

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE MEETING ON DECEMBER 12, 2016
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	165 ELMWOOD AVENUE FORMER NORMAL SCHOOL TRANSPORTATION REVIEW

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following report **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- May 19, 2015 – Planning and Environment Committee – 165 Elmwood Avenue East, Public Participation Meeting with respect to Official Plan and Zoning By-law Amendments

2015-19 STRATEGIC PLAN

This report supports the Strategic Plan through the strategic focus area of *Strengthening Our Community* by supporting the amended land use that works with our partners to use former school sites effectively.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

This report provides Municipal Council with the results of the traffic/transportation review in the area of the former Normal School. This report addresses an item on the Deferred Matters List of the Planning and Environment Committee (File No. 17 as of October 3, 2016).

BACKGROUND

Context

In April 2015, the City entered into a 10-year lease agreement with the YMCA to reuse the Normal School, at 165 Elmwood Avenue East. The uses include a 104-space child care centre, YMCA administrative offices, hosting summer day camp programs and community meetings.

On May 26th 2015 Council resolved that the Civic Administration be directed to review and report back to the Planning and Environment Committee regarding traffic flow in the immediate vicinity of the Normal School and Village Green and provide advice to improve safety and mitigate traffic volume where possible.

On September 6th 2016, the YMCA began full operations at the Normal School. Transportation Planning & Design staff were able to review traffic operations, speed and volume in the immediate vicinity of the subject site and in late September and early October.

DISCUSSION

The subject site is surrounded by four local and collector roadways. A brief summary of the classification and function of these roads is illustrated below. The annual average daily traffic volumes are based on 2015 network traffic data.

Wortley Road: Wortley Road is a two-way secondary collector road with no on-street parking permitted. It had an annual average traffic volume of 7,000 to 9,000 vehicles per day depending on location. The posted speed limit is 50 km/h.

Elmwood Avenue: Elmwood Avenue is a one-way westbound secondary collector road with on-street parking permitted on the south side of the road. It had an annual average traffic volume of 4,000 vehicles per day and a posted speed limit of 50 km/h.

Marley Place: Marley Place is a two-way local road with on-street parking permitted on the east side of the road. No traffic volume data is available from the 2015 traffic volume map. Marley Place has a speed limit of 50 km/h.

Duchess Avenue: Duchess Avenue is a two-way local road with on-street parking permitted on the south side of the road. No traffic volume data is available from the 2015 traffic volume map. Marley Place has a speed limit of 50 km/h.

Figure 1 below illustrates the site and the surrounding area road network.

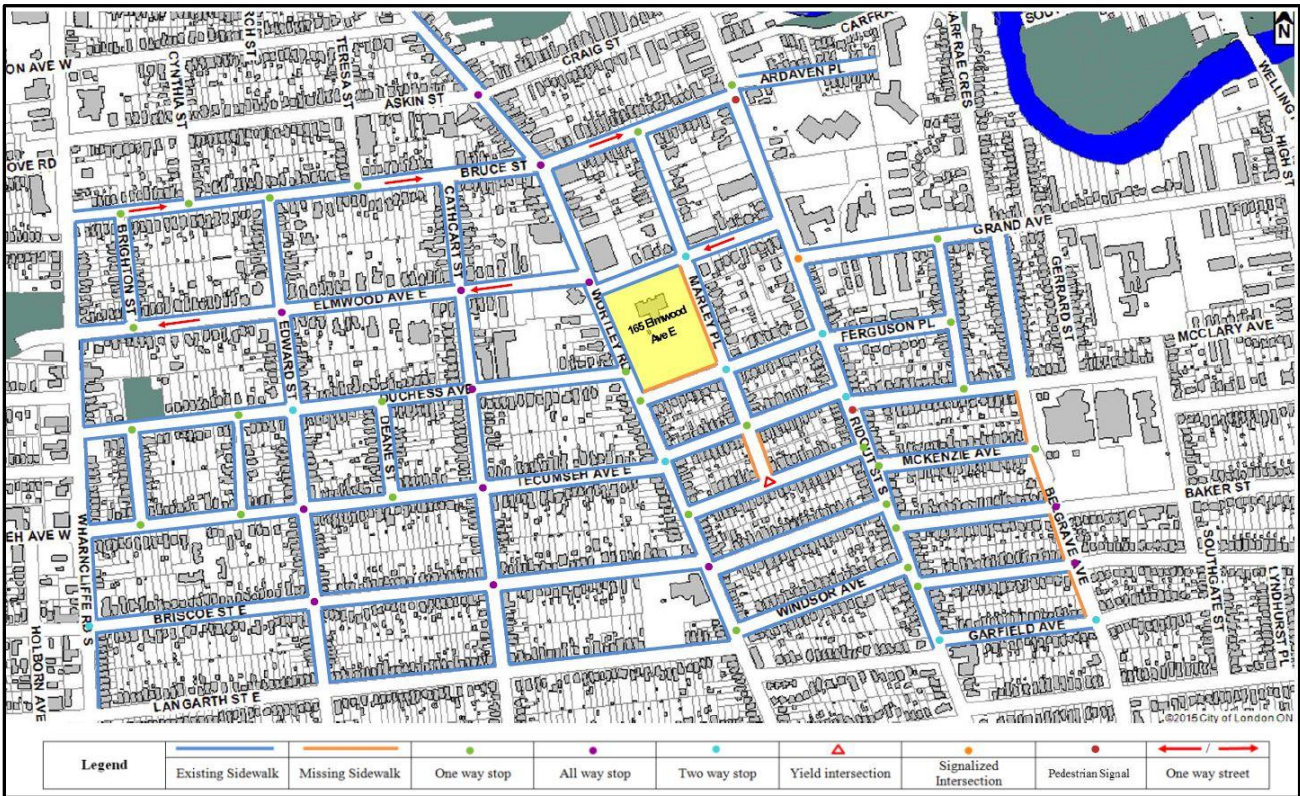


Figure 1: Study Area

Site Configuration

The site is currently accessed from Marley Place with a one way (westbound) driveway configuration where vehicles exit to Wortley Road as shown in Figure 2 below. Sidewalks exist in the surrounding neighbourhood on both sides of most of the roadways. However, Duchess Avenue and Marley Place have sidewalks only on the far side of the street along to the subject site. No wear path desire lines are evident on the grass suggesting that most pedestrian traffic uses the sidewalk on the other side along the frontage of the residential houses. It is also worth noting that the subject site is being accessed primarily via vehicles, particularly for the child care centre where parents are likely to drop their children on the way to other destinations.

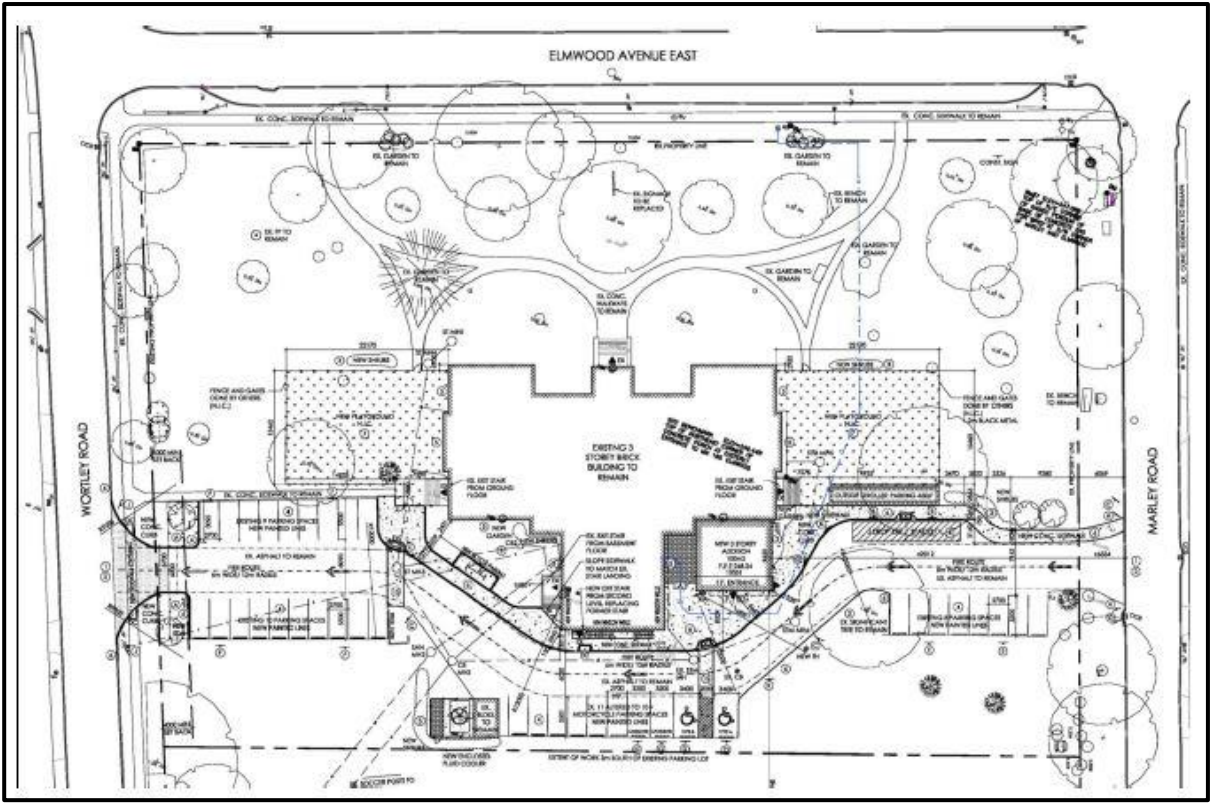


Figure 2: Site Plan

Normal School was the main administration offices for the London District Catholic School Board until 2005. It is expected that there was a slight reduction of traffic volumes on the adjacent roadways after the Catholic School Board vacated the property in 2005. The 2015 staff report to Council as part of the rezoning process noted that the redevelopment of the site to YMCA uses should not significantly increase traffic volumes beyond what the school board offices generated prior to 2005.

Traffic Review and Analysis

The YMCA primary use at this location is a child-care centre for 104 spaces for infants up to pre-schoolers, along with the YMCA’s administration offices for approximately 100 employees. A large number of staff are based at this location, but many work off-site due to the nature of the YMCA’s programming and focus. The YMCA indicated in October that the child-care centre was operating at 65% capacity.

Staff have not received concerns from local residents regarding congestion or traffic operations since the YMCA began operations on September 6, 2016. Staff conducted traffic speed and volume observations for the surrounding roads after the YMCA began full operations. The results are illustrated below.

Roadway	Daily Traffic Volume	Average Speed (Km/h)	Date of Survey
Wortley Road	6,180	42	September 20, 2016
Elmwood Avenue	1,140	39	September 14, 2016
Marley Place	757	39	October 6, 2016
Duchess Avenue	1,209	28	September 14, 2016

The weekday traffic volume and speed data was collected over 24-hour periods. Trips generated by the YMCA are included in these traffic volumes. The above results show that the traffic volumes are within the normal ranges for the corresponding road classifications. The measured traffic volumes on Wortley Road and Elmwood Avenue are lower than the 2015 average annual traffic volumes.

Historical vehicle collisions records at the four intersections surrounding the site showed a relatively low number of collisions with less than five minor collisions on average for each intersection for the period from 2008 to 2015. Safety in the area will continue to be monitored.

The above review identified no road safety issues in the area road network. The trips generated by the new YMCA do not appear to have resulted in a significant increase in overall traffic in the vicinity of the subject site. The average traffic speed on all the roads is well below the speed limit. Further minor traffic volume increases as a result of growth in YMCA operations are not expected to create traffic operation concerns.

CONCLUSION

As a result of the new YMCA use of the former Normal School, Council directed the Civic Administration to review traffic flow in the immediate vicinity of the site and provide advice to improve safety and mitigate traffic volume where possible.

No speeding or safety issues have been received from local residents since the YMCA began operations. The results of the traffic study showed that traffic volumes and speeds are within the intended capacity of local and collector streets. Staff will continue to monitor the subject roads in the future and take any necessary actions if required.

Acknowledgements

This report was prepared with the assistance of Maged Elmadhoon, M.Eng., P.Eng., and Tim Kooistra of the Transportation Planning & Design Division.

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c: Councillor S. Turner, Ward 11