

From: Robert Livingstone

Sent: Tuesday, July 4, 2023 10:35 AM

To: Clerks Richmondhill clerks@richmondhill.ca

Subject: July 5th Committee of the Whole meeting - comments

I have already applied in the form to speak to council at the July 5th Committee of the Whole meeting regarding item #11.6 - Sabella Ridge Estates - 10684 and 10692 Yonge Street.

I wish to add these comments to the record:

The staff report on the proposed Sabella Ridge Estates - 10684 and 10692 Yonge Street development relies on the Transportation Impact Study produced by NexTrans for the developer.

The report states on page 14 “Concerns [from the public] were raised with respect to the impacts of increased traffic that may be generated by the proposed development as well as infiltration of traffic and parking into the established low-density neighbourhood to the west as a result of the location of the proposed emergency access, resulting in safety concerns.”

“A Traffic Impact Study and Addendum material (TIS) have been submitted by the applicant to address current and future traffic conditions, site access and circulation, parking and loading requirements, and Transportation Demand Management (TDM) measures.”

However, the study has some key omissions that do not support the staff report or reflect public concerns:

1. While detailed traffic analysis is provided for several key intersections near the development, the critical Arten/Creekview intersection that would connect to the planned rear emergency entrance and sidewalk allowing pedestrian and bicycle access IS NOT included in the study.
2. In its investigation of active transportation (foot, bicycle, etc.) the study examines the impact only to the Yonge St. entrance and not the rear emergency entrance at Arten/Creekview that is clearly connected by a park and footpath, encouraging active transport.

The study indicates (section 3.2) “Currently, there are sidewalks located on both side (sic) of Yonge Street, south side of Oxford Street/Industrial Road, west side of Vomano Street and north side of Arten Avenue in the vicinity of the proposed development. Since the proposed development will only utilize the sidewalks on Yonge Street, no improvements are necessary to accommodate the proposed development.

The Arten/Creekview intersection may not seem like a typical intersection and perhaps that is why it was overlooked. However, residents know it as a dangerous blind corner with no signage (such as stop, yield, speed reduction, etc.) and often congested with parked buses and other vehicles. Due to frequent winter flooding, other hazards are also present. Collisions have already occurred at this junction.

Introducing another source of active transportation with an open footpath – a direct shortcut from Arten to Yonge that will certainly be popular – will further amplify the risks at the already dangerous intersection.

Since the intersection has been ignored in the report and no improvements are planned for the junction, the entrance should be fenced off to prevent any access. If the project requires the emergency access in order to comply with codes, then the project should be modified so that such an entrance is not required.

The planned entrance is a significant safety issue that must be addressed before the project is approved.

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