

Memorandum to Council

Planning and Development Department



To: Mayor and Members of Council

CC: M. Gaskell, CAO
C. Harris, Town Clerk
D. Speed, Fire Chief

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

From: Roger Saunders, MCIP, RPP
Commissioner, Planning and Development

Date: February 22, 2022

File #: N/A

Subject: 850 Taunton Road East, Access Road

Further to the direction by Committee of the Whole on February 14, 2022, the following memo provides information on the existing emergency access between Taunton Road East and Thistledown Crescent and consideration of the emergency access being upgraded to a municipal road, as previously decided by Council in April 2019.

To assist in this regard, the April 11, 2019 memo addressing the same issues is included herewith as Attachment #1. At that time, a number of options were considered to provide access to the proposed development at 850 Taunton Road East, including the following:

- Open the emergency access as a full municipal road;
- Provide an easement over the existing emergency access for 850 Taunton Rd E to use as a private driveway;
- Change emergency access to a full municipal road, with a cul-de-sac;
- Do not allow use of the emergency access (Town right-of-way) for access to 850 Taunton Rd E;
- Move the access to 850 Taunton Rd E to the west property line, to line up with Tom Edwards Drive.

At that time, the option to **open the emergency access to a full municipal road** was proposed as the preferred solution by both staff and the proponent, for the reasons outlined in the April 2019 memo. In particular, it was identified that the municipal road would:

- Provide the proposed development with access to the full movements signalized intersection at Garrard Rd and Taunton Rd E;
- Provide connection to Taunton Rd E for existing subdivision residents;
- Proponent would be responsible for costs to upgrade to a full municipal road; and,
- Town would be responsible for snow removal and maintenance of the new road.

It is also noted that this position was not dependent upon the development to the east (Lakeridge Heights Retirement Residence) connecting to the new municipal road. At the time, Lakeridge was of the opinion that they did not require such additional access and the Town was not going to require them to connect, nor to contribute to the cost of the new road construction. However, should they wish to connect sometime in the future, that option would remain open to them.

With regard to the option to **provide an easement over the existing emergency access for 850 Taunton Rd E to use as a private driveway**, it was noted that:

- The connection to Thistledown Cres would remain closed;
- The development at 850 Taunton Rd E would be limited to right-in/right-out access only to Taunton Rd E;
- The proponent would be responsible for maintaining the emergency access, including snow removal; and,
- The restriction of access to right-in/right-out only would result in an increased potential of U-turns, which would increase the risk of collision on Taunton Rd E.

The other three options were not considered to be viable solutions, so will not be addressed further herein.

At the COW meeting on February 14, 2022 there was some discussion of the emergency response times for the above access options for 850 Taunton Rd E. In response, WEFS has reviewed the situation and determined the following:

- Fire response would be from Fire Hall 5 (111 McKinney Dr), including the Platoon Chief Command vehicle, the Rescue truck and the Aerial truck, regardless of the access option implemented;
- Response time **with** the municipal road in place is **6 minutes**. The route would entail travel along Taunton Rd eastward to Garrard Rd, turning northbound on

Garrard Rd to Birchpark Dr, then southbound on Thistledown Cres to 850 Taunton Rd E;

- Response time **without** the municipal road in place is **8 minutes**. The route would entail travel along Taunton Rd eastward to Thicksen Rd, south on Thicksen to Dryden Blvd, east on Dryden to Garrard Rd, north on Garrard to Taunton Rd, and east to the emergency access/private driveway.
- Fire's response time is therefore **2 minutes** longer without the municipal road in place.

At the COW meeting of February 14, 2022 there was also discussion of other actions that may be undertaken to address concerns of the area residents as the development at 850 Taunton Rd E proceeds, including:

- i. Consulting with residents on the development of the construction management plan, including preventing access to Thistledown Cres for the duration of construction, save and except for emergency services;
- ii. Developing a traffic calming plan for the new municipal road and west leg of Thistledown Cres, including speed humps, radar message boards and a raised platform;
- iii. Implementing a monitoring program to obtain traffic data on speed, volumes and other metrics, and report back in one year;
- iv. Co-ordinate with the Region to increase speed of light changes at Garrard and Taunton; and,
- v. Review installation of a no exit sign at the entrance of Birchpark Dr at Garrard Rd.

Certain of the above items may be undertaken in whole or in part, regardless of the access option that is ultimately decided upon by Council, including Items i (in-part), iv and v.

Item i, ii, iii will be addressed more fully should Council resolve to maintain the current approval status for the existing emergency access to be upgraded to a full municipal road standard. However, to assist with Council's consideration of this matter at this time, staff have prepared a preliminary plan to illustrate Potential Traffic Calming Elements (refer to Attachment #2), including the following:

- A speed hump within the new road segment, south of the proposed entrance to the new apartment building;
- A raised crosswalk at the approximate location of the existing terminus of the emergency access;

- Radar speed feedback signs (both ways) in the approximate mid-point of the west leg of Thistledown Cres;
- A radar data collection device on the west leg of Thistledown Cres; and,
- No exit signage at the intersection of Birchpark Dr and Garrard Rd.

Finally, as was noted at the COW meeting of February 14, 2022, Site Plan Approval was granted to 2349500 Ontario Inc. (850 Taunton Rd E) on October 30, 2019, subject to conditions, including the following:

16. That the proponent apply for a Road Occupancy Permit from the Engineering Section of the Public Works Department for any work within the emergency access right of way which will be constructed as a municipal road; and,
17. That the proponent apply for a Site Service and Access Permit from the Engineering Section of the Public Works Department for the use of the future municipal road to access the site for demolition and construction.

Should Council resolve to change the above conditions to no longer require the developer to upgrade the emergency access to a municipal road standard, then the developer of 850 Taunton Rd E will have the ability to appeal that decision to the Ontario Land Tribunal (OLT).



Memorandum to Council

Planning and Development Department

To: Mayor and Members of Council

CC: Chief Administrative Officer
Manager of Corporate Communications
Town Clerk

From: Roger Saunders, Commissioner of
Planning and Development

Date: April 11, 2019

File #: DEV-13-18 (Z-24-18)

Subject: Report PL 35-19 for 2349500 Ontario Inc.
850 Taunton Road East

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

Further to the direction by the Committee of the Whole on April 1, 2019, the following memo provides additional information regarding parking, the stacked parking system, and traffic impacts.

Parking

The proposed development of 57 apartment units requires 85 parking spaces in total. The parking rate required under Zoning By-law 1784, as amended, is 1.25 parking spaces per apartment unit for residents (71 parking spaces required) and a rate of 0.25 per unit for visitors (14 visitor parking spaces required).

The applicant is proposing 77 parking spaces, which is deficient by 8 parking spaces. The proposed plan is deficient 2 residential parking spaces and 6 visitor parking spaces.

The proponent's geotechnical consultant has advised that underground parking is not feasible due to existing high water table conditions.

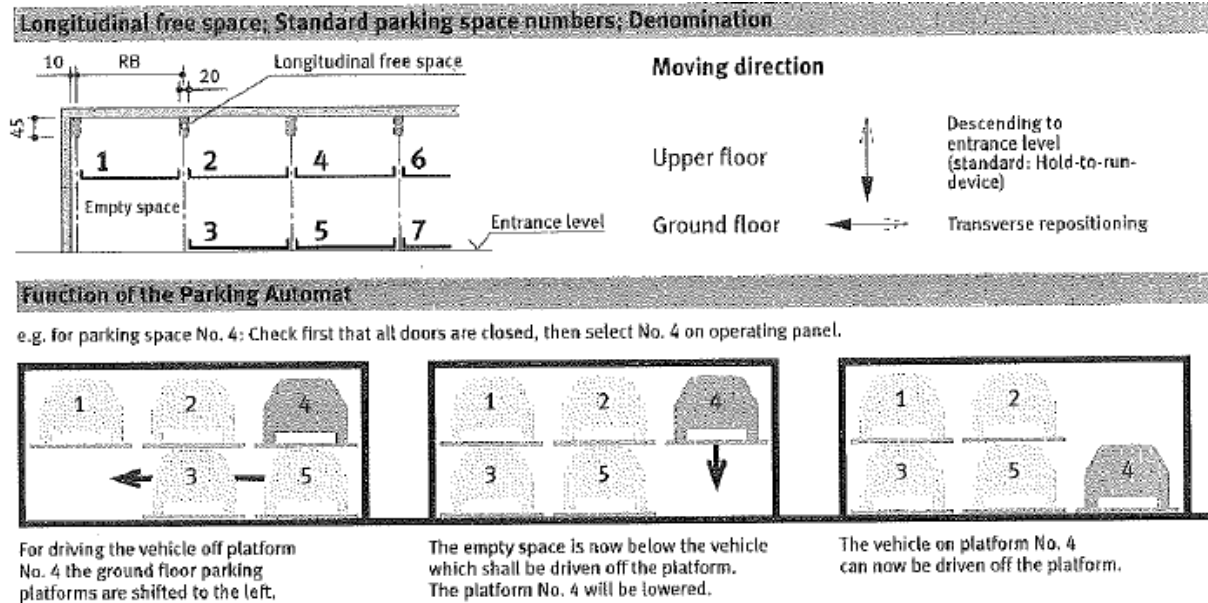
The proponent's Planning Rationale notes that the proposed development is able to take advantage of the existing transit system. The proponent's Traffic Impact Study states that the reduced parking would be adequate for the proposed development.

The Public Works Department has requested information to be submitted with the Traffic Impact Study to justify the rationale for the reduction in parking.

Stacked Parking System

The proponent has proposed an automated stacked parking system, identified as the Klaus Multi-Parking Trend Vario 4200.

The manufacturer's description of the product states that the upper level of the system moves vertically to lift the vehicles up and down, while the lower level of the system moves the vehicles horizontally to allow the upper level vehicles to be lowered and removed. One space on the lower level will remain empty at all times to allow the system to shuffle vehicles in order to access the second level. Please refer to the image below and the video links [here](#), [here](#) and [here](#):



The manufacturer's information states that the system includes safety features. Regular maintenance involves visual inspections and the use of diagnostic equipment.

The proponent's Planning Rationale states that while stacked parking is new to Whitby, it has been used in other jurisdictions including the City of Toronto.

Options for Access

Several options for access to the development have been explored by the proponent and reviewed by the Whitby Public Works Department and the Region of Durham, including:

- **Open the Emergency Access as full municipal road** to provide the proposed development with access to the full movements signalized intersection at Garrard Road and Taunton Road East. This option would also provide a connection to Taunton Road for the existing subdivision residents. The proponent would be responsible for costs to upgrade the Emergency Access to a full municipal road. The Town would dedicate this new road as a municipal right-of-way and the Town would be responsible for snow removal and maintenance of the new road. This is the option recommended by the proponent and supported by Town staff.

It is also important to note that the need to protect the emergency access as a full municipal roadway with access connections to Thistledown Crescent and to Taunton Road was a condition of the adjacent approved development (All Seniors Care) to the east of the subject site.

- **Easement over Emergency Access** to use the access as a private driveway. Under this option the connection to Thistledown Crescent would remain closed and the proposed development would be limited to right-in/right-out access only to Taunton Road. The proponent would be responsible for maintaining the emergency access including snow removal. This option would not require any changes to the site design. The restriction of access to right-in/right-out only would result in an increased potential of U-turns, which would increase the risk of collision on Taunton Road. The proponent would be required to construct a sidewalk (which may be temporary) and would be responsible for full maintenance. The proponent would still be responsible for upgrading (at least 50%) the road (including a sidewalk) to a full municipal road in the future when implemented.
- **Change Emergency Access to a full municipal road with a cul-de-sac** with no connection to Thistledown Crescent, except to maintain the Emergency Access connection. This option would severely impact development on this property due to the amount of land needed to construct a cul-de-sac to acceptable municipal standards. This option would limit the development to right-in/right-out only to Taunton, which would increase the risk of U-turns and collisions on Taunton Road.

This option would also significantly increase Town resource requirements for winter maintenance compared to a through connection due to the nature of a cul-de-sac and to maintain emergency access at the end of the cul-de-sac. This option also does not conform to the conditions that have previously been agreed to by the Town for the provision of an ultimate roadway. The removal of the cul-de-sac would be at the sole costs of this proponent.

- **No use of Emergency Access.** Under this option the proponent would need to construct a right-in/right-out driveway access directly to Taunton Road. This option impacts the site design by locating the building closer to the existing houses to the north to accommodate a driveway in front of the building. This option also increases the risk of U-turns and collisions on Taunton Road. The direct access to Taunton Road would also increase potential conflict with the Emergency Access should it be opened as a municipal road in future or be required to access the approved development to the east. The proponent would still be responsible for upgrading (at least 50%) the road to a full municipal road in the future when implemented, should an access be required.
- **Access moved to land west of the property to line up with Tom Edwards Drive** and install traffic signals. This option would involve removal/relocation of the existing stormwater pond on the Town's property adjacent to the development and would impact the environmentally sensitive area. The Region

has previously advised that traffic signals at Tom Edwards Drive does not meet their intersection spacing requirements, but that they would consider this option. This option is not considered practical due to the relocation requirements of a stormwater pond.

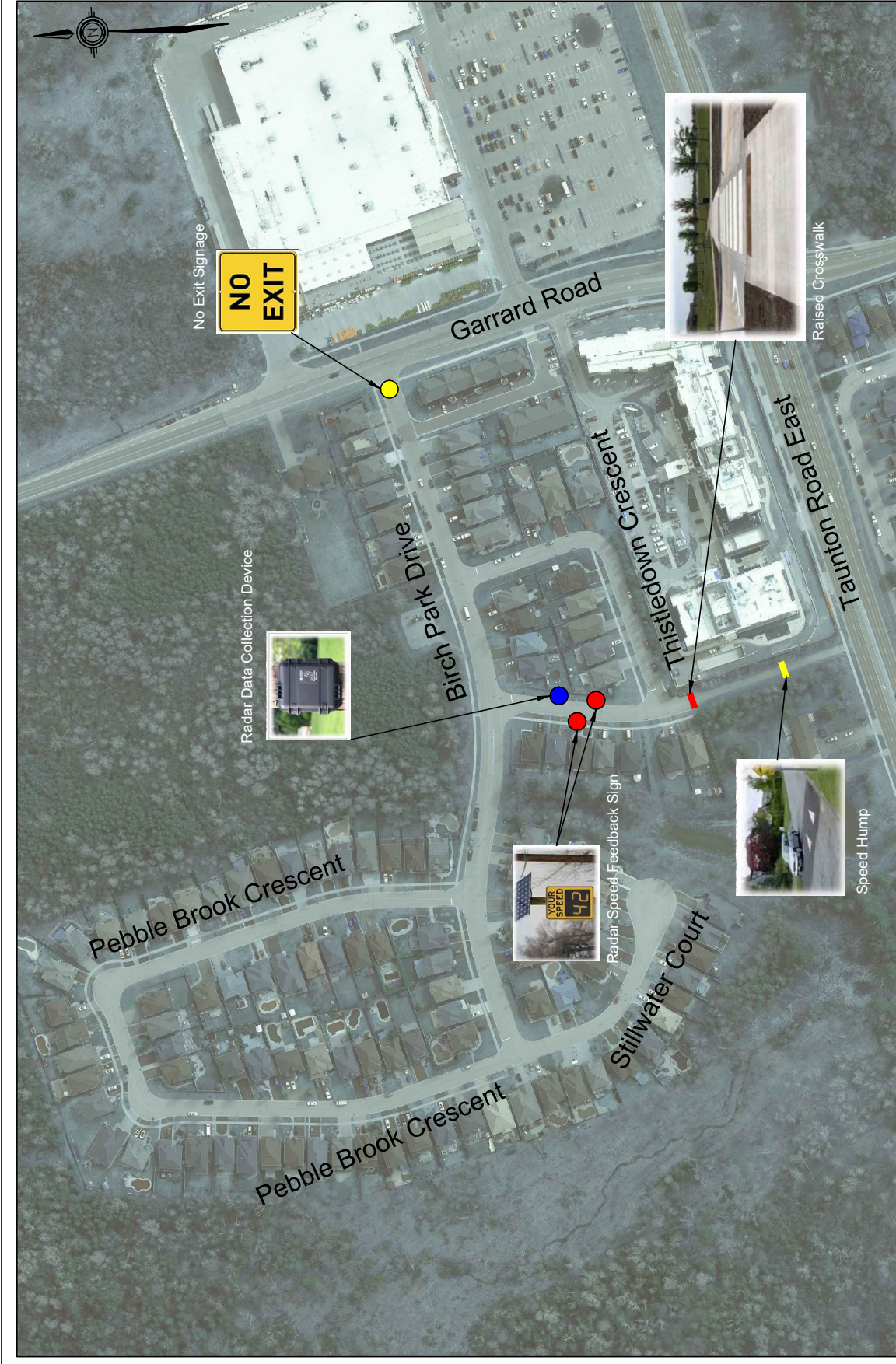
It should be noted that as part of the approval for the development to the east (All Seniors Care Living Centres Ltd. – 5 storey retirement home and senior’s apartment building) the Public Works Department supported the development on the condition that if the Garrard Road access had to be restricted due to operational, maintenance or safety concerns, that a second access to the site would be provided via a full municipal road (such as Thistledown Crescent) or the future municipal road on the Emergency Access.

Whitby Fire and Emergency Services has reviewed the above options and advises that the only option that they can support is for the Emergency Access to be upgraded to a full municipal road.




Traffic Impacts

According to the proponent’s Traffic Impact Study, the estimated number of trips expected to be generated by the 57 units are 12 trips during the a.m. peak period and 19 trips during the p.m. peak period. In addition to the proposed development, it is expected that existing residents in the subdivision will use the new municipal road for access to Taunton Road, when destined to the west. The daily volumes are still expected to be low and within what would be expected for a local road. Given the area network no shortcutting along the new municipal road (i.e. non-residents driving from Garrard Road to Taunton Road) is anticipated.

The new municipal road would provide connectivity to the residents, and improved safety (i.e. no U-turns).



Legend:

-  No Exit Signage
-  Radar Data Collection Device
-  Radar Speed Feedback Sign
-  Raised Crosswalk
-  Speed Hump



Potential Traffic Calming Elements