DATE: March 19, 2013

TO: Tim Arnott
   BA Group

FROM: Pascoal D’Souza, C.E.T.
      Acting Director, Transportation Services, North York District

RE: Application: OP 12 115839 & ZA 12 115839
     Location: 1 Steelcase Road West (Town of Markham)

APPLICATION DESCRIPTION

This is in reference to an Official Plan Amendment and Zoning By-law Amendment to permit a proposed office tower and large shopping centre in the Town of Markham. The development is divided into two substantive Phases. The first phase will occur in two supplementary phases and include the following uses and approximate gross floor areas (GFA):

- Phase 1a – Office, 22,497 m² GFA;
- Phase 1b – Retail, 60,816 m² GFA.

This application only pertains to Phase 1. A Holding Provision will be placed on Phase 2 lands.

The subject site is located in the block bounded by Woodbine Avenue to the east, Steelcase Road West to the north and Idema Road to the west and south.

The following report was submitted in support of the subject application:


We advise the applicant that unless stated otherwise, all conditions to approval that are described in this report must be completed to the satisfaction of this Division, and at no expense to the City of Toronto.
Transportation Services provides the following comments pertaining to BA Group's Response to Agency Comments Report, dated January 2013:

Revisions:

1. As per the City Council Decision on October 2, 2012, the applicant is required to increase the west limit of the study area to the intersection of Leslie Street and Steeles Avenue and to include all intersections in the traffic impact analysis. The consultant has only included the intersections of Don Mills Road / Steeles Avenue and Leslie Street / Steeles Avenue in the revised study. In order to satisfy City Council's Decision, the following intersections must be analyzed:
   - Townsend Road/Private Driveway / Steeles Avenue;
   - Edgar Woods Road / Steeles Avenue;
   - Waggoners Wells Lane / Steeles Avenue; and
   - Aspen Wood Drive / Steeles Avenue.

2. Submit traffic volume figures for the additional intersections as requested by City Council;

3. The default heavy vehicle (%) was used for the Synchro analysis at the Don Mills Road / Steeles Avenue and Leslie Street / Steeles Avenue intersections. The actual heavy vehicle (%) must be entered;

4. The lane utilization factor was modified for the through movements at the Don Mills Road / Steeles Avenue and Leslie Street / Steeles Avenue intersections. The default lane utilization factor must be used unless field studies show otherwise;

5. The bus blockages (#/hr) must be entered for all intersections;

6. The conflicting pedestrians (#/hr) must be entered at the Leslie Street / Steeles Avenue intersection;

7. Actual lane widths must be used in the traffic analyses. If this information is not readily available, the following default values must be used:
   - 3.5 metres for through lanes; and
   - 3.0 metres for left-turn and right-turn lanes.

8. The lost time adjustment value of -1 must be entered at the Leslie Street / Steeles Avenue intersection;

9. As per the City's Synchro Guidelines, the default lost time adjustment value should be -1. The lost time adjustment value of -3 and -2 for the eastbound left-turn and westbound through, respectively, must be justified by field studies;

10. The eastbound left-turn at the Victoria Park Avenue / Steeles Avenue intersection was analyzed with dual left-turn lanes under the As-of-Right Dual EBL @ Steeles/Woodbine scenario. This appears to be an oversight and must be corrected;
11. An additional westbound right-turn lane at the Woodbine Avenue / Steeles Avenue intersection was recommended in the study. Currently, the first and second westbound through lanes (closer to the centre of the road) are not utilized as much as the third and forth lanes (closer to the curb). Given that this is the case, please analyze the impact of converting the shared through-right lane into a right-turn lane. In addition, you must investigate whether sufficient Right-of-Way is available for the additional lane. Transportation Services previously had no objections to the additional westbound right-turn lane, however, after further review and based on the volume and operation of the westbound right-turn, this lane does not appear to be warranted;

12. A preliminary cost estimate of the proposed road improvements within City of Toronto's jurisdiction must be submitted for our review;

13. A custom northbound right-turn phase at the Woodbine Avenue / Steeles Avenue intersection was proposed in the study. This phase conflicts with the eastbound through movement and must be removed; and

14. The saturation flow rate for right turns on red was modified for the southbound right-turn movement at the Woodbine Avenue / Steeles Avenue intersection. While this rate may represent actual field conditions, it must be justified by field surveys.

Prior to accepting the traffic impacts of the proposal, the January 2013 Traffic Study from BA Group must be revised to address the above-noted issues

**Conditions of Approval:**

1. Dual eastbound left-turn lanes at the Woodbine Avenue / Steeles Avenue intersection have been recommended by the applicant's consultant. However, City of Toronto is not prepared to endorse this improvement at this time. As such, the implementation of this improvement will be based on a future Traffic Monitoring Study to be submitted by the applicant. The Traffic Monitoring Study (undertaken by a qualified transportation consultant) shall be submitted for review and consideration by Transportation Services (City of Toronto, North York District) no later than two years after the completion of Phase 1 of the development;

2. Following the Traffic Monitoring Study, should Transportation Services (City of Toronto, North York District) in consultation with Ministry of Transportation Ontario determine that it is necessary to implement the dual eastbound left-turn lanes at the Woodbine Avenue / Steeles Avenue intersection, a functional design (undertaken by a qualified transportation consultant) shall be submitted to Transportation Services for review and approval and the dual eastbound left-turn lanes shall be constructed and implemented by Toronto in accordance with the approved design and making use of the funds secured through the letter of credit;

3. The applicant must submit a financial security in a form satisfactory to Transportation Services (City of Toronto, North York District) in the amount of (to be determined) in order to secure the construction of the dual left-turn lanes at the Woodbine Avenue / Steeles Avenue intersection. In the event a decision is made after the review of the Traffic
Monitoring Study to not implement the dual eastbound left-turn lanes, Transportation Services will return the letter of credit to the applicant.

Please contact Geoffrey Lau at 395-7462 if you have any questions or require additional information.

Pascoal D'Souza
Acting Director, Transportation Services
North York District

cc: Nabil Ghariani, City of Markham, 101 Town Centre Boulevard