

Traffic Control Signals – Keele Street, approximately 90 metres south of Maryport Avenue

Date: February 4, 2022
To: North York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 6 – York Centre

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Keele Street, City Council approval of this report is required.

As part of conditions of approval at the Committee of Adjustment for the development at 3100 Keele Street, traffic control signals are to be installed at a mid-block location on Keele Street, approximately 90 metres south of Maryport Avenue. The traffic control signals will provide a safe crossing point for pedestrians and cyclists to Downsview Park, as well as facilitate the Downsview Dells trail connection to the Downsview Park trail system.

Transportation Services supports the installation of traffic control signals on Keele Street at a point approximately 90 metres south of Maryport Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council authorize the installation of traffic control signals on Keele Street at a point approximately 90 metres south of Maryport Avenue, subject to the City of Toronto first being in receipt of and securing from the proponent of the 3100 Keele Street development:

- (i) a letter of credit for the traffic control signal construction in an amount acceptable to the General Manager, Transportation Services;
- (ii) payment for the cost of the associated pavement markings in the public right-of-way, the signage in the public right-of-way, the timing card preparation, and the signal network integration, each in an amount acceptable to the General Manager, Transportation Services; and

(iii) permit, application, and the 5-year signal maintenance fees in accordance with City of Toronto Municipal Code Chapter 441, Fees and Charges.

2. City Council authorize and direct the appropriate City Officials to take the necessary action to give effect to the Parts above, including the introduction in City Council of any bills that may be required.

FINANCIAL IMPACT

There are no financial impacts resulting from the adoption of the recommendations in this report as funding will be secured from the proponent of the 3100 Keele Street Development for the new traffic control signal and other road improvements along Keele Street.

DECISION HISTORY

An application (File No. A0588/18NY) to facilitate the construction of a 13-storey mixed use building at 3100 Keele Street was considered by the Committee of Adjustment and approved with conditions by decision dated September 26, 2018. As a condition of approval, the applicant was required to enter into a Section 45(9) Agreement to secure the conditions detailed in the Transportation Services staff report, revised on September 21, 2018.

The staff report consolidated comments from Transportation Services and comments from Transportation Planning and Community Planning which requested to provide new transportation infrastructure as one of the conditions for further reductions in the minimum parking requirements that were approved at the Ontario Municipal Board and are reflected in Site-Specific By-Laws Nos. 1032-2018 and No. 1033-2018. Specifically, the staff report required:

1. The applicant to develop a detailed design and cost estimate in accordance with City standards for an active signalized connection across Keele Street to link the proposed bike trail on the south side of the site with the trail on the east side of Keele Street within Downsview Park; and
2. The applicant to submit a financial security in the form of an irrevocable letter of credit (amount to be determined) for the proposed cycling infrastructure and potential traffic signal crossing, as required by Transportation Services and the City of Toronto.

COMMENTS

A 13-storey mixed-use residential condominium building is currently being constructed at 3100 Keele Street. This development is located on the west side of Keele Street, south of Maryport Avenue.

As part of the Committee of Adjustment condition of approval, traffic control signals are to be paid for and installed by the applicant of the adjacent development on Keele Street at a point approximately 90 metres south of Maryport Avenue. The traffic signal work and associated fees are a condition of the release of the draft plans of condominium for registration.

Existing Conditions

Keele Street is characterized by the following conditions:

- It is a five-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 15 metres
- The daily two-way traffic volume is approximately 37,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 41 and 341 bus
- There are sidewalks located on both sides of the street
- Parking is prohibited at all times on both sides of the street

The adjacent land use in this area is a mix of residential, business and commercial. Downsview Park is located on the east side of the street and contains a multi-use path.

The closest adjacent traffic controls are located approximately 185 metres to the north at Diana Drive, and approximately 280 metres to the south at Whitburn Crescent/Downsview Park Boulevard.

A map of the area is included in Attachment 1.

Traffic Control Signals

Through the report that was submitted for Minor Variance Application No. A0588/18NY, Area 2 Development Planning and Review staff requested the installation of traffic control signals at this location to facilitate the safe crossing for pedestrians and cyclists to Downsview Park, as well as to facilitate the Downsview Dells trail connection to the Downsview Park trail system.

Although the TTC does not have a stop at this location, they have been consulted and have no concerns with the installation of the traffic control signals.

Based on the aforementioned, Transportation Services is recommending the installation of traffic control signals on Keele Street at a point approximately 90 metres south of

Maryport Avenue. As the City of Toronto is not yet in receipt of the letter of credit and other associated fees required to be paid by the developer, it is recommended that approval of the traffic control signal installation be subject to the City first receiving these funds.

The Ward Councillor has been advised of the recommendation in this report.

CONTACT

Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services, 416-394-8409, Shawn.Dillon@toronto.ca

Luigi Nicolucci, Manager - Development Planning and Review (Area 2) 416-394-8412, luigi.nicolucci@toronto.ca

SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Keele Street

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