

Communication : C 23
Committee of the Whole (Public Meeting)
May 30, 2022
Agenda Item # 4

From: Martin Dworkin [REDACTED]
Sent: Friday, May 27, 2022 12:09 AM
To: Clerks@vaughan.ca
Subject: [External] Agenda item 4 May 30, 2022 7:00 p.m. Committee of the Whole (Public Meeting)

RE Agenda item 4 May 30, 2022 **Committee of the Whole (Public Meeting):**

1494096 ONTARIO INC. OFFICIAL PLAN AMENDMENT FILE OP.21.030 ZONING BY-LAW AMENDMENT FILE Z.21.058 - 80 GLEN SHIELDS AVENUE VICINITY OF GLEN SHIELDS AVENUE AND DUFFERIN STREET 69 Information item from the Deputy City Manager, Planning and Growth Management with respect to the above.

Please find attached my written submission on this subject for the Council.

Supporting documents available on request.

Regards,

Martin Dworkin

To: City Clerk at clerks@vaughan.ca

RE Agenda item 4 May 30, 2022 **Committee of the Whole (Public Meeting):**

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Information item from the Deputy City Manager, Planning and Growth Management with respect to the above.

Objection to this Zoning By-law Amendment because of traffic volume problems it will cause.

Background: I was on the Glen Shields Traffic Calming Committee from 2002 to 2005 inclusive.

Reminder: Glen Shields Avenue only exits onto Dufferin Street at only 2 spots and all other streets in Glen Shields area only exit onto Glen Shields Avenue.

Even at that time we were hearing complaints from people living close to both the North and South exits of Glen Shields Avenue about how much traffic there was at those locations especially at morning rush hour. Many who lived in those locations complained about not being able to exit their driveways/roadways at rush hour.

The City of Vaughan provided information on the traffic patterns in those years to the Traffic Calming committee which showed the highest volumes at morning rush hours which were a combination of internal traffic (from all the side roads feeding onto Glen Shields Avenue) and people dropping off their children at the Public and Catholic Elementary Schools from outside the area (due to special programs at those schools). The next highest volumes tied to pick up times for those schools.

There was no indications that vehicles used Glen Shields Avenue as a bypass to avoid the lights at Clark Avenue on Dufferin Street (except when a very rare major accident occurred there and the police guided vehicle along Glen Shields Avenue).

Please note that Glen Shields Avenue is 2.5 km long with only 2 entrances/exits, one at each end onto Dufferin Street. There are no other roads in the subdivision that exit onto a main road. (Also, if you stay on Dufferin Street it is only 1 km from North entrance/exit to the South one and vice versa.) Glen Shields Avenue also has a 40 kmh speed limit, 5 stop signs, 2 school areas, 3 school crossings, 2 traffic humps and 2 pedestrian stop lights from one end to the other.

At that time we were working with city employees Selma Hubjer, E.I.T, Mark Ranstoller, C.E.T. and Mike Dokman, C.E.T.

Apparently at that time the city did consider that traffic was heavy on Glen Shields Avenue because they proposed a plan to add 2 more traffic humps, 4 curb bump-out intersections and painted line narrowing, to discourage traffic from using the road as a bypass.

This proposal was presented at a public meeting by our then Councillor Sandra Racco (Glen Shields was part of Ward 4 at that time). The traffic humps were rejected in a vote of attendees (due to a letter from the Fire Department advising it would significantly increase response times into the centre of the subdivision), the curb extensions just barely passed and the painted lines were accepted. The Engineering Department then rejected the curb extensions as unfeasible (all intersections are only 3 way) and only did the painted line narrowing.

Since 2005 the number of vehicles per average household has increased significantly (children aged into driving and more room/basement rentals have occurred).

Please note that after a meeting in 2002 that rejected traffic humps 2 were built without consultation (neither public meeting nor Traffic Calming Committee) [Councillor Mario Racco] and after the 2005 meeting that rejected traffic humps 2 PEDESTRIAN stop lights (versus Crosswalks) were built without consultation (neither public meeting nor Traffic Calming Committee) [Councillor Sandra Racco].

Effect of the Proposed Apartment Complex at 80 Glen Shields Avenue on Traffic:

The way the request shows on the Council Meeting Agenda intimates that the building would be at the corner of Glen Shields Avenue and Dufferin Street.

IT IS ACTUALLY ABOUT THREE BLOCK ALONG GLEN SHIELDS AVENUE WEST OF DUFFERIN STREET.

Therefore, the vehicles leaving that complex would be adding to the already heavy load of cars exiting Glen Shields at morning rush hour. That is assuming they could even get out of the complex because of the heavy traffic heading to the south exit of Glen Shields Avenue (see in Background complaints for driveways/roadways exit in 2005). This assumes the vehicles from the apartments would want to use the south exit rather than wander the 2 km to the north end of Glen Shields Avenue, causing them to make a left turn on the road across the inbound lane. If the intent is to provide a stop light there for the apartment complex's convenience, it would be creating further angst and frustration for the rest of the residents of Glen Shields area. In addition to the vehicles of the apartment dwellers there would be the cars of the people dropping off children at the daycare and there would be only one exit (now there are 2 from the parking lot).

By my estimate there would be at least 100 to 200 extra vehicles from the apartments trying to leave at morning rush hour. Based on the proposal having 150 rental apartments and 55 seniors' apartments, as we were told at the May 25, 2022 meeting called by the developer.

Also, note that in morning rush hour, many times at the south end only a few cars get out onto Dufferin Street at each green light due to heavy traffic and back up on Dufferin Street due to the effect of the stop lights at Viceroy Road and Steeles Avenue not being co-ordinated. This causes a backup on Glen Shields Avenue.

An additional consideration is the dangerous situation with parking for people wishing to use the stores and services promised as part of the plan. If as per the developer's letter to the planning department of March 2, 2022, the underground garage would hold 227 cars. Based on the number of apartments and having to provide some parking for staff (building, stores & daycare) there would be only 16 ground

level parking spots as on the plan drawings by Studio K Architects Inc. Of those 2 are marked “Handicap Parking”, 6 would probably be reserved for Daycare drop off & pickup, at least 2 for seniors’ visitors. That leaves 6 for anyone visiting or using the stores and other services (the planners keep saying there will be most of the current services recreated). Therefore, most people would need to park on the street. Many people tend to stop on the stores on the way home from work, people would be parking and leaving the curb in the middle of the afternoon rush hour. That could lead to many collisions in that area and even people be hit as they exit their cars. Plus any vehicle coming eastbound (from the more central sections of the area would probably make a U-turn to park (being fairly sure that they were unlikely to find any of the 6 parking spots open). This is hazardous because of incoming traffic and possible traffic exiting one of the three roadway exits in the area (Royal Colwood Crt., Capilano Crt. and Riviera Dr.). There may also be people who are dropping off and picking up children from daycare who do not want to go into the planned cul de sac with a single exit.

Conclusion:

This current plan increases traffic, congestion and causes increased hazard in the area of the rezoning.