March 21, 2025

Mr. Gary Bensky and Mrs. Marlene DiGiuseppe
Wycliffe Thornridge Sharon Limited
225 Bradwick Drive, Unit 18
Concord, ON L4K 1K7

Dear Sir and Madam:

Subject: **Addendum to the Transportation Mobility Plan Update**
Sharon Corners Phase 3
East Gwillimbury, ON

1. INTRODUCTION

WSP Canada Inc. (WSP) is pleased to provide transportation services in support of Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for Phase 3 of the proposed residential development at the northwest corner of the Leslie Street and Mount Albert Road intersection in the community of Sharon, in the Town of East Gwillimbury.

By way of background, WSP prepared several traffic reports in support of the proposed development, with the latest being the Addendum to the Transportation Mobility Update Sharon Corners Phase 2 (hereafter Phase 2 Addendum), dated December 3, 2021. The Phase 2 Addendum addressed the impact of the Phase 2 site plan modifications compared to the previous plan.

The purpose of this Addendum is to support the OPA and ZBA applications for the 3rd Phase of the proposed development. This traffic study compared the differences in the site plan changes between the previously submitted and approved site plan and the latest site plan. The previously submitted site plan proposed to develop a seven-storey retirement home with 204 residence units (Phase 1), 86 townhouse units (Phase 2), and a seven-storey apartment building with 100 units and 21,000 ft^2 of a future mixed-use building (Phase 3). The site plan has been modified and while the site stats for Phase 1 and Phase 2 have remained unchanged, the number of apartment units in Phase 3 has increased from 100 units to 142. The 21,000 ft^2 mixed-use building is still proposed and will be constructed in the next phase.

The site location is illustrated in **Figure 1-1** and the updated site plan is illustrated in **Figure 1-2**. In addition, Phase 3 development in the context of the overall Sharon Corners development is shown in **Figure 1-3**.

A Terms of Reference was established and circulated to the York Region prior to commencing this addendum and is provided in **Appendix A**. It was confirmed by the York Region staff that the traffic brief is acceptable if the new trip generation is less than 100 peak-hour trips.

It should be noted that aspects of the previous transportation submissions that are still relevant for this submission and have not changed (i.e., existing transit services & existing intersection operations assessment, trip distribution and assignment) will not be included in this Addendum

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Subject Site

Study Area Intersection

FIGURE 1-1
Site Location

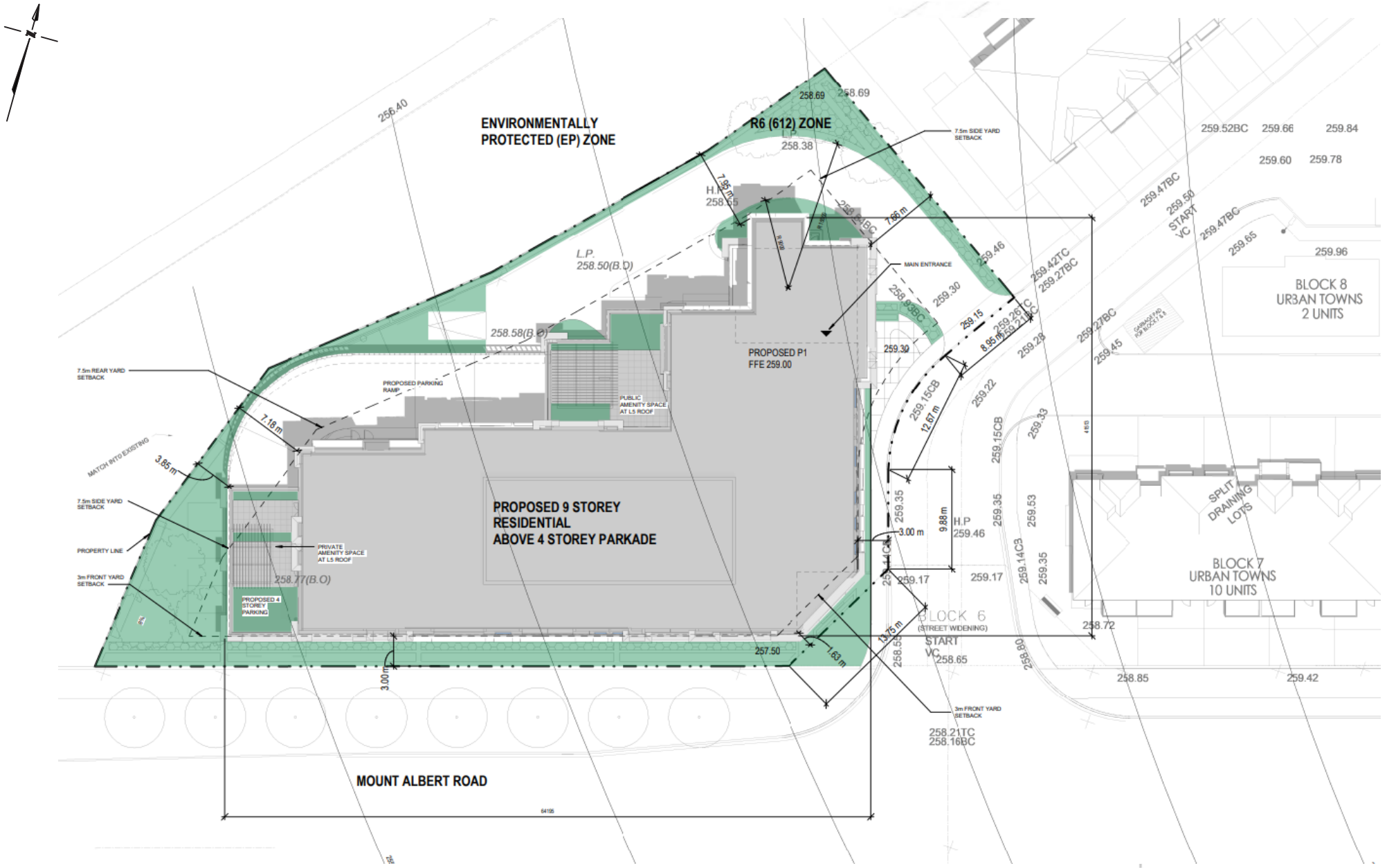

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FIGURE 1-2
Proposed Site Plan
(Phase 3)

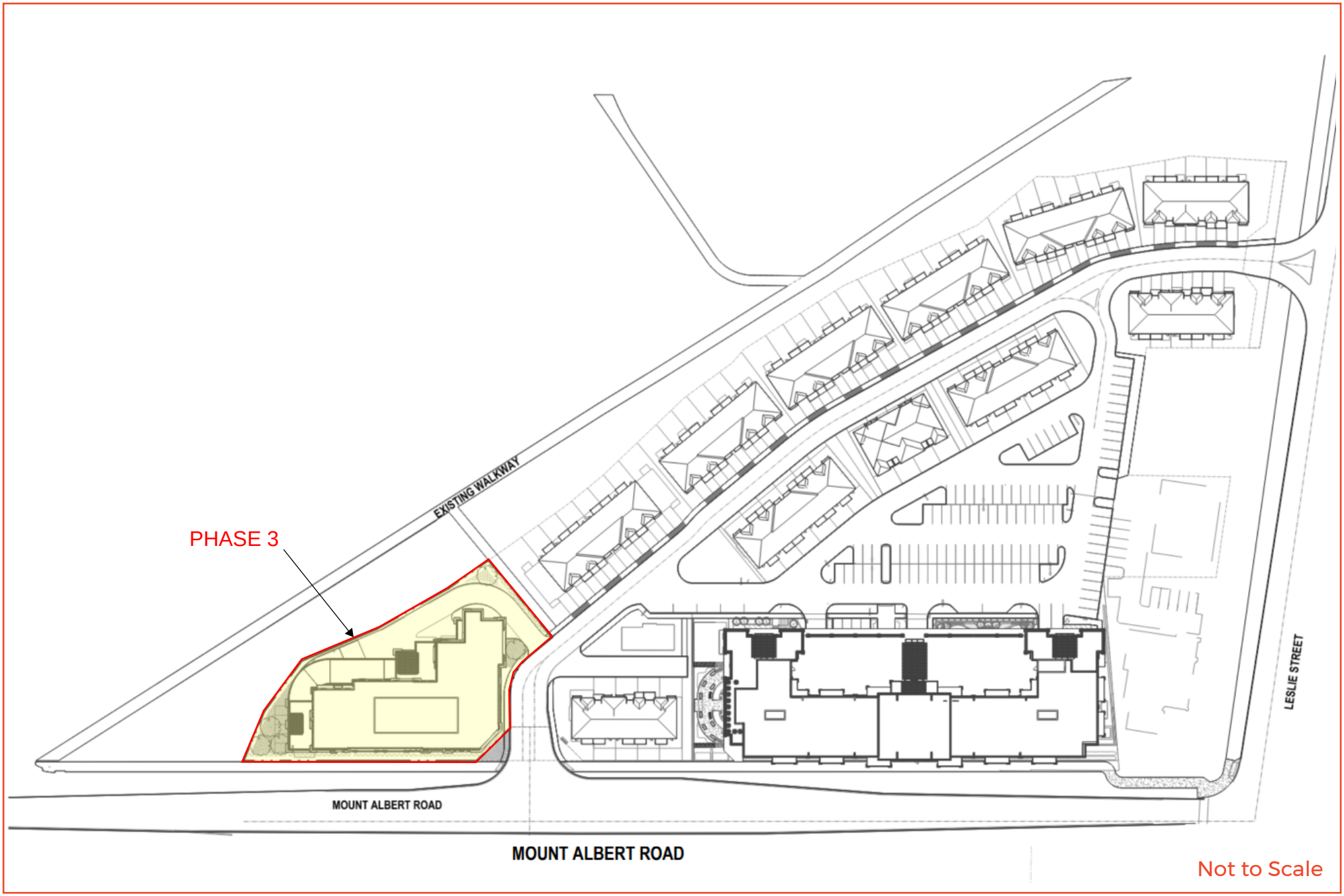

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FIGURE 1-3
Sharon Corners
Site Plan

Letter for ease of review of areas of change. In addition, this Addendum Letter will document the loading and parking and site plan review aspects of the updated site plan to support the OPA and ZBA applications for Phase 3.

2. SITE GENERATED TRAFFIC

The trip generation methodology remains consistent with the previous submissions, with an increase in the number of apartment units from 100 to 142 units. The previous and updated trip generation estimates are summarized in **Table 1** and **Table 2**. In addition, the trip generation comparison results are summarized in **Table 3** below.

Table 1: Site-Generated Vehicular Trips – December 2021 (from April 2021)

Land Use	Basis/Parameter	Vehicle Trips			
		Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
		Inbound	Outbound	Inbound	Outbound
Residential (86 Townhouse Units + 100 Apartment Units)	Equation	T = 0.44 X		T = 0.52 X	
	Inbound/Outbound Split	17%	83%	67%	33%
	ITE Land Use 230 (Residential Condominium/ Townhouse)	14	68	66	33
	Non-Auto Trip Reduction (5%)	(1)	(3)	(3)	(2)
	Total Residential	**13**	**65**	**63**	**31**
Commercial Building (21,000 ft²)	Equation	Ln T = 0.61 Ln X + 2.24		Ln T = 0.67 Ln X + 3.31	
	Inbound/Outbound Split	62%	38%	48%	52%
	ITE Lane Use 820 (Shopping Centre)	27	16	69	75
	Non-Auto Trip Reduction	(0)	(1)	(3)	(0)
	Pass-By Trip Reduction (34% as per ITE Trip Generation Manual)	(0)	(0)	(22)	(22)
	Total Commercial Building	**27**	**15**	**44**	**53**
Retirement Residence (204 Units)	Equation	T = 0.14 X		T = 0.16 X	
	Inbound/Outbound Split	65%	35%	39%	61%
	ITE Land Use 255 (Continuing Care Retirement Community)	19	10	13	20
	Non-Auto Trip Reduction	(0)	(0)	(1)	(0)
	Total Retirement Residence	**19**	**10**	**12**	**20**
Overall Net New Trips		**59**	**90**	**119**	**104**

Table 2: Updated Site-Generated Vehicular Trips – Current Site Plan

Land Use	Basis/Parameter	Vehicle Trips			
		Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
		Inbound	Outbound	Inbound	Outbound
Residential (86 Townhouse Units + 142 Apartment Units)	Equation	T = 0.44 X		T = 0.52 X	
	Inbound/Outbound Split	17%	83%	67%	33%
	ITE Land Use 230 (Residential Condominium/ Townhouse)	17	83	79	39
	Non-Auto Trip Reduction (5%)	(0)	(4)	(3)	(0)
	Total Residential	**17**	**79**	**76**	**39**
Commercial Building (21,000 ft²)	Equation	Ln T = 0.61 Ln X + 2.24		Ln T = 0.67 Ln X + 3.31	
	Inbound/Outbound Split	62%	38%	48%	52%
	ITE Lane Use 820 (Shopping Centre)	27	16	69	75
	Non-Auto Trip Reduction	(0)	(1)	(3)	(0)
	Pass-By Trip Reduction (34% as per ITE Trip Generation Manual)	(0)	(0)	(22)	(22)
	Total Commercial Building	**27**	**15**	**44**	**53**
Retirement Residence (204 Units)	Equation	T = 0.14 X		T = 0.16 X	
	Inbound/Outbound Split	65%	35%	39%	61%
	ITE Land Use 255 (Continuing Care Retirement Community)	19	10	13	20
	Non-Auto Trip Reduction	(0)	(0)	(1)	(0)
	Total Retirement Residence	**19**	**10**	**12**	**20**
Overall Net New Trips		**63**	**104**	**132**	**112**

Table 3: Site Generated Vehicular Trips – Comparison

Land Use	Vehicle Trips					
	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
December 2021 Submission (from April 2021)						
186 Residential Units, 21,000 ft² Commercial use & 204 Retirement units	59	90	149	119	104	223
Updated Site Plan						
228 Residential Units, 21,000 ft² Commercial use & 204 Retirement units	63	104	167	132	112	244
Site-Generated Traffic Comparison						
Difference	**+4**	**+14**	**+18**	**+13**	**+8**	**+21**

The results of the trip generation show that, with the increase of 42 residential units, the site trips will increase by 18 and 21 two-way trips during the a.m. and p.m. peak hours, respectively. Therefore, the proposed site plan changes are expected to have a nominal impact on the boundary road network. As a result, it is WSP's opinion that the conclusions and recommendations of the future traffic conditions and operations of the Phase 2 Addendum are applicable to the revised development proposal and can support the OPA and ZBA applications for Phase 3.

3. PARKING AND LOADING ASSESSMENT

3.1 LOADING

There is a loading bay proposed on this site, which serves both garbage and moving trucks. As per the Town of East Gwillimbury Zoning By-law 2018-043 Section 5.13, a loading bay must have minimum dimensions of 12.0 m by 3.5 m. The proposed loading bay meets this requirement as demonstrated in **Figure 4-1**.

3.2 AUTO VEHICLE PARKING

3.2.1 AUTO PARKING REQUIREMENTS AND SUPPLY

The required parking supply for Phase 3 of the proposed development was reviewed based on the Town of East Gwillimbury Zoning By-law 2018-043, dated October 2020. According to this Zoning By-law, the required parking supply is summarized in **Table 4**.

Table 4: By-law Required Vehicle Parking Supply

Site Component		Minimum Rates (Unit)	Number of Units	Minimum Parking Required	Parking Proposed
Residential	**Apartment**	1.0	142	142	147
	Visitors	0.25	142	36	36
		Total Residential	**142**	**178 spaces**	**183 spaces**

As shown in Table 4, the proposed development requires 178 parking spaces (142 residential and 36 visitor spaces) based on the rates from the Town's Zoning By-Law 2018-043.

The proposed site plan provides 183 vehicle parking spaces including 147 residential spaces and 36 visitor spaces. As a result, a parking rate of 1.04 spaces per unit is proposed for residents and a rate of 0.25 spaces per unit for visitors. Therefore, the proposed residential parking supply rate of 1.04 satisfies and exceeds the required Zoning By-law parking rate. In addition, the proposed visitor parking supply rate of 0.25 meets the required Zoning By-law parking rate.

3.3 BARRIER-FREE PARKING

Based on the Town of East Gwillimbury Zoning By-law 2018-043, Table 5C, the minimum number of required accessible parking spaces is 1 accessible parking space plus 3% of the number of parking spaces. 3% of 178 spaces plus 1 space, rounded down, would be 6 accessible parking spaces for the proposed development. Accordingly, a total of 7 accessible parking spaces are provided for the subject site. Therefore, the By-law requirement is met.

3.4 BICYCLE PARKING

The bicycle parking requirements for the proposed development have been calculated based on the Town of East Gwillimbury Zoning By-law 2018-043, dated October 2020. **Table 5** summarizes the bicycle parking requirements for the 3rd Phase of the subject site.

Table 5: By-law Bicycle Parking Standards

Use	Minimum Bicycle Parking Rates	Units/GFA	Bicycle Parking Requirements
Multi-unit residential buildings with more than 6 dwelling units	1 space per 3 dwelling units or 2 spaces for the first 6 units plus 2 spaces for each additional 6 units or fraction thereof	142 units	48 spaces
		Total Required Bicycle Parking	48 spaces

As shown in Table 5, the site is required to provide 48 bicycle parking spaces. A total of 48 bicycle parking spaces are provided at the site which meets the minimum requirement of bicycle spaces.

4. SITE CIRCULATION ASSESSMENT

Our site circulation assessment was completed using the AutoTURN 11 software package to ensure adequate maneuverability through the site for a fire truck, garbage truck, delivery truck, and passenger vehicles.

Site Dimensions and Specifications

Figure 4-1 to **Figure 4-5** shows relevant dimensions of the drive aisles, parking spaces, and barrier-free parking spaces. The following dimensions were reviewed as per the Town of East Gwillimbury's Zoning By-Law:

- As per exception No. 162 in the Town's By-Law for zone R6-162, the minimum width of a driveway accessing a parking area shall be 6.0m for two-way traffic.
- The parking aisles meet the minimum 6.0 metres requirement through the parking levels. The access ramps leading to underground parking levels are 7.0m, which also meets the minimum 6.0 metres requirement.
- The drop-off area is one-way and has a width of 4.41 metres, meeting the minimum requirement of 3.8 metres.
- Standard parking spaces have a width of 2.75 metres and a length of 5.8 metres.
- Accessible parking spaces have a width of 3.40 metres and a length of 5.80 metres and are adjacent to a 1.5-metre barrier-free aisle.
- The loading space has a width of 3.5 metres and 12.0 metres in length, which meets the Town's By-Law Requirement. Access to the loading space is 6.0 metres wide, which also meets requirements.

Fire Truck Circulation

As shown in **Figure 4-6**, a Fire Truck can access the main entrance of the proposed building within 15 metres in accordance with the Ontario Building Code Section 3.2.5.5.

Solid Waste Collection Truck Circulation

It is assumed that the Town will provide the solid waste collection for Phase 3. As illustrated in **Figure 4-7**, a 9.14-metre GFT Front Loader waste collection truck will be able to safely and efficiently manoeuvre through the site. It should be noted that the City's front-loading truck can maneuver within a 4-point turn to leave the site in a forward motion.

Loading Truck Maneuvers

A TAC medium single unit truck (MSU) was tested driving into the site, reversing into the loading area and successfully leaving in a forward motion, as seen in **Figure 4-8**.

Passenger Vehicle Circulation

A standard P-TAC passenger vehicle was tested circulating through levels P1 to P4, and the maneuvers work well as shown in **Figure 4-9** to **Figure 4-13**. The drop-off area is one-way. Vehicles take the north driveway looping into the drop-off area, as shown in Figure 4-8. Critical parking spaces also allow adequate maneuvers as shown in **Figure 4-14** to **Figure 4-18**.

Pavement Markings and Signage Plan

A Pavement Markings and Signage Plan was also prepared and presented in **Figures 4-19** to **Figure 4-23**.

5. TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM measures is a term used to describe various strategies that increase the overall transportation system efficiency. TDM generally discourages the use of single-occupant vehicles and encourages the use of active transportation modes such as walking or cycling, and the use of other transportation modes such as public transportation and ridesharing. It can also be used to describe other means of avoiding the use of the transportation network, such as teleworking. TDM elements are typically an essential part of any progressive transportation and traffic plan for a proposed development.

Described herein are two major categories of TDM measures. The first measures are soft measures, which involve the utilization of technology or the use of existing information technology infrastructure and networks. The second set of measures are hard measures, which require the implementation of physical measures, such as cycling facilities or walkways.

The subject development will be subject to York Region's 2012 Development Charges By-law. Under this By-law, the Region will provide financing for "soft" TDM measures for the subject development.

5.1 SOFT TDM MEASURES

Encouraging the use of Existing Transit Services and Active Transportation Facilities

Seniors, residents and visitors will have access to various York Region Transit routes including On-Demand services. Significant changes are expected to the transit network; however, these

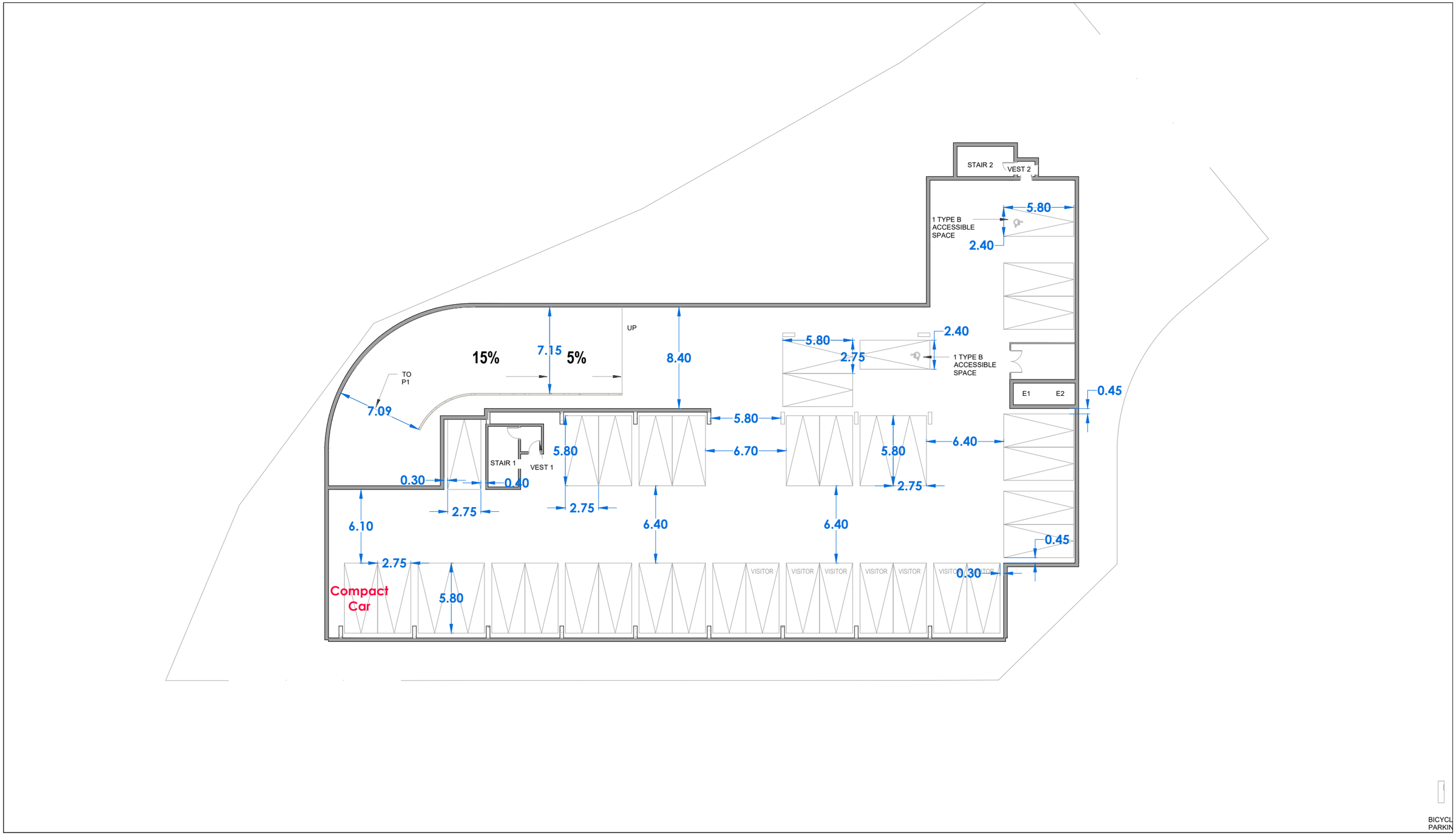

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Figure 4-1
Site Dimensions and Specifications - P0 Level
1402-1410 Mt. Albert Road Phase 3

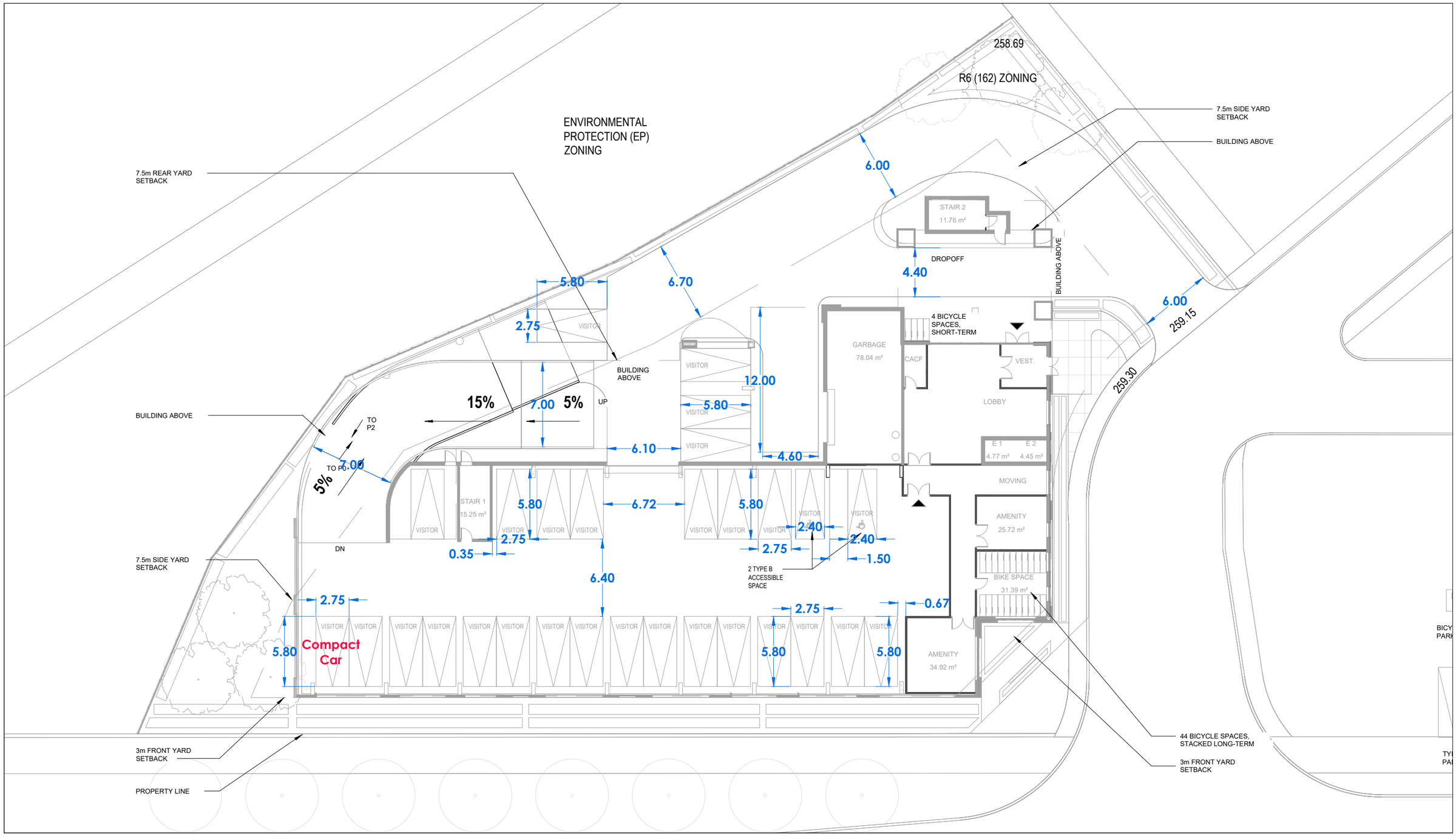

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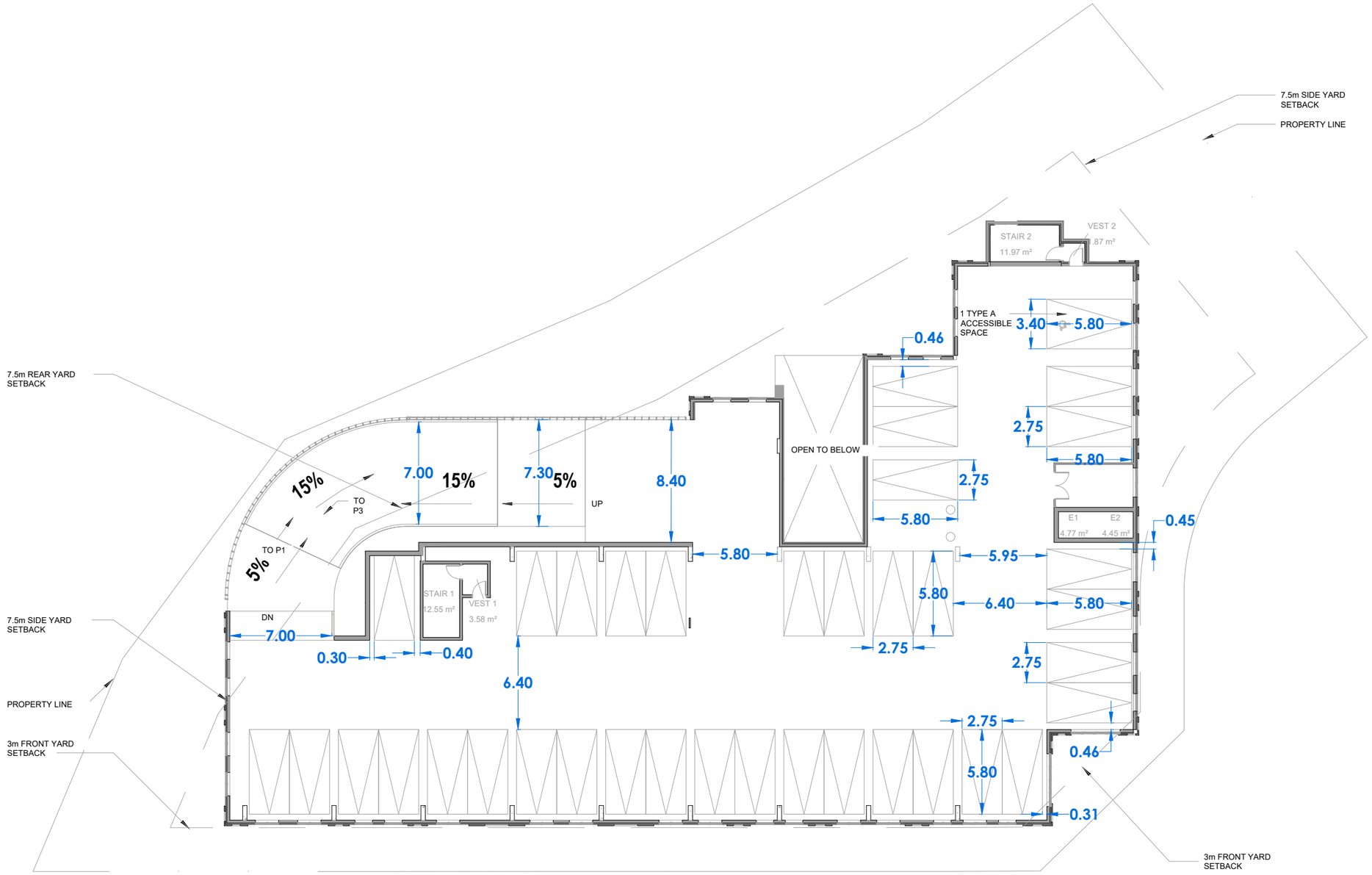
Figure 4-2
Site Dimensions and Specifications - P1 Level
1402-1410 Mt. Albert Road Phase 3



NOTE: ALL RESIDENT PARKING SPACES EXCEPT HC SPOTS TO BE PREPPED FOR DOUBLE HEIGHT CAR STACKER INSTALLATION

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Figure 4-3
Site Dimensions and Specifications - P2 Level
1402-1410 Mt. Albert Road Phase 3

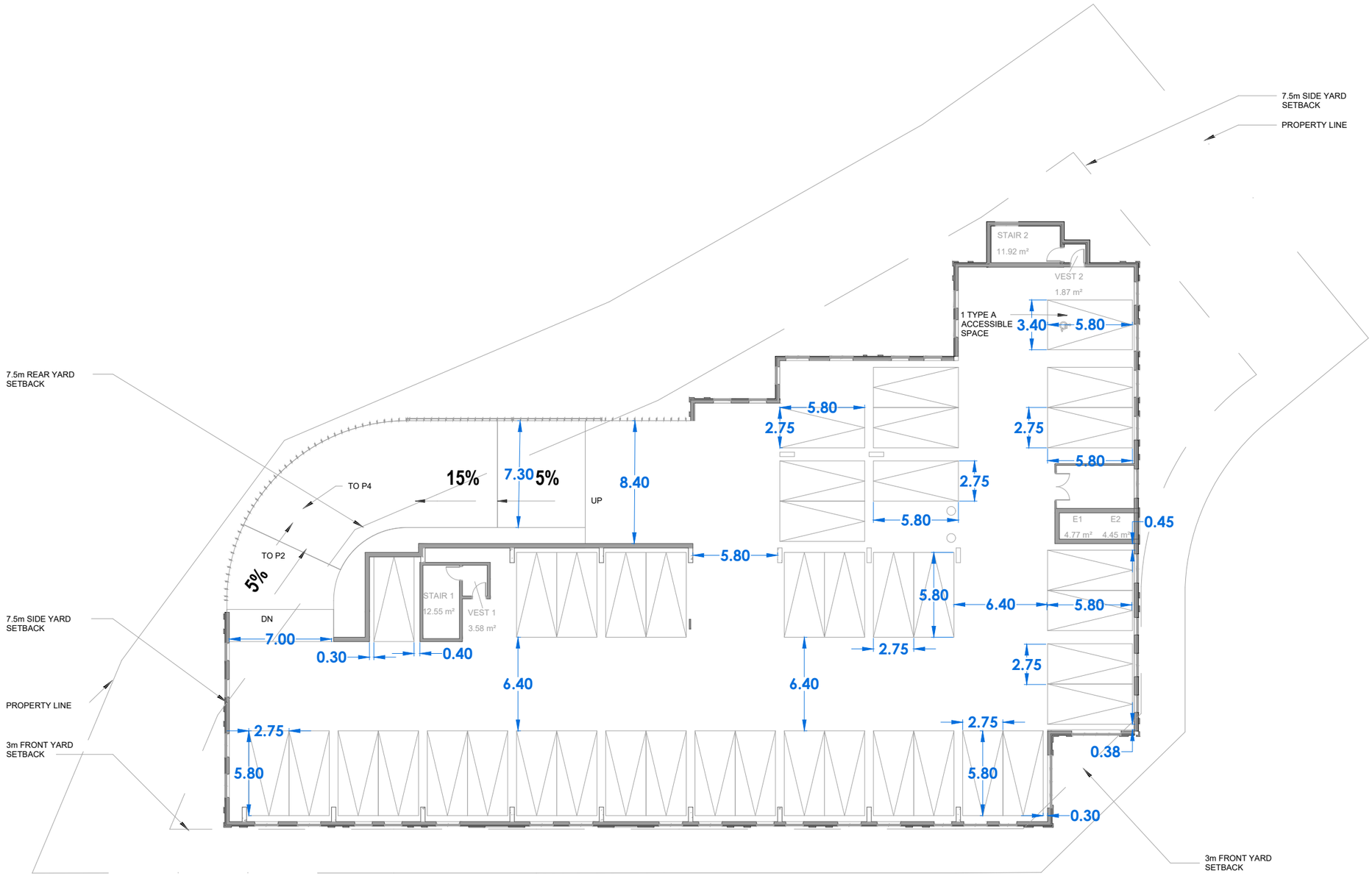

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Figure 4-4
Site Dimensions and Specifications - P3 Level
1402-1410 Mt. Albert Road Phase 3

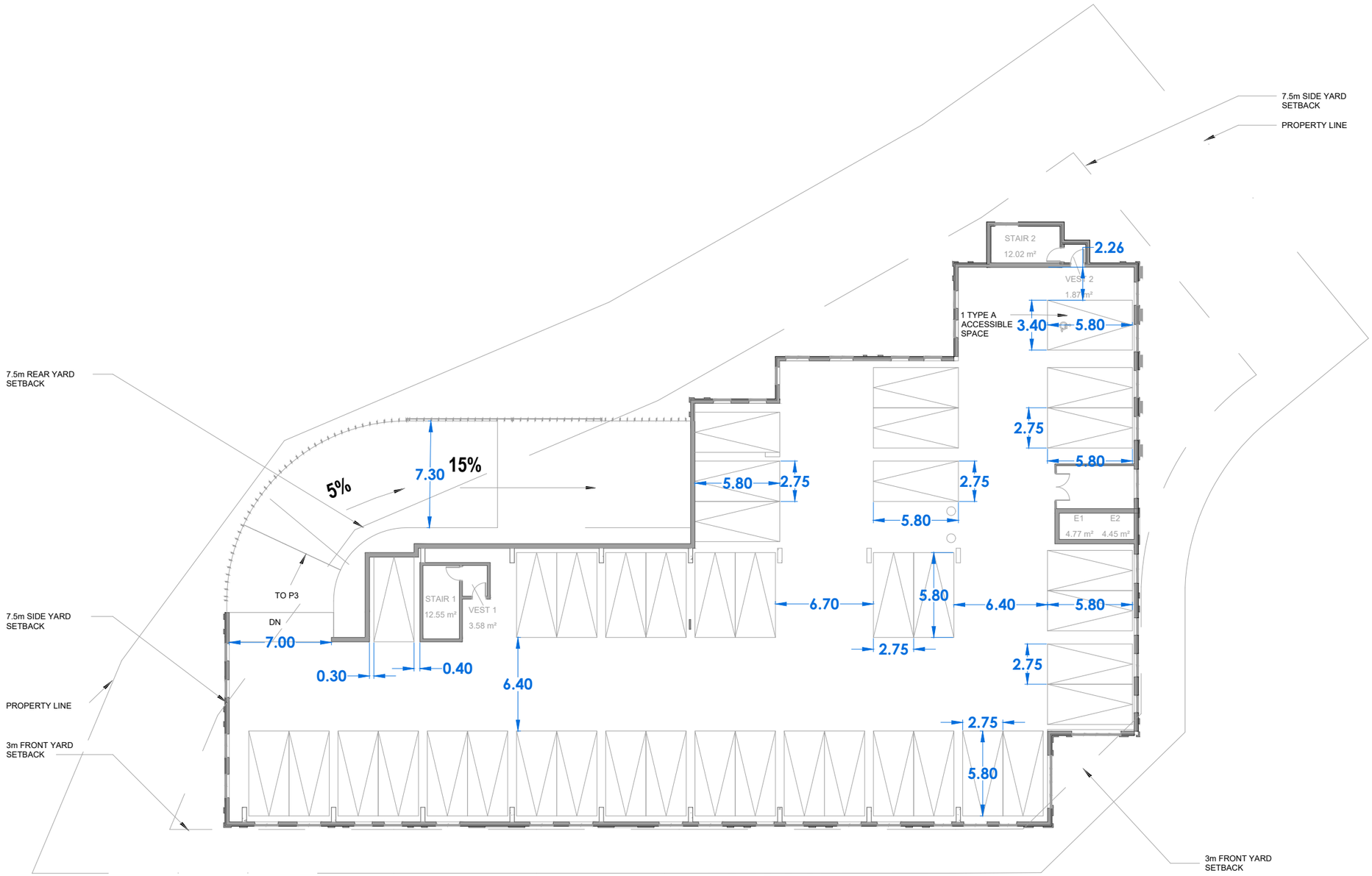

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Figure 4-5
Site Dimensions and Specifications - P4 Level
1402-1410 Mt. Albert Road Phase 3

INBOUND

R6 (162) ZONING

ENVIRONMENTAL PROTECTION (EP) ZONING

7.5m SIDE YARD SETBACK

BUILDING ABOVE

7.5m REAR YARD SETBACK

STAIR 2
11.76 m²

DROPOFF

BUILDING ABOVE

VISITOR

BUILDING ABOVE

15%

5%

UP

TO P2

TO P0

5%

DN

STAIR 1
15.25 m²

VISITOR

4 BICYCLE SPACES, SHORT-TERM

GARBAGE
78.04 m²

CACF

VEST.

LOBBY

E 1
4.77 m²

E 2
4.45 m²

MOVING

AMENITY
25.72 m²

BIKE SPACE
31.39 m²

9.05

259.15

259.30

Markham Fire Truck
Town of Markham

2 TYPE B ACCESSIBLE SPACE

AMENITY
34.92 m²

7.5m SIDE YARD SETBACK

3m FRONT YARD SETBACK

PROPERTY LINE

44 BICYCLE SPACES STACKED LONG-TERM

3m FRONT YARD SETBACK

BICYCLE PARKING

TYPICAL PARKING

HANDICAP PARKING TYPE A

Markham_Fire Truck
Town of Markham

MOUNT ALBERT ROAD

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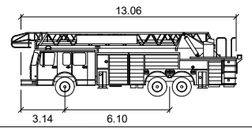

Markham Fire

	meters
Width	: 2.54
Track	: 2.41
Lock to Lock Time	: 6.0
Steering Angle	: 32.0

Figure 4-6
Fire Truck Circulation
1402-1410 Mt. Albert Road Phase 3

INBOUND

OUTBOUND

258.69

R6 (162) ZONING

ENVIRONMENTAL PROTECTION (EP) ZONING

7.5m SIDE YARD SETBACK

BUILDING ABOVE

STAIR 2
11.76 m²

DROPOFF

259.15

259.30

GFL Front Loader Custom

GARBAGE
78.04 m²

4 BICYCLE SPACES, SHORT-TERM

CACF

VEST.

LOBBY

E 1 4.77 m²

E 2 4.45 m²

MOVING

AMENITY
25.72 m²

BIKE SPACE
31.39 m²

AMENITY
34.92 m²

VISITOR

5%

UP

2 TYPE B ACCESSIBLE SPACE

44 BICYCLE SPACES, STACKED LONG-TERM

3m FRONT YARD SETBACK

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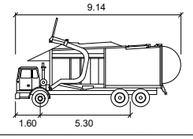

GFL Front Loader

	meters
Width	: 2.89
Track	: 2.89
Lock to Lock Time	: 6.0
Steering Angle	: 30.6

Figure 4-7
GFL Top Front Loader Waste Collection Maneuver - P1 Level
1402-1410 Mt. Albert Road Phase 3

INBOUND

OUTBOUND

ENVIRONMENTAL PROTECTION (EP) ZONING

258.69

R6 (162) ZONING

7.5m SIDE YARD SETBACK

BUILDING ABOVE

259.15

259.30

STAIR 2
11.76 m²

DROPOFF

BUILDING ABOVE

4 BICYCLE SPACES, SHORT-TERM

GARBAGE
78.04 m²

CACF

VEST.

LOBBY

E 1 4.77 m²
E 2 4.45 m²

MOVING

AMENITY
25.72 m²

BIKE SPACE
31.39 m²

AMENITY
34.92 m²

VISITOR

BUILDING ABOVE

5%

UP

2 TYPE B ACCESSIBLE SPACE

44 BICYCLE SPACES, STACKED LONG-TERM

3m FRONT YARD SETBACK

MSU
IC-2017 (CA)

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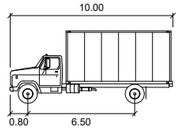
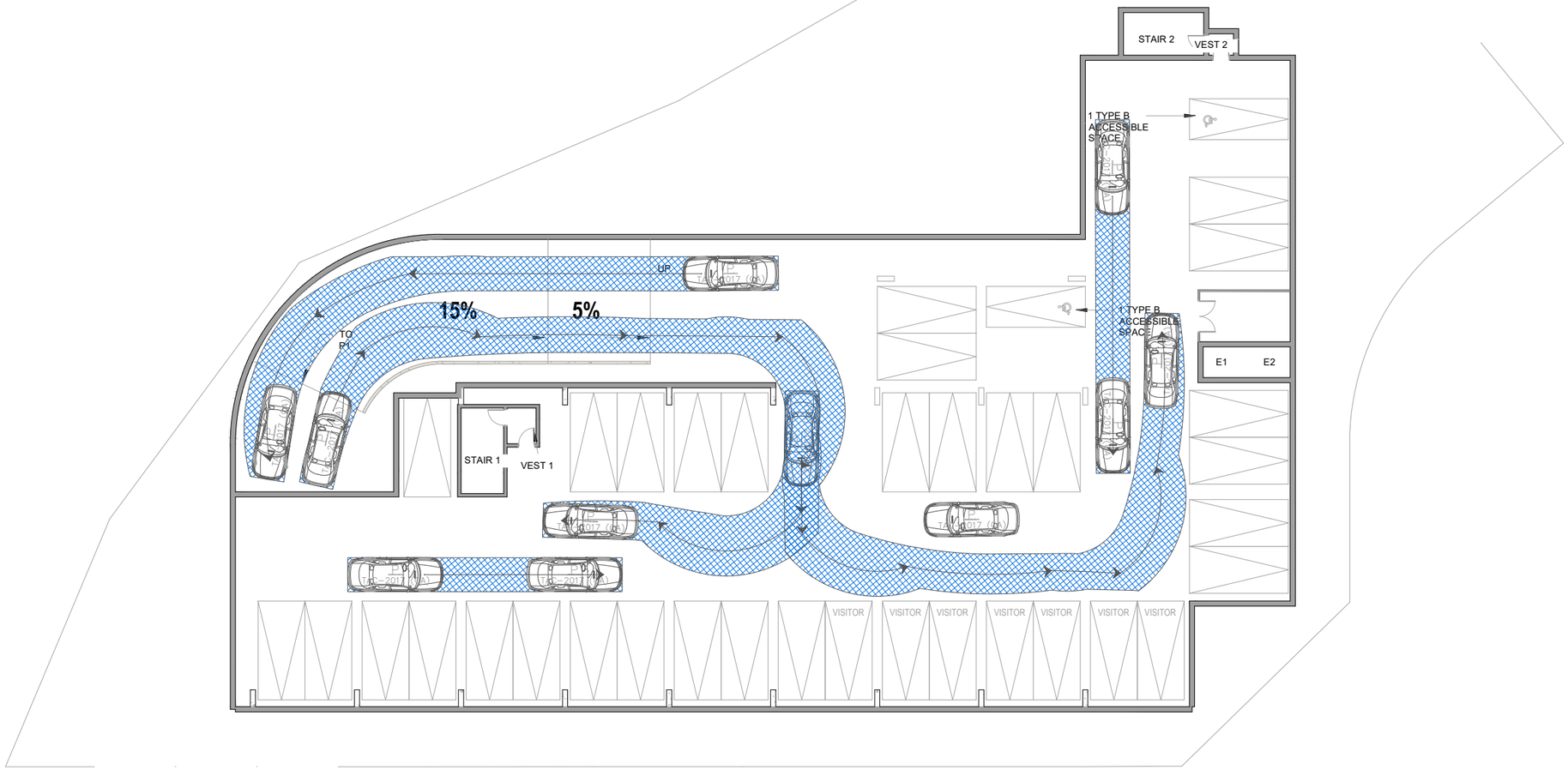


MSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

Figure 4-8
MSU Loading Truck Turning Maneuver
1402-1410 Mt. Albert Road Phase 3



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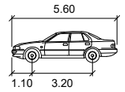
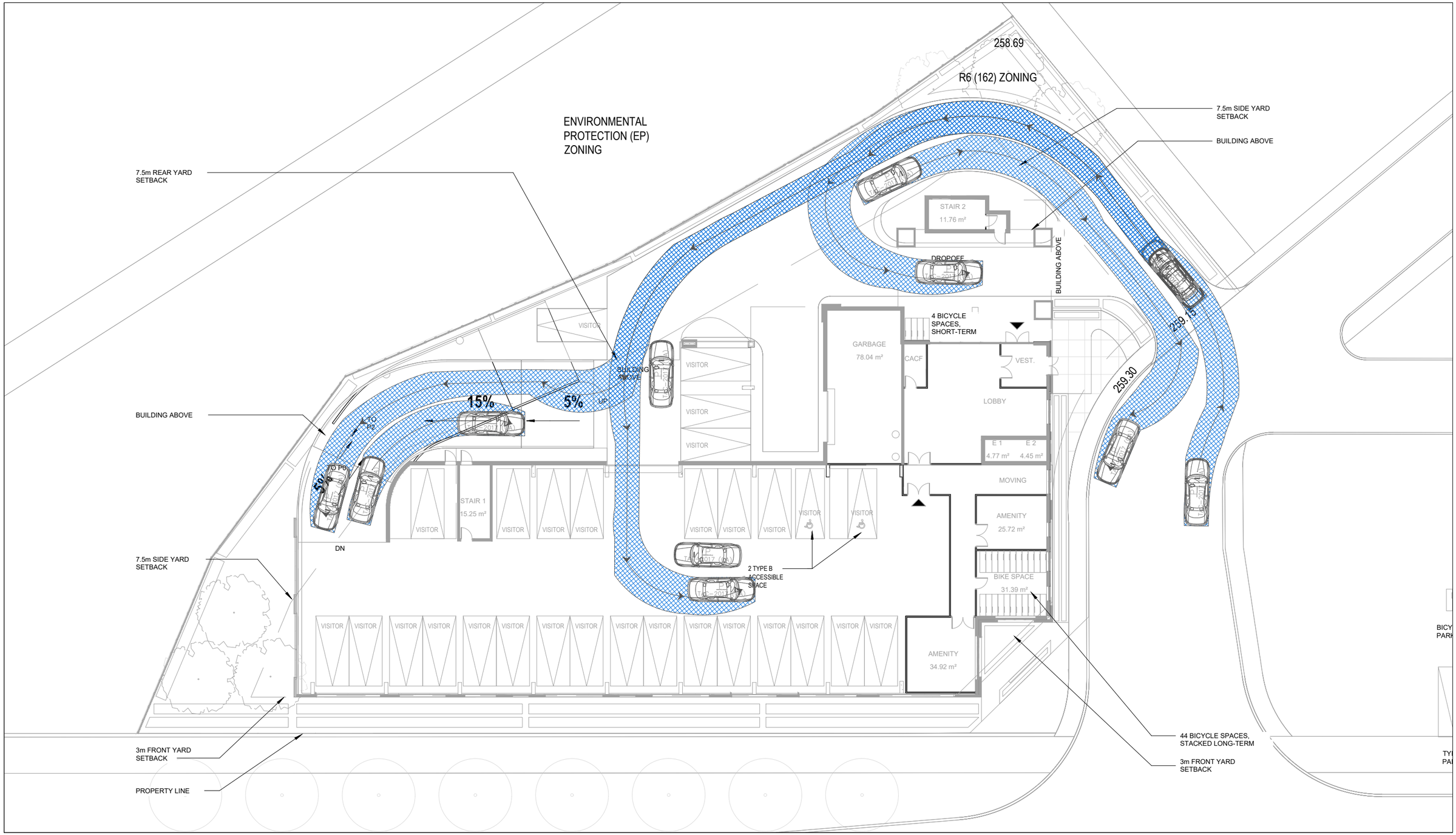


P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-9
Site Dimensions and Specifications - P0 Level
1402-1410 Mt. Albert Road Phase 3



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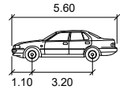
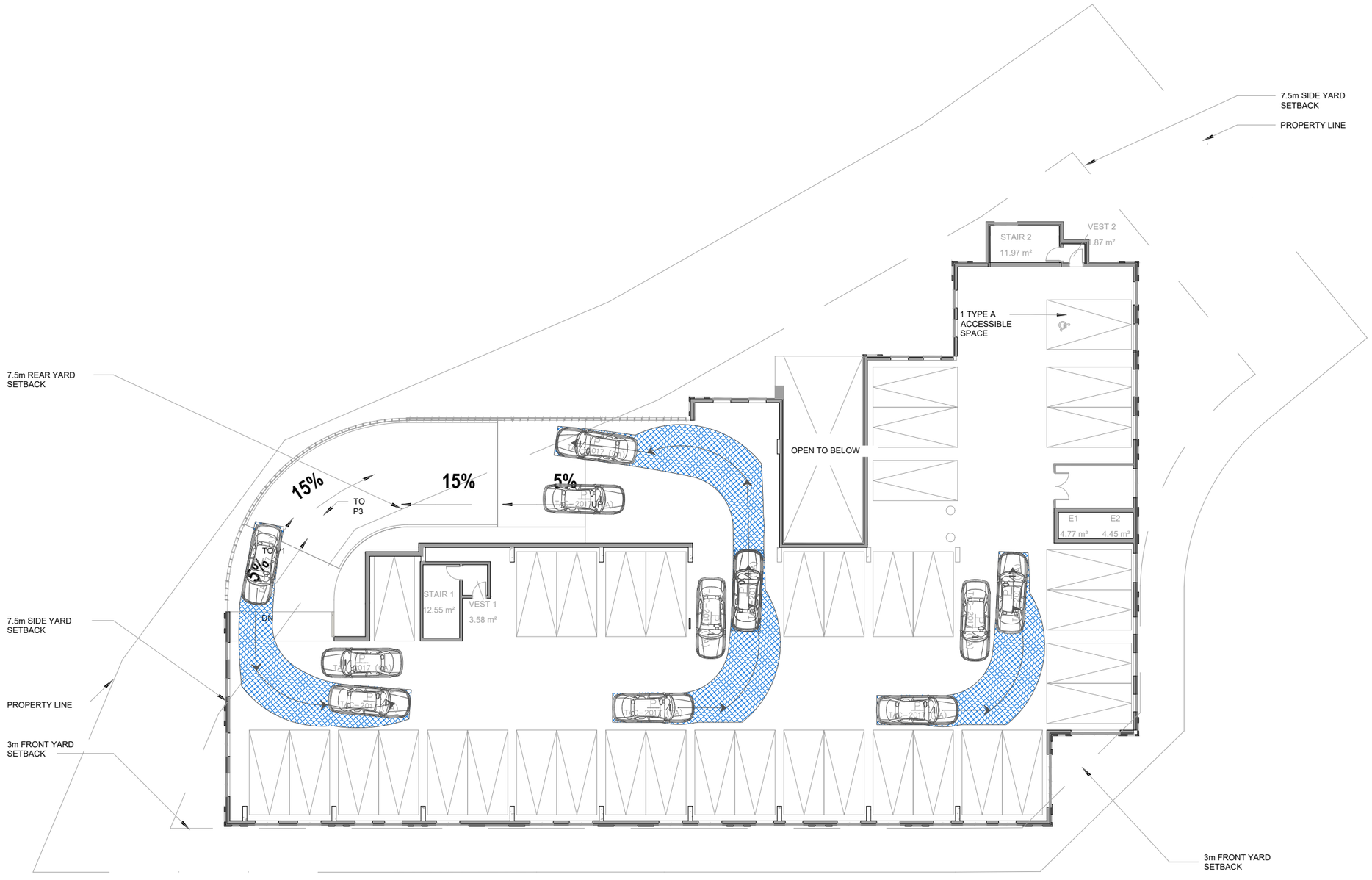


P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-10
Passenger Vehicle Circulation Review - P1 Level
1402-1410 Mt. Albert Road Phase 3



NOTE: ALL RESIDENT PARKING SPACES EXCEPT HC SPOTS TO BE PREPPED FOR DOUBLE HEIGHT CAR STACKER INSTALLATION

Source: "Wycliffe Sharon Corners-Sheet - A-22 - LEVEL P2 PLAN.dwg" received on March 12, 2025.

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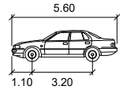
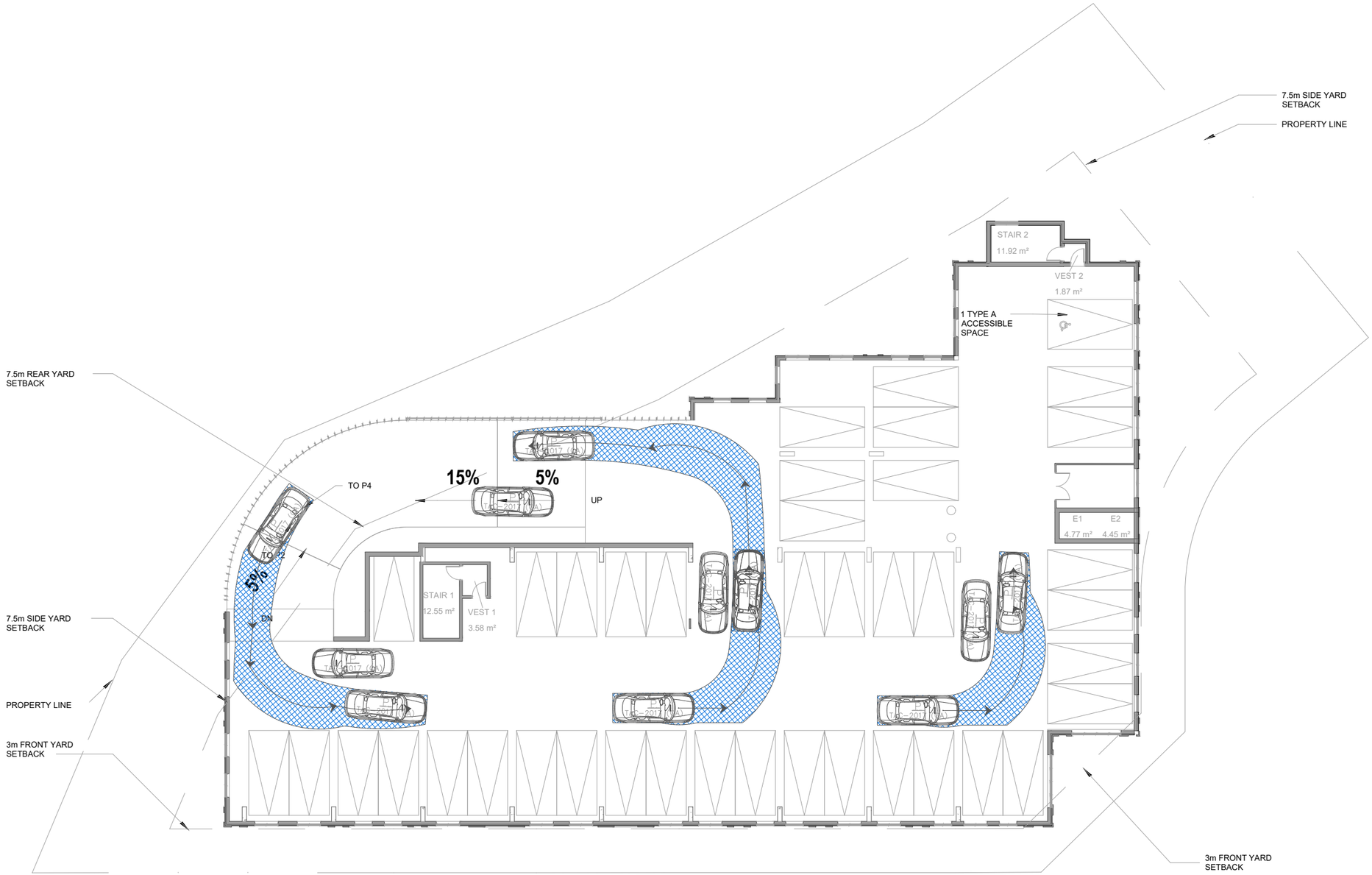


P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-11
Passenger Vehicle Circulation Review - P2 Level
1402-1410 Mt. Albert Road Phase 3



Source: "Wycliffe Sharon Corners-Sheet - A-23 - LEVEL P3 PLAN.dwg" received on March 12, 2025.

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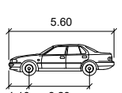
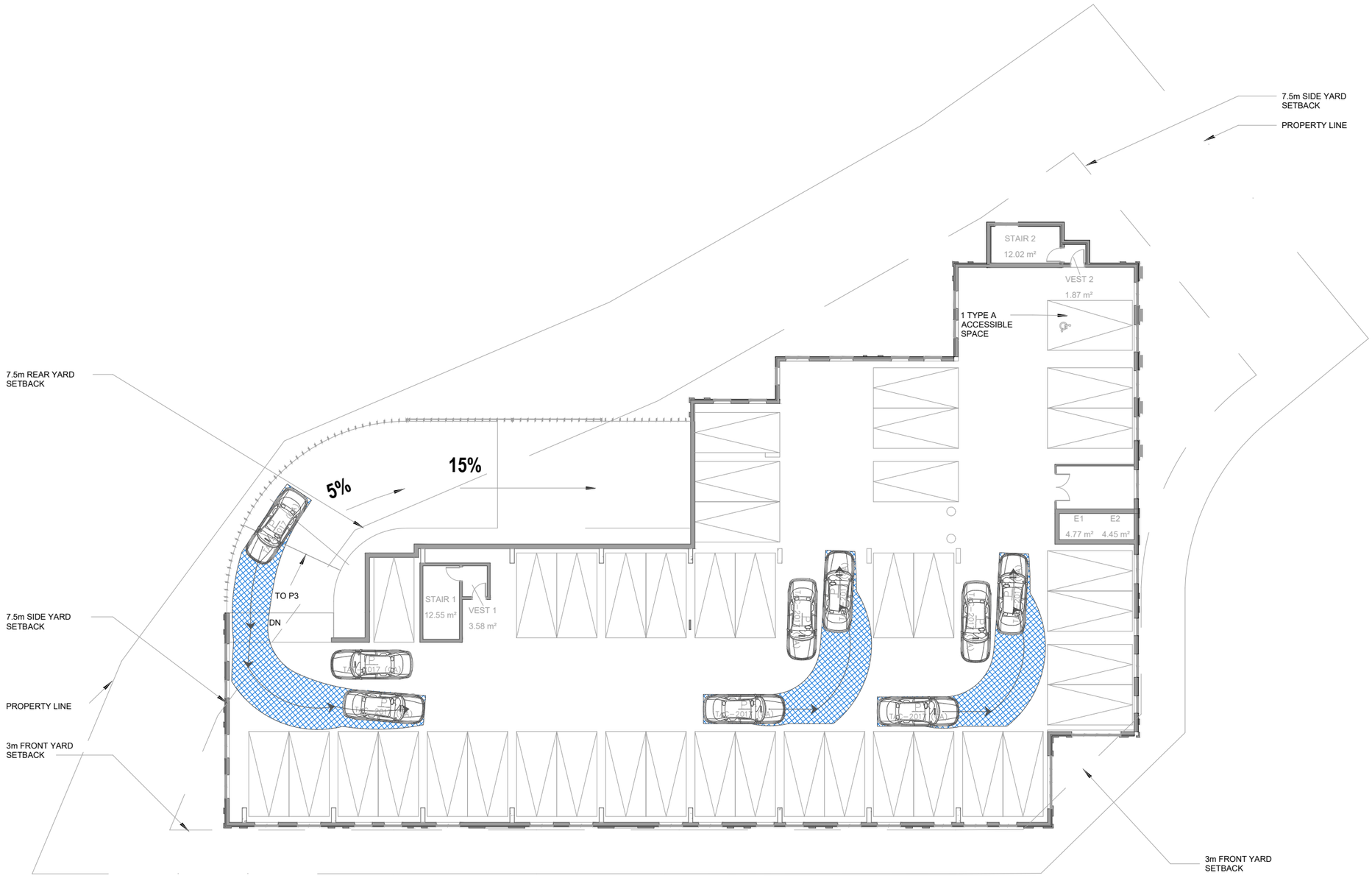


P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-12
Passenger Vehicle Circulation Review - P3 Level
1402-1410 Mt. Albert Road Phase 3



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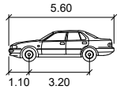
Source: "Wycliffe Sharon Corners-Sheet - A-24 - LEVEL P4 PLAN.dwg" received on March 12, 2025.

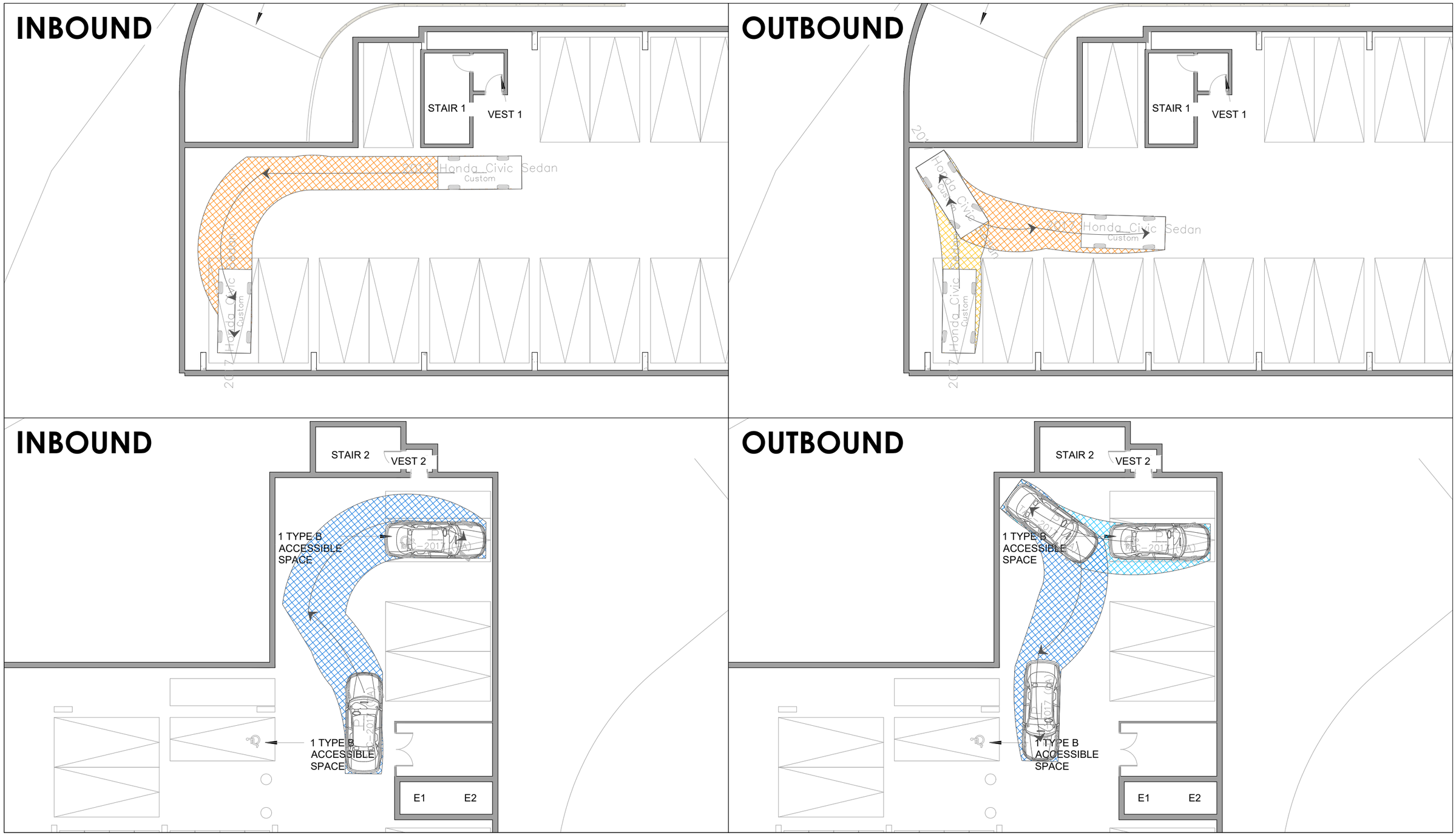
Scale: 1:300



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-13
Passenger Vehicle Circulation Review - P4 Level
1402-1410 Mt. Albert Road Phase 3



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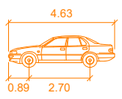
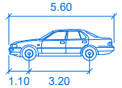
Scale: 1:200



2017 Honda Civic Sedan

	meters
Width	: 1.83
Track	: 1.83
Lock to Lock Time	: 6.0
Steering Angle	: 32.4



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-14
Critical Parking Spaces Review - P0 Level
1402-1410 Mt. Albert Road Phase 3

Modified: 3/19/2025 4:55 PM By: INYK03896 Plot Date: 2025/03/19

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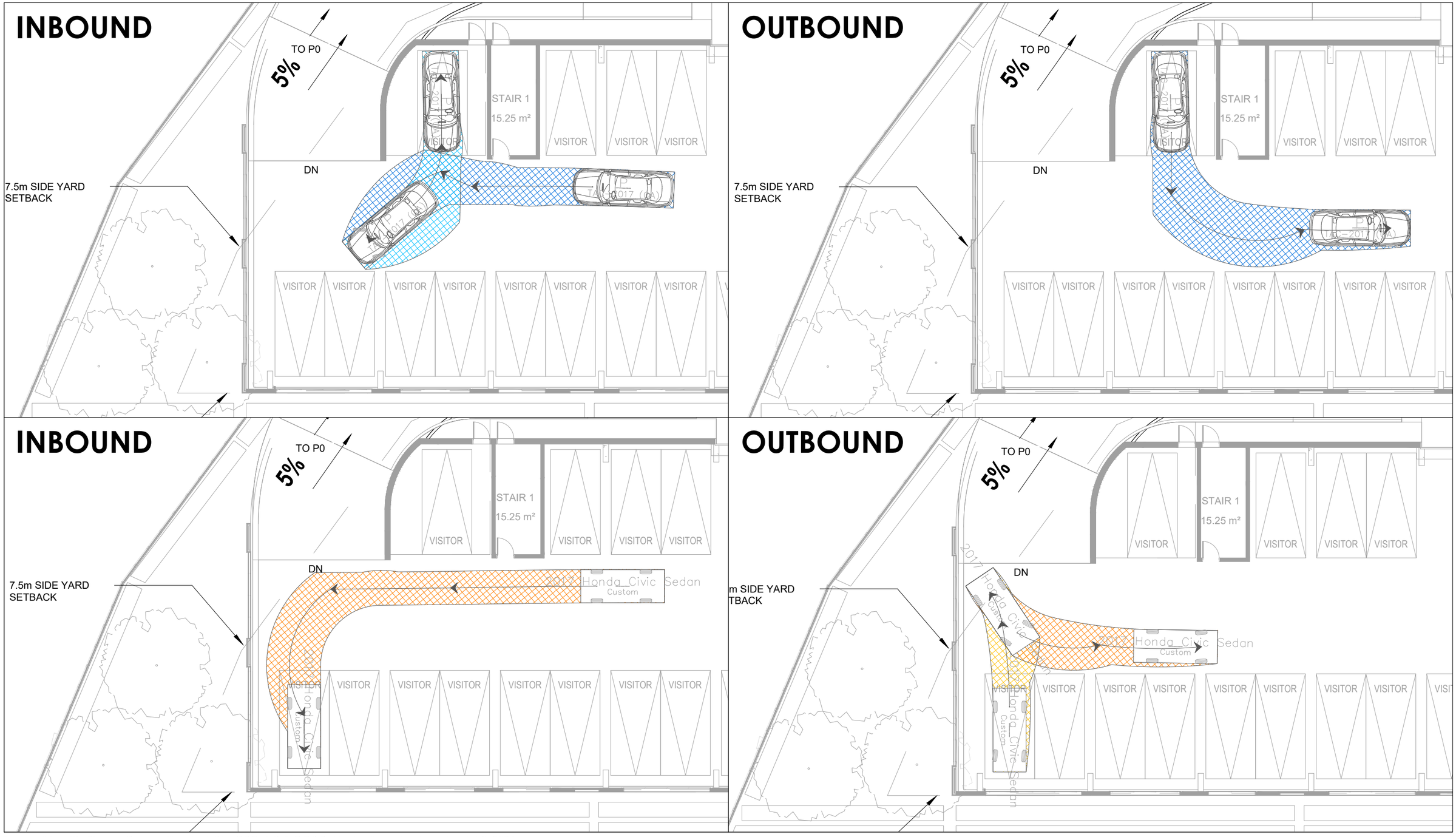

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Source: "Wycliffe Sharon Corners-Sheet - A-21 - GROUND FLOOR PLAN.dwg" received on March 12, 2025.

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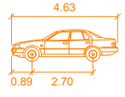
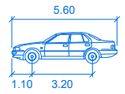


2017 Honda Civic Sedan

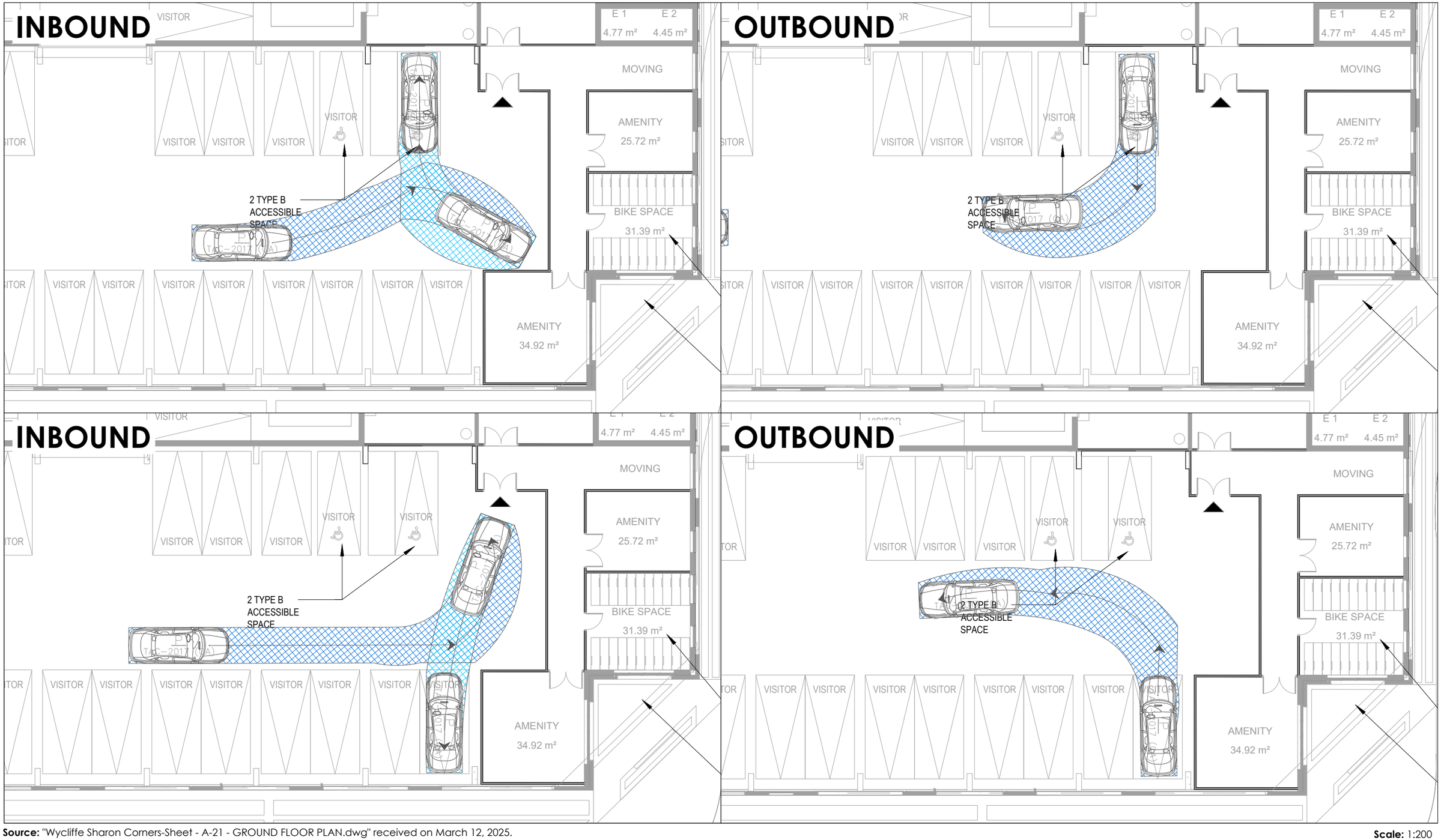
	meters
Width	: 1.83
Track	: 1.83
Lock to Lock Time	: 6.0
Steering Angle	: 32.4



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-15
Critical Parking Spaces Review - P1 Level - 1
1402-1410 Mt. Albert Road Phase 3



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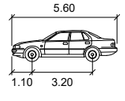
Scale: 1:200

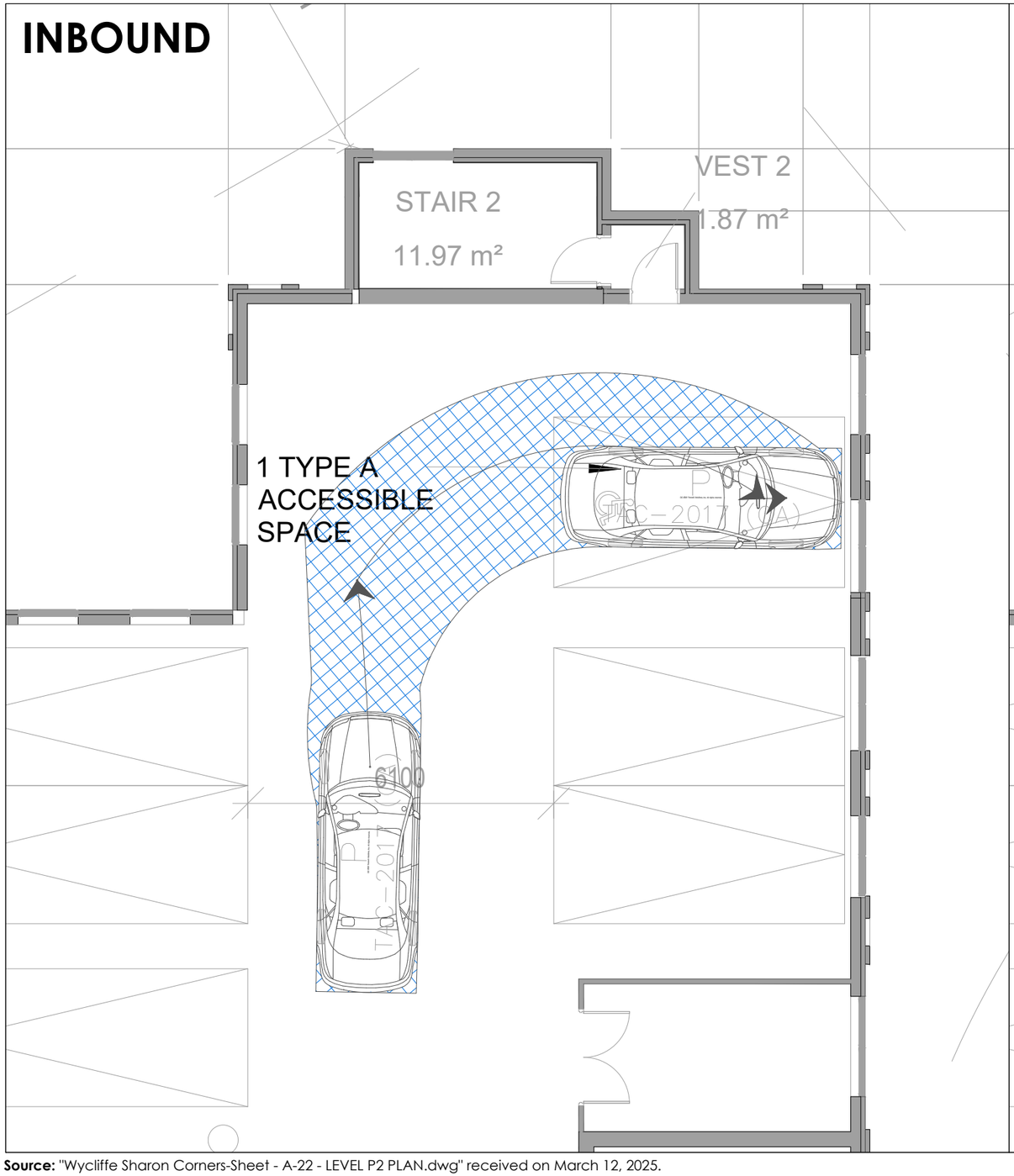


P

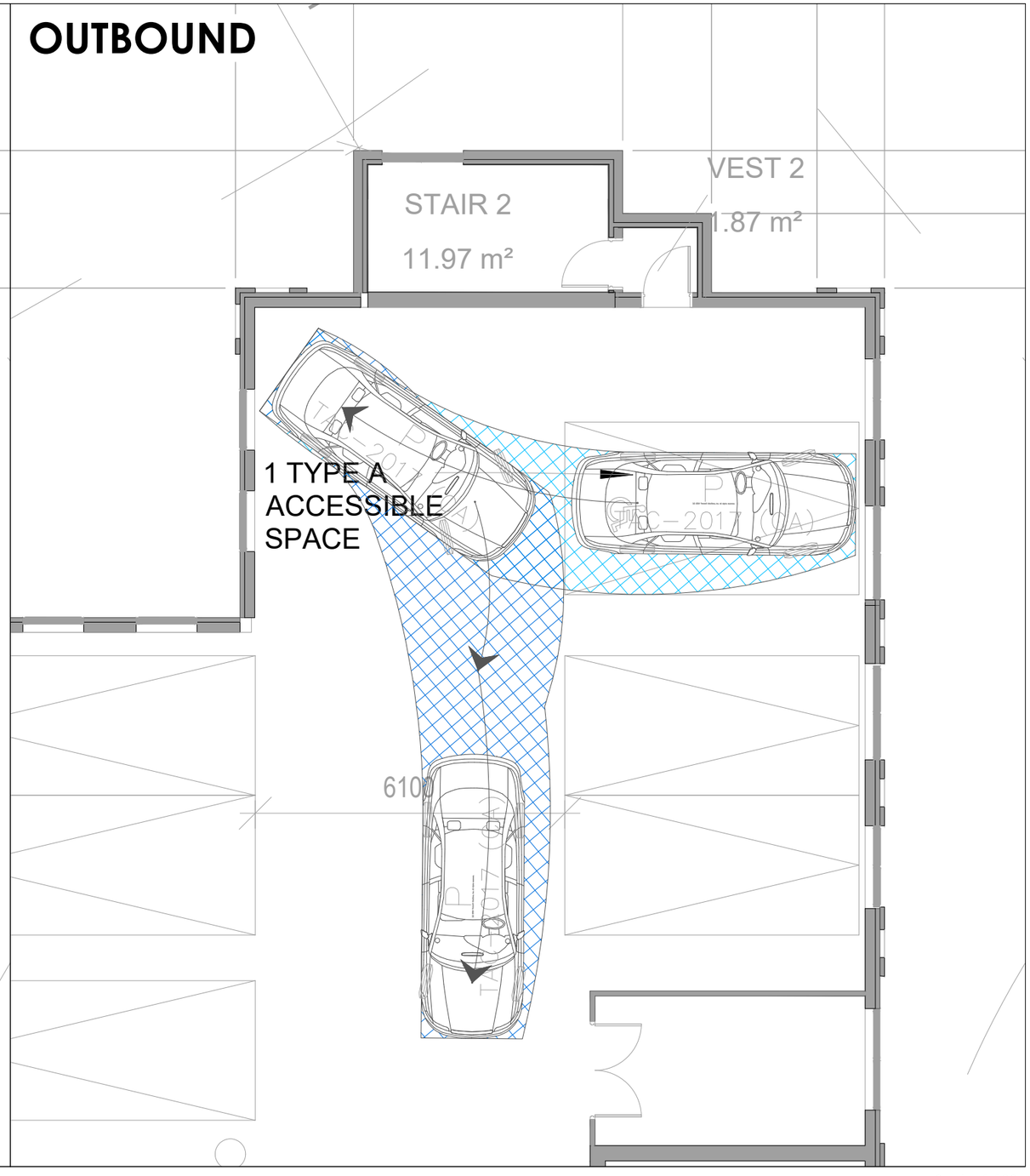
	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-16
Critical Parking Spaces Review - P1 Level - 2
1402-1410 Mt. Albert Road Phase 3

INBOUND



OUTBOUND



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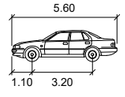

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-17
Critical Parking Spaces Review - P2 to P4 Level
1402-1410 Mt. Albert Road Phase 3

INBOUND

1 TYPE A
ACCESS
SPACE

OUTBOUND

1 TYPE A
ACCESSIB
SPACE

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Source: "Wycliffe Sharon Corners-Sheet - A-24 - LEVEL P4 PLAN.dwg" received on March 12, 2025.

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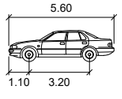

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 4-18
Critical Parking Spaces Review - P4 Level
1402-1410 Mt. Albert Road Phase 3

SIGNAGE LEGEND		
OTM Rb-93	ACCESSIBLE PARKING ONLY Sign	

SIGNAGE NOTES:

ALL SIGNAGE HAS BEEN PLACED IN THE OPTIMUM LOCATIONS. HOWEVER, MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT LOCAL CONDITIONS.
THE SIGNS ARE IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL (OTM) BOOKS 2 AND 5.

PAVEMENT MARKING NOTES:

THE PAVEMENT MARKINGS ARE IN ACCORDANCE WITH OTM BOOK 11. THE COLOUR OF THE PAVEMENT MARKING IS TO BE WHITE, UNLESS SPECIFIED ON PLAN.

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Source: "Wycliffe Sharon Corners-Sheet - A-21 - LEVEL P1 PLAN.dwg" received on March 12, 2025.

Scale: 1:300

Figure 4-19
Pavement Marking and Signage Plan - P0 Level
1402-1410 Mt. Albert Road Phase 3

SIGNAGE LEGEND		
OTM Ra-1	STOP Sign	STOP
OTM Rb-93	ACCESSIBLE PARKING ONLY Sign	BY PERMIT ONLY
-	WATCH FOR TRUCKS Sign	WATCH FOR TRUCKS
OTM Rb-19	DO NOT ENTER Sign	

SIGNAGE LEGEND (CONTINUED)	
VISITOR PARKING ONLY SIGNS	VISITOR PARKING ONLY; VISITOR PARKING ONLY; VISITOR PARKING ONLY; VISITOR PARKING ONLY

258.69

R6 (162) ZONING

7.5m SIDE YARD SETBACK

BUILDING ABOVE

STAIR 2
11.76 m²

DROPOFF

BUILDING ABOVE

VISITOR PARKING ONLY

WATCH FOR TRUCKS

OTM Rb-93

BY PERMIT ONLY

4 BICYCLE SPACES, SHORT-TEF

OTM Rb-19

CACF

LOBBY

259.15

1.00

0.6m STOP BAR

259.30

STOP

OTM Ra-1

BUILDING ABOVE

15%

5%

UP

TO P2

TO P0

5%

BUILDING ABOVE

VISITOR PARKING ONLY

STAIR 1
15.25 m²

E 1
4.77 m²

E 2
4.45 m²

MOVING

AMENITY

1.5m pavement marking hatching for barrier-free accessible parking spaces.

2 TYPE ACCES SPACE

BIKE SPACE
31.39 m²

7.5m SIDE YARD SETBACK

AMENITY
34.92 m²

3m FRONT YARD SETBACK

PROPERTY LINE

VISITOR PARKING ONLY

VISITOR PARKING ONLY

VISITOR PARKING ONLY

VISITOR PARKING ONLY

VISITOR PARKING ONLY

VISITOR PARKING ONLY

VISITOR PARKING ONLY

SIGNAGE NOTES:

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THE SIGNS ARE IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL (OTM) BOOKS 2 AND 5.

PAVEMENT MARKING NOTES:

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Source: "Wycliffe Sharon Corners-Sheet - A-21 - GROUND FLOOR PLAN.dwg" received on March 12, 2025.

Scale: 1:300

wsp

Figure 4-20
Pavement Marking and Signage Plan - P1 Level
1402-1410 Mt. Albert Road Phase 3

SIGNAGE LEGEND		
OTM Rb-93	ACCESSIBLE PARKING ONLY Sign	

SIGNAGE NOTES:

ALL SIGNAGE HAS BEEN PLACED IN THE OPTIMUM LOCATIONS. HOWEVER, MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT LOCAL CONDITIONS.
THE SIGNS ARE IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL (OTM) BOOKS 2 AND 5.

PAVEMENT MARKING NOTES:

THE PAVEMENT MARKINGS ARE IN ACCORDANCE WITH OTM BOOK 11. THE COLOUR OF THE PAVEMENT MARKING IS TO BE WHITE, UNLESS SPECIFIED ON PLAN.

NOTE: ALL RESIDENT PARKING SPACES EXCEPT HC SPOTS TO BE PREPPED FOR DOUBLE HEIGHT CAR STACKER INSTALLATION

C:\Users\INYK03896\OneDrive - WSP O365\Desktop\WSP Projects\AutoTURN\1402-1410 Mt. Albert Rd (Sharon Corners)\CAD\2025-03-19

Source: "Wycliffe Sharon Corners-Sheet - A-22 - LEVEL P2 PLAN.dwg" received on March 12, 2025.

Scale: 1:300

wsp

Figure 4-21
Pavement Marking and Signage Plan - P2 Level
1402-1410 Mt. Albert Road Phase 3

SIGNAGE LEGEND		
OTM Rb-93	ACCESSIBLE PARKING ONLY Sign	

SIGNAGE NOTES:

ALL SIGNAGE HAS BEEN PLACED IN THE OPTIMUM LOCATIONS. HOWEVER, MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT LOCAL CONDITIONS.
THE SIGNS ARE IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL (OTM) BOOKS 2 AND 5.

PAVEMENT MARKING NOTES:

THE PAVEMENT MARKINGS ARE IN ACCORDANCE WITH OTM BOOK 11. THE COLOUR OF THE PAVEMENT MARKING IS TO BE WHITE, UNLESS SPECIFIED ON PLAN.

Source: "Wycliffe Sharon Corners-Sheet - A-23 - LEVEL P3 PLAN.dwg" received on March 12, 2025.

Scale: 1:300

wsp

Figure 4-22
Pavement Marking and Signage Plan - P3 Level
1402-1410 Mt. Albert Road Phase 3

SIGNAGE LEGEND		
OTM Rb-93	ACCESSIBLE PARKING ONLY Sign	

SIGNAGE NOTES:

ALL SIGNAGE HAS BEEN PLACED IN THE OPTIMUM LOCATIONS. HOWEVER, MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT LOCAL CONDITIONS.
THE SIGNS ARE IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL (OTM) BOOKS 2 AND 5.

PAVEMENT MARKING NOTES:

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Source: "Wycliffe Sharon Corners-Sheet - A-24 - LEVEL P4 PLAN.dwg" received on March 12, 2025.

Scale: 1:300

wsp

Figure 4-23
Pavement Marking and Signage Plan - P4 Level
1402-1410 Mt. Albert Road Phase 3

improvements will not be within walking distance of the subject site. These include the GO Transit Regional Express Rail program, in which two-way service will be introduced on this portion of the line up to Aurora GO Station. Rail service would operate at a frequency of 15 minutes per train per direction. The intent is to provide a highly convenient and quick transportation option to downtown Toronto. The peak direction shuttle buses to the GO station also exist. Transit riders from the subject site can connect easily to East Gwillimbury GO station using the YRT services and new active transportation infrastructure described in the previous report as shown in **Figure 1-5**.

Education and Outreach

Future residents of the proposed development may not be aware of the investment in public transit within immediate access. Therefore, the preparation of visually attractive TDM information packages is recommended. The TDM information packages can include the following:

- Transit and cycling maps; and
- Transit access information sheets, detailing local transit facilities, walk or cycle times, and schedules.

Pre-Loaded PRESTO Cards

Pre-loaded PRESTO cards with the minimum York Region MyTrip program will be provided to the future residents.

Local Trailway, Subdivision and Amenity Maps

Information about the current and future trailways, bicycle routes, parks, locations of public schools, and amenities, can be provided to future residents using visually attractive materials.

HARD TDM MEASURES

Pedestrian Connectivity

The area surrounding the subject site has well-developed pedestrian infrastructure and pedestrian connections will be provided to connect to the existing sidewalks in the network and improve pedestrian circulation within the site. It is recommended that information on the amenities within walking distance of this site be provided in the form of an information package at occupancy.

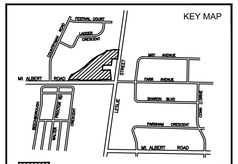
Cycling Opportunities

As previously stated, Leslie Street and Mount Albert Road (east of Leslie Street) both include a shared pathway in the boulevard. South of the development, Leslie Street is a signed and shared roadway. West of Leslie Street, Mount Albert Road is a signed and shared roadway. Paved shoulders exist for Leslie Street north of Mount Albert Road. A multi-use path has been implemented along the Mount Albert frontage of the subject site. The future trail to the northeast (the former Toronto-York Radial Railway right-of-way) will also connect cyclists and pedestrians to other trails such as the Nokiida Trail and the Tom Taylor trail, also directly connecting users to the GO Rail network. **Figure 1-5** illustrates the Pedestrian and Active Transportation Connectivity Plan. Residents will have the opportunity to store their bicycles inside their personal garage.

THESE DRAWINGS ARE NOT TO BE SCALED:

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES MUST BE REPORTED DIRECTLY TO SRN ARCHITECTS INC.

KEY MAP



Subject Lands

NTS

Development Statistics

7 Storey Retirement Home (Phase 1)
96 Surface Parking Spaces

FUTURE PHASES:

66 Townhouse Units
19 Visitor Parking Spaces

1 Mixed Use Buildings
6 Surface Parking Spaces

7 Storey Apartmemt Building
22 Surface Parking Spaces

Legend

- Regional Trail (existing)
- Future Regional Trail Connection
- Multi-Use Pathway
- Multi-Use Pathway (Interim Condition)
- Public Sidewalk
- Future Crosswalk (AODA Compliant)
- Future Public Sidewalk
- Common Element Sidewalk
- Common Element Lane Crossing
- Retirement Home Pathway

Town of East Gwillimbury

Reviewed and Approved

Date 04/05/2020

Name Frank Mazzotta

Signature

COMMUNITY PARKS, RECREATION & CULTURE
Parks Development Branch

CLIENT

Wycliffe Thornridge
Sharon Corner Limited

PROJECT/LOCATION

CONCEPTUAL ACTIVE TRANSPORTATION AND PEDESTRIAN PLAN

DRAWING

DATE

SCALE 1:500

FIGURE 5-1

File:D:\acadm projects\17034\Site Planning\Architectural (RN)\Site Plan\17034-SP100.dwg Plotted: Jan 24, 2020 By:RavP

5.2 RECOMMENDATIONS

The proposed TDM recommendations are summarized in **Table 6**.

Table 6: Recommended TDM Measures

TDM Measure	Description	Estimated Cost/ Assumptions	Financial Role/ Responsibility	Implementation Procedure
Public Transit and Active Transportation Outreach	TDM Information Package, Marketing Materials	Covered under Development Charges By-law	Developer York Region to consider	Could be distributed at the sales office
PRESTO Cards	Pre-loaded PRESTO cards	Covered under Development Charges By-law	York Region to consider	To be distributed in central location to residents by Regional staff
Pedestrian and cycling connectivity	New walkways and park	Borne in cost of development	Developer	Constructed as part of development plan
Bicycle parking	Building/structure, racks, secure facility, or bicycle lockers	Borne in cost of development	Developer	Constructed as part of development plan

6. CONCLUSIONS

The site stats for Phase 1 and Phase 2 have remained unchanged, while the site plan for Phase 3 has been modified. The apartment units in Phase 3 have been increased from 100 units to 142. The 21,000 ft^2 mixed-use building is still proposed and will be constructed in the next phase.

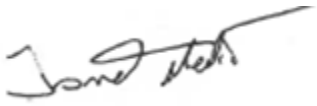
The addition of 42 apartment units in Phase 3 is expected to result in an increase of 18 and 21 two-way trips during the a.m. and p.m. peak hours, respectively, compared to the previously approved plan. These findings indicate that the proposed site plan changes are expected to have a nominal impact on the boundary road network.

The proposed site plan for Phase 3 provides 183 vehicle parking spaces including 147 residential spaces and 36 visitor spaces which results in a parking rate of 1.04 and 0.25 spaces per unit for residents and visitors, respectively. The proposed residential and visitor parking supply meets the required Zoning By-law parking rate.

The site plan review demonstrated that the proposed site layout allows for the safe and efficient movements of cars, fire trucks, and solid waste collection trucks.

Yours sincerely,

WSP Canada Inc.



Ismet Medic, B.A.Sc.
Technical Director
Transportation Planning