



Report to: Development Services Committee

Meeting Date: January 17, 2023

SUBJECT: Request for Traffic Control Signals at McCowan Road @ Street B (Ward 8)
PREPARED BY: Fei Yang, Senior Transportation Engineer, Ext. 3741
Henry Lo, Manager, Transportation Planning, Ext. 4030

RECOMMENDATION:

1. That the report entitled, “Request for Traffic Control Signals at McCowan Road @ Street B (Ward 8)”, be received;
2. That York Region be requested to approve the signalization of the intersection of McCowan Road @ Street B/driveway to Father Michael McGivney Catholic Academy High School, at the owner’s (Stateview Homes (Nao Towns) Inc.) expense;
3. That the City Clerk send a copy of this report and Council resolution to York Region; and
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report seeks Council’s authorization to request York Region’s approval for new traffic control signals at the intersection of McCowan Road and Street B, which will also connect it to the driveway of Father Michael McGivney Catholic Academy High School.

BACKGROUND:

Stateview Homes (Nao Towns) Inc. (the Owner) of 7768, 7778, 7788, and 7798 McCowan Road, and 5112, 5122, and 5248 14th Avenue at the northwest quadrant of McCowan Road and 14th Avenue (the Subject Lands), shown in **Figure 1**, has submitted a Site Plan Application (File No. SPC 20 122127) for a 96-unit residential townhouse development on the subject lands for its Phase 1 development. The development proposal also includes a new public park and a new public road (Street B). The site plan, as shown on **Figure 2**, was endorsed on November 22, 2021.

The Owner also holds lands immediately to the north of the subject lands which consists of four contiguous properties municipally known as 7810, 7822, 7834, and 7846 McCowan Road. The Owner had submitted another site plan application (File No. SPC 21 144679) for its Phase 2 development consisting of 76 residential townhouse units. The overall plan for Phases 1 and 2 is shown on **Figure 3**. Street B and the Street B intersection at McCowan Road will be completed as part of the Phase 1 development by Stateview Homes (Nao Towns) Inc.

DISCUSSION:

Prior to the Phase 1 site plan endorsement, the application was subject to a 2018 settlement hearing at the Local Planning Appeal Tribunal (the “LPAT”). The settlement conditions included a requirement for the Owner to relocate the Street B access to McCowan Road to align with the driveway to Father Michael McGivney Catholic Academy High School on the east side of McCowan Road.

This led to the recommendation that the intersection of McCowan Road and Street B/ driveway to Father Michael McGivney Catholic Academy High School be signalized based on the findings of the Transportation Impact Assessment Study.

City staff support the proposed signalization at the intersection in consideration of the operational need and area context. Without traffic control signals at this intersection, residents will experience significant delays merging onto McCowan Road. Furthermore, the signalization will also provide a direct and safer cycling and pedestrian connection to the east side of McCowan Road and to access Father Michael McGivney Catholic Academy High School.

York Region Approval is required

This intersection falls under the jurisdiction of York Region and signalization of the intersection requires approval from York Region. Regional staff have indicated that the intersection does not meet traffic signal warrant thresholds based on projected traffic volumes from the subject site. However, in accordance with Regional policy, a City of Markham Council resolution requesting Regional approval of these signals is required in order for the Region to implement traffic signals at this location. The Region’s policy, which takes into consideration local municipalities’ conditions and needs, requires that installation and maintenance costs to be assumed by the proponent. The Owner has agreed to pay for the intersection signalization and the associated costs will be secured through the Phase 1 site plan agreement process.

FINANCIAL CONSIDERATIONS

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The recommendations identified within this report align with the strategic focus for a Safe & Sustainable Community, through the ongoing management of the City’s transportation network.

BUSINESS UNITS CONSULTED AND AFFECTED:

Not applicable.

RECOMMENDED BY:

Frank Clarizio, P Eng
Director of Engineering

Arvin Prasad, MCIP, RPP
Commissioner, Development Services

ATTACHMENTS:

Figure 1: Location Map

Figure 2: Phase 1 Site Plan

Figure 3: Overall Plan of Phases 1 and 2