

## **COMMITTEE OF THE WHOLE - MAY 15, 2006**

### **IMPROVING THE FLOW OF TRAFFIC ON KIPLING AVENUE SOUTH OF REGIONAL ROAD 7**

#### **Recommendation**

Councillor Tony Carella recommends that appropriate engineering and legal staff be directed to

(1) review in general traffic flow patterns in the vicinity of Kipling Avenue south from Regional Road 7, and in particular with respect to the traffic generated by the location in this area of three quasi-public community centres/clubs which attract vehicular traffic into the area, and

(2) report on initiatives which may be taken to improve the flow of such traffic, the cost of such initiatives, and the potential timing of the implementation of such initiatives in light of budgetary considerations, if any.

#### **Economic Impact**

The review and report are not expected to have any economic impact, as both can be done with existing staff resources. It is not clear at this time if the implementation of recommendations proceeding from the requested report will have any economic impact.

#### **Purpose**

To address the concerns of residents living to the east and west of Kipling Avenue south of Regional Road 7, with respect to the traffic impacts consequent on the development of a third community centre along the southerly portion of this section of Kipling Avenue

#### **Background - Analysis and Options**

Various parcels of land on both the east and west side of Kipling Avenue south of Regional Road 7 (formerly Highway 7)---parcels within the so-called Parkway Belt---have been leased to the City of Vaughan by the Province of Ontario, either directly or through the Ontario Realty Corporation, a provincial crown corporation. In turn, the City has subleased these to community-based organizations, to create cultural, educational, and recreational venues such as the Veneto Centre and the chapel of the Minime Sisters of the Passion. The latter group, with the permission of the City of Vaughan, has in turn sub-leased a portion of its property to the Federation of Calabresi of Ontario (FCO), for the purpose of their developing an educational and recreational centre on the rear portion of the Minime lands. The FCO proposal contemplates a parking area for some 400 cars, sufficient to preclude the likelihood of any number of those attending at the site having to park on adjacent portions of Kipling Avenue.

Nearby residents note that the development of another community centre along this portion of Kipling Avenue---in addition to the Veneto Centre and the Ciociaro Club, the latter being situated opposite the former and slightly further to the south---has the potential of aggravating periodic traffic problems, particularly when functions---held usually on Sundays during the summer months---conclude and departing vehicles line up along Kipling Avenue, approaching the signalized intersection with Regional Road 7.

Among the traffic-related issues/questions identified by nearby residents at a recent public meeting---convened by Councillor Carella at the Ciociaro Club and attended by FOC representatives---were the following:

- *Roadway improvements:* the southerly portion of this section of Kipling Avenue is a older paved roadway, with neither curbs nor gutters. Would the urbanization of this portion

enhance the flow of traffic, or make only a marginal difference in terms of addressing the need for improved traffic flow? If it were to be urbanized, from whence would the funding be derived?

- *Reasonable ease of egress from the neighbourhood:* several residents noted that the duration of the green light at Kipling Avenue and Regional Road 7 is insufficient at certain times, and that if the duration could be extended at these various peak times, more traffic could exit the area at a quicker rate, reducing the time it takes for Kipling to be cleared of such traffic.
- *Speeding:* there is a perception that speeding is a significant issue along this section of Kipling Avenue. What step or steps might be taken to stop such speeding, assuming a traffic study confirms such speeding---improved police enforcement? the placing of speed humps? other traffic calming measures?
- *Event coordination:* several residents pointed out that the problem is at its worst on only a few weekends per year, and that better coordination of events in terms of dates and of times when events conclude might reduce the impact of the opening of another community centre. Is this something the city can negotiate with the various centres? Can it be required?
- *Paid duty traffic officers:* is it appropriate that we request these organizations to hire off-duty police officers to manage traffic at key times when congestion is likely to occur along Kipling Avenue? Can it be required?
- *Emergency access:* is emergency access significantly impaired by these periodic traffic problems? If so, how best might the situation be corrected? If not, what information do residents need to be assured that such access is not at issue?

### **Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

### **Conclusion**

Valid questions---relating to the impact on local traffic flows of the development of a third community centre/club in the Kipling South area---have been raised by nearby residents, and it is appropriate that staff be directed to review and report on these matters.

### **Attachments**

None

### **Report prepared by:**

Councillor Tony Carella

Respectfully submitted,

Tony Carella  
Councillor – Ward 2