

Mid-Block Pedestrian Traffic Control Signals - Varna Drive, 14 metres north of New Heights Court

Date: January 7, 2020

To: North York Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 8 - Eglinton - Lawrence

SUMMARY

As the Toronto Transit Commission (TTC) operates bus service on Varna Drive, City Council approval of this report is required.

Transportation Services is requesting approval from City Council to install mid-block pedestrian traffic control signals on Varna Drive at a point 14 metres north of New Heights Court. These signals are included in the site plan for Phase 1 of the Lawrence Heights' neighbourhood redevelopment. Traffic control signals are justified based on the anticipated pedestrian crossing volume resulting from the redevelopment.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. City Council authorize mid-block pedestrian traffic control signals on Varna Drive at a point 14 metres north of New Heights Court.

FINANCIAL IMPACT

The estimated cost for the installation of a mid-block pedestrian signal is \$120,000. Toronto Community Housing Corporation will initially fund the signals for installation in 2020 and be reimbursed by the City of Toronto in accordance with the Subdivision Agreement for the redevelopment of Lawrence Heights.

DECISION HISTORY

City Council, at its meeting on November 29, 30 and December 1, 2011 adopted Item NY11.24 which approved the Lawrence-Allen Secondary Plan, related amendments to the Official Plan, the Lawrence-Allen Transportation Master Plan, Urban Design

Guidelines and Community Service and Facilities Strategy and Infrastructure Master Plan. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY11.24>.

COMMENTS

The Lawrence Heights neighbourhood is bounded by Dufferin Street to the west, Varna Drive to the east, Yorkdale Road to the north and Lawrence Avenue West to the south. Phase 1 of the redevelopment of Lawrence Heights encompasses the area east of William R. Allen Road and consists of 708 residential units and approximately 14,000 square feet of retail (site plan applications 10 140382 NNY 15OZ and 10 170538 NNY 15SB). Of the residential units, 530 will be geared to market (Heights Development Incorporated) and 178 will be owned by Toronto Community Housing Corporation.

Varna Drive is a collector street with a posted 40 km/h speed limit that runs south from Ranee Avenue. New Heights Crescent is a dedicated but unassumed local street that runs west from Varna Drive, 110 metres south of Ranee Avenue.

As part of the redevelopment of Lawrence Heights, Varna Drive will end approximately 50 metres south of New Heights Crescent and become Turtle Island Road, which will curve sharply to the east. Bicycle lanes are planned on both sides of Varna Drive and Turtle Island Road.

The TTC operates the 109 bus route on Varna Drive. There are northbound and southbound stops 55 metres north of New Heights Court. There is an access to the Yorkdale subway station on Ranee Avenue, approximately 100 metres west of Varna Drive.

There are existing traffic control signals on Varna Drive at Ranee Avenue, approximately 100 metres north of the proposed signals and all-way stop control approximately 560 metres to the south at Flemington Road.

Dillon Consulting Limited completed an assessment of the pedestrian generators and anticipated crossing activity on Varna Drive in the vicinity of New Heights Crescent resulting from the redevelopment of Lawrence Heights. The pedestrian generators include the following:

- The Ranee Avenue entrance to the Yorkdale subway station and adjacent retail space;
- TTC stops on Varna Drive, approximately 50 metres north of New Heights Crescent;
- Parking for 48 residential units on the east side of Varna Drive which will be on the west side of the street;
- Residents crossing from 308 units constructed in Phase 1 and more in following phases on the west side of Varna Drive to new park east of Varna Drive; and
- Connection to planned greenway along the east side of Allen Road.

The following table shows the anticipated crossings for each generator.

Table 1 - Pedestrian Generators and Anticipated Crossings

Pedestrian Generator	Pedestrian Crossings	
	A.M. Peak Hour	P.M. Peak Hour
Ranee Avenue subway station entrance	27	25
TTC stops on Varna Drive	9	5
Parking for 48 residential units	21	18
Residents crossing to park	To Be Determined	
Connection to planned greenway	To Be Determined	
Total Pedestrian Crossings	57	48

Transportation Services concurred with the above assessment and directed Heights Development Inc. and Toronto Community Housing Corporation to include mid-block pedestrian traffic control signals on Varna Drive, at a point 14 metres north of New Heights Court, in the site plan for the redevelopment of Lawrence Heights.

The proposed mid-block traffic control signals will provide a protected crossing on Varna Drive and thereby improve pedestrian safety in the vicinity.

The Ward Councillor is aware of the recommendation of this staff report.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map - Varna Drive north of New Heights Court - Mid-block Pedestrian Traffic Control Signals

Mid-Block Pedestrian Traffic Control Signals - Varna Drive, 14 metres north of New Heights Court Page 3 of 4

Attachment 1: Map - Varna Drive north of New Heights Court - Mid-Block Pedestrian Traffic Control Signal

