

7

**LEFT-TURN LANE ON LESLIE STREET
YORK CENTRE FOR CHILDREN, YOUTH AND FAMILIES,
TOWN OF RICHMOND HILL**

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, October 21, 2005, from the Commissioner of Transportation and Works:

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

This report is submitted to address issues raised in a letter dated August 17, 2005 (*see Attachment 1*) from York Centre for Children, Youth and Families, Town of Richmond Hill, with respect to a proposed development application.

3. BACKGROUND

The Town of Richmond Hill and The Regional Municipality of York are anticipating the processing of a Site Plan development application to facilitate the construction of a school known as the York Centre for Children, Youth and Families (draft site plan is attached, *see Attachment 2*). The subject property has a site area of approximately 3.0 acres and is located on the east side of Leslie Street, north of Elgin Mills Road East.

The subject site is located within the North Leslie Secondary Plan (NLSP). The Conceptual Block Plan is attached (*see Attachment 3*). The plan has been appealed to the Ontario Municipal Board, with the first pre-hearing date scheduled for October 19, 2005.

Leslie Street, within the Secondary Plan area, is scheduled for reconstruction in 2013 according to York Region's 2005 Ten Year Construction Program.

The Region has not yet received a formal development application, however, York Region staff have met with the owner's representatives informally to discuss preliminary needs for the project. York Regional Transportation and Works staff have requested a traffic impact study report to be submitted in support of the proposed redevelopment of the site. To date this report has not been submitted for review, so comments are provided based on a preliminary estimate of the expected traffic derived from other similar locations.

4. ANALYSIS AND OPTIONS

Due to the anticipated increase in vehicle trip generation associated with the site's expansion and in conjunction with the existing high operating and posted speed limits along Leslie Street, it was determined that for safety concerns, a southbound left-turn lane and a northbound right-turn taper, be constructed for safe and efficient access to the site.

According to the NLSP study report, there are currently no mid-block collector/minor arterial crossings of Highway 404, north of Highway 7. The Town of Richmond Hill, The Town of Markham, York Region and the Ministry of Transportation have all noted the need to develop such crossings so as to provide relief to the east-west arterials. Furthermore, The Town of Richmond Hill, The Town of Markham and York Region are taking steps towards conducting a joint Environmental Assessment to allow the location and implementation of this new proposed roadway. To date, no detailed transportation plan has been developed, however, a potential new collector roadway would likely be located immediately to the south of the subject property thus forming a new major intersection with Leslie Street.

As a result of this potential new intersection with Leslie Street and in order to meet York Region's Access Guideline criteria, with respect to driveway spacing, it was recommended to the applicant and in support of the site's redevelopment, that the existing driveway to the site be closed and relocated to the north limit of the site, in order to provide as much setback from the future intersection as possible. The above mentioned left-turn lane and right-turn taper, would be warranted even if the existing access does not need to be relocated due to the future intersection.

Owners of all site plan development applications, including school boards and non-profit organizations are always required to pay for any necessary road improvements as determined by staff.

It should be noted, however, that the Region's general preference would be that access be provided from a flanking local roadway rather than the Regional Arterial roadway, if possible. Therefore, if the proposed new roadway is constructed prior to the development of the subject Site Plan application, it may be possible to provide access from the new proposed roadway, thereby negating the need for access on Leslie Street and the associated left-turn lane and right-turn taper.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts resulting from this report.

7. CONCLUSION

In order to facilitate the redevelopment of the existing facility, improvements to the regional road system must be completed. Owners of site plan development applications are required to pay for any necessary road improvements. Therefore, it is recommended that The Regional Municipality of York not provide funding for the proposal.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause were included in the agenda for the November 2, 2005 Committee meeting.)