAYOR AND MEMBERS OF COUNCIL

FROM: JOHN MACKENZIE, DEPUTY CITY MANAGER
PLANNING & GROWTH MANAGEMENT

RE: COMMUNICATION - COUNCIL MEETING OCTOBER 19, 2016

ITEM #12, REPORT #18 – COMMITTEE OF THE WHOLE – APRIL 5, 2016
ZONING BY-LAW AMENDMENT FILE Z.13.012
SITE DEVELOPMENT FILE DA.15.057
CAMELOT ON 7 INC.
WARD 2 - VICINITY OF REGIONAL ROAD 7 AND ISLINGTON AVENUE
(Referred from Council Meeting of September 20, 2016)

Recommendation

The Deputy City Manager, Planning & Growth Management, recommends:

1. THAT this matter be APPROVED, as set out in the recommendation section of the April 5, 2016 Committee of the Whole report.
2. THAT the Owner revise the proposed site plan to restrict left turn movements from Regional Road 7 by constructing a trumpet island (right-in/right-out channelization median) to the satisfaction of the Region of York.

Background and Analysis

On April 5, 2016, the Committee of the Whole resolved the following with respect to Item #12, Report #18 (Zoning By-law Amendment File Z.13.012 and Site Development File DA.15.057 (Camelot On 7 Inc.)):

That consideration of this matter be deferred to Council in order to allow for:

1. the Region of York to re-examine off-site traffic issues relating to the access/egress from this site; and
2. a community meeting be held to inform the local residents of the revised development proposal for this site.

On May 11, 2016, Vaughan Development Planning staff, York Region Transportation staff and the Owner and their Agent met to discuss the concerns received at the Committee of the Whole Meeting of April 5, 2016 and at the Ward 2 Community Meeting of April 25, 2016, regarding access onto Regional Road 7 and traffic issues. York Region Transportation staff advised that further analysis was required prior to Regional staff granting final approval.

The following matters were identified by York Region staff that needed to be undertaken by the Applicant's consultant in order to address ingress/egress and safety concerns related to the proposed development:

1. Review accident statistics to identify existing accident patterns and potential operational problems;
2. Provide sightline analysis based on the existing and future conditions (including the steep slope conditions and access location);
3. Undertake gap analysis at the proposed site access and at the Regional Road 7/Islington Avenue and Regional 7/Bruce Street intersections;
4. Conduct U-turn and traffic infiltration analysis to ensure that site generated traffic can enter/exit the site and make U-turns safely at the site access and at the Regional Road 7/Islington Avenue and Regional Road 7/Bruce Street intersections;
5. Video-tape the existing traffic operations in the area and intersections;
6. Provide micro-simulation (Syncho/SimTraffic) analysis for AM, PM and Mid-day peak periods; and,
7. Recommended access arrangement and engineering design to accommodate the development.

In addition to the above, the Region retained a consultant to peer review the Applicant's reports and the consultant provided a comprehensive analysis and recommendation to the Region with respect to the traffic, safety, access and operation improvements, for this development.

York Region staff have now completed their review and have advised that they have no objection to the proposal in principle. In light of the findings of the In-Service Road Safety Review completed by the Owner, the Region has no issue with allowing the site development to proceed. However, the Region has indicated that left turn movements from Regional Road 7 should be physically restricted by replacing the current proposed access, a left-in right-in/right out access, to a "trumpet island" (right-in/right-out channelization median) to the satisfaction of York Region.

The Region has also advised that should motorists need to proceed east bound onto Regional Road 7 from the proposed development site, they would currently need to egress the site and travel west to conduct a U-turn in a safe manner at the intersection of Regional Road 7 and Kipling Avenue. Once the Bus Rapid Transitway is constructed, they will be able to make a safe U-turn at the intersections of Regional Road 7 and Islington Avenue. For motorists proceeding east bound on Regional Road 7 and wishing to enter the development site, they currently can safely conduct a U-turn at Regional Road 7 and Wigwoss Drive. Once the Bus Rapid Transitway is constructed, they will be able to make a safe U-turn at the intersection of Regional Road 7 and Bruce Street. Additionally, York Region Staff have advised that in their experience, U-turns are a preferred alternative and is typical behaviour of motorists entering and exiting developments along the rapid transit corridor on Regional Road 7 rather than having vehicles infiltrate through the surrounding neighbourhood.

Therefore, based on the comments from York Region staff, Vaughan Development Planning staff recommends that this item be approved as per the recommendations set out in the April 5, 2016 Committee of the Whole report together with the recommendations identified in this Communication.

Conclusion

Based on comments received by the Region of York, the Vaughan Development Planning Department recommends that this item be approved as set out in the recommendation section of the April 5, 2016 Committee of the Whole report and along with the recommendations identified in this Communication.

Respectfully submitted,

A handwritten signature in black ink, consisting of a large, stylized 'J' followed by several vertical strokes and a horizontal line at the bottom.

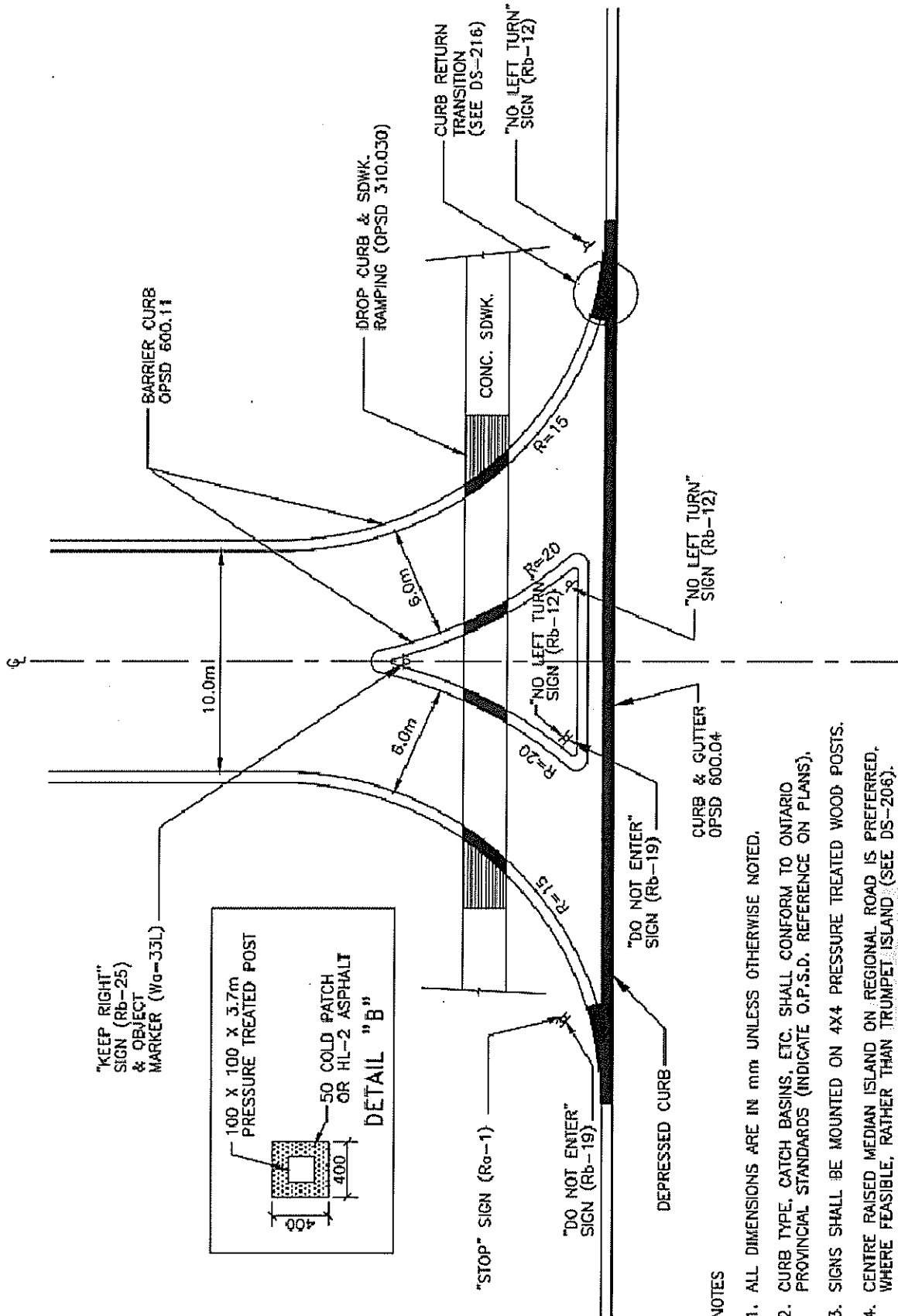
JOHN MACKENZIE
Deputy City Manager
Planning & Growth Management

Attachments:

1. Trumpet Island

MC/cm

Copy To: Daniel Kostopoulos, City Manager
Jeffrey A. Abrams, City Clerk
Grant Uyeyama, Director of Development Planning
Andrew Pearce, Director of Development Engineering and Infrastructure Planning



Not to Scale

- NOTES
1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
 2. CURB TYPE, CATCH BASINS, ETC. SHALL CONFORM TO ONTARIO PROVINCIAL STANDARDS (INDICATE O.P.S.D. REFERENCE ON PLANS).
 3. SIGNS SHALL BE MOUNTED ON 4X4 PRESSURE TREATED WOOD POSTS.
 4. CENTRE RAISED MEDIAN ISLAND ON REGIONAL ROAD IS PREFERRED, WHERE FEASIBLE, RATHER THAN TRUMPET ISLAND (SEE DS-208).
 5. REFER TO DETAIL "B" WHEN A CONCRETE SLAB RAISED MEDIAN IS BEING USED (E-6.03)