

2-14 Cusack Court – Official Plan and Zoning By-law Amendment (NY20.33) Supplementary Report: Driveway Access Restrictions

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| Date: | November 23, 2012 |
| To: | City Council |
| From: | Acting General Manager, Transportation Services |
| Wards: | Ward 24 – Willowdale |
| Reference Number: | P:\2012\Cluster B\TRA\NY\cc12001ny |

SUMMARY

North York Community Council at its meeting on November 6, 2012, recommended approval of the Official Plan and Zoning By-law Amendment Application for a proposed 163-unit condominium development at 2-14 Cusack Court (NY20.33).

As part of this project, Cusack Court is proposed to be closed as a public highway and the lands incorporated within the development parcel. A private driveway is proposed to serve this project which would intersect with Sheppard Avenue East at approximately the same location as Cusack Court. North York Community Council, in considering this application, *"requested the Acting General Manager of Transportation Services to submit a report to City Council for its meeting on November 27, 2012, on the access and egress to the site and whether restrictions can be implemented to make it 'right-in' and 'right-out'."*

The plans for this development application indicate that this driveway is proposed to operate as a "full-moves" access to/from Sheppard Avenue East. The traffic study submitted in support of this application, as well as traffic surveys and analyses undertaken by Transportation Services staff, indicate that a full-moves access at this location would operate adequately. However, with future development in the immediate area and general growth in traffic along the Sheppard Avenue corridor, opportunities to turn left into and out of this site become more constrained. Therefore, in order to minimize the impact of traffic generated by this development on the traffic operations and conditions on Sheppard Avenue East, City Council could impose a "right-in/right-

out" restriction. This restriction, which could be in force during the a.m. and p.m. peak hours only, could be imposed as a condition of site plan approval.

Financial Impact

There are no financial implications resulting from the receipt of this report.

DECISION HISTORY

At its meeting on November 6, 2012, North York Community Council recommended the adoption of the Final Report – Official Plan and Zoning By-law Amendment Application for 2-14 Cusack Court (NY20.33) and requested the Acting General Manager of Transportation to submit a report to City Council for its meeting on November 27, 2012, on the access and egress to the site and whether restrictions can be implemented to make it "right-in" and "right-out".

ISSUE BACKGROUND

The proposed development is for a 6/8-storey, 163-unit residential condominium apartment building with 1,808m² of commercial space on the ground floor and 193 parking spaces in a two-level underground garage. The proposal also includes the closing of Cusack Court and the incorporation of these lands into the development parcel.

The applicant has proposed a full-moves driveway at the mid-point of the block on Sheppard Avenue East, generally in the same location as Cusack Court. Concerns have been expressed by area residents that the location of the driveway combined with the number of trips to/from the site will cause a safety concern and have suggested that the turning movements be restricted to in-right/out-right movements only.

COMMENTS

The applicant has submitted a Traffic Impact Study and queue surveys to support the proposed full-moves access. Based on the Traffic Impact Study, the development is expected to generate a total of 53 and 90 vehicular trips during the a.m. and p.m. peak hours, respectively. Of these totals, there would be approximately 16 outbound and 9 inbound left turns during the a.m. peak hour and 19 outbound and 25 inbound left turns during the p.m. peak hour.

Transportation Services has reviewed the Traffic Impact Study and queue surveys submitted by the applicant's transportation consultant and have accepted the conclusion that the access could adequately operate as a full-moves access driveway. Nevertheless, as a result of the North York Community Council request to review the access and egress to the site, staff subsequently undertook further gap surveys on November 13, 2012 to determine the available capacity to accommodate future left turns into and out of the site.

The gap surveys and analysis undertaken by staff confirm the conclusion of the applicant's Traffic Impact Study and queue surveys. That is, the driveway could operate adequately, from a traffic capacity perspective based on current traffic volumes, as a full moves driveway. It is recognized, however, that as traffic volumes increase on Sheppard Avenue East due to future development in the immediate area and as a result of general traffic growth in the corridor, opportunities to turn left into and out of this site would become more constrained in the future. Therefore, in order to minimize traffic delays and conflicts on Sheppard Avenue East as a result of the impact of traffic generated by this development, a right-in/right-out restriction could be implemented either all-day or during the a.m. and p.m. peak hours only. This restriction could be imposed as a condition of site plan approval and implemented when the construction is complete and the building is ready for occupation.

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SIGNATURE

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