

COMMITTEE OF THE WHOLE – JANUARY 21, 2002

WESTON DOWNS NORTH ROAD NETWORK

Recommendation

The Commissioner of Development Services and Public Works recommends:

1. That a task force be established comprising two residents from each of Village Green Drive, Orr Avenue, Valdorr Avenue, Novaview Crescent, Siderno Crescent, two representatives of the Weston Downs Ratepayers Association, City Staff and the Ward 3 Subcommittee to review and recommend to Council a traffic management plan for the area; and
2. That a report regarding the recommendations of the task force be brought to a Committee of the Whole meeting as soon as possible; and
3. That the diverters located on Village Green Drive between the two legs of Novaview Crescent and on Valdorr/Orr Avenue between the two legs of Siderno Crescent, as approved by Council on May 25, 1999 and January 17, 2000 be removed concurrent with implementation of the task force recommendations.

Purpose

To report on the public meeting held on January 8, 2002 at St. Clare School, attended by approximately 300 people, regarding the road diverters on Valdorr Avenue/Orr Avenue at Siderno Crescent and Village Green Drive at Novaview Crescent.

Background - Analysis and Options

Below is a brief summary of the events leading up to the January 8, 2002, meeting:

1. June 1987: OPA #240 approved by Vaughan Council.
2. June 1988: Weston Downs Neighbourhood North Plan approved.
3. November 1988: OPA #240 approved by OMB.
4. 1994: The first two plans of subdivision in the community were registered (Polo Crescent and Colavita Court).
5. February 15, 1999: Committee of the Whole requests a comprehensive road network plan in the Woodbridge Neighbourhood 3 North Developers Group before approving Gatti & Portante draft plan 19T-97V35.
6. February 22, 1999: Council directs that Proctor & Redfern be retained to undertake a traffic operations review of Neighbourhood 3 North.
7. April, 1999: Proctor & Redfern prepares report which concluded that the potential for traffic infiltration through the neighbourhood is low, but that there is a potential speeding concern on Orr Avenue and Village Green Drive that should be addressed through traffic calming.
8. April 20, 1999: Meeting with Weston Downs Ratepayers Association, City staff, Proctor & Redfern, Emergency Services and the Ward 3 Subcommittee. Proctor & Redfern asked to finalize report assuming traffic infiltration. Report was finalized May 6, 1999.
9. May 25, 1999: The residents of Weston Downs, in the subdivisions that were built out and occupied, had requested that traffic management measures be assessed to deter

traffic infiltration and control speeds in the area. The Proctor & Redfern traffic study assessed traffic infiltration potential and determined the effects of the incremental traffic generated by Neighbourhood 3 on the existing collector road network. Stakeholder input was obtained and incorporated in the study. Based on the traffic study and the overriding concern of the existing residents with respect to the potential for traffic infiltration, Council approved discontinuation of Orr Avenue and Village Green Drive as per "Attachment 2", attached, and requested the Region of York to implement through traffic restrictions at the intersection of Babak Road and Rutherford Road when the proposed road in Block 39 to the north is constructed.

10. December 4, 1999: Councillor DiVona sends letter to area residents notifying them of the road diverters.
11. January 17, 2000: Council amends "Attachment 2" with "Attachment 2A", attached.
12. November 6, 2001: Meeting with area residents to discuss the diverters.
13. November 29, 2001: Meeting with area residents to discuss Weston Downs Traffic Calming/Village Green, Orr, Valdorr diverters.
14. January 8, 2002: Meeting with area residents.

Village Green Drive, Orr Avenue and Valdorr Avenue are constructed to a "feeder" road standard with a 11.5 metre pavement width. Siderno Crescent and Novaview Crescent are local roads with 8.5 metre pavement. The diverters as previously approved will divert traffic onto the local crescent roads which would not normally do so. Although the local roads can handle the additional traffic volume it is more desirable from a traffic point of view, to have traffic stay on the feeder roads in the community.

At the public meeting of January 8, 2002 held at St. Clare School, the majority of area residents expressed concerns with the road pattern which included diverters and were in favour of the elimination of the diverters. Some residents did prefer that the diverters remain in place. Through implementation of traffic management measures on Valdorr/Orr and Village Green Drive, it is expected that the concerns of this latter group and the community in general can be satisfactorily resolved.

Conclusion

Accordingly, it is recommended that a task force be established to review and address traffic issues such as speeding and infiltration with the identification of appropriate traffic calming measures. The two diverters on Village Green Drive and Valdorr/Orr Avenue will be removed concurrent with implementation of the traffic calming measures.

Attachments

1. OPA #240 Plan
- 1A. Neighbourhood Plan
2. "Attachment 2"
- 2A. "Attachment 2A"

Report prepared by

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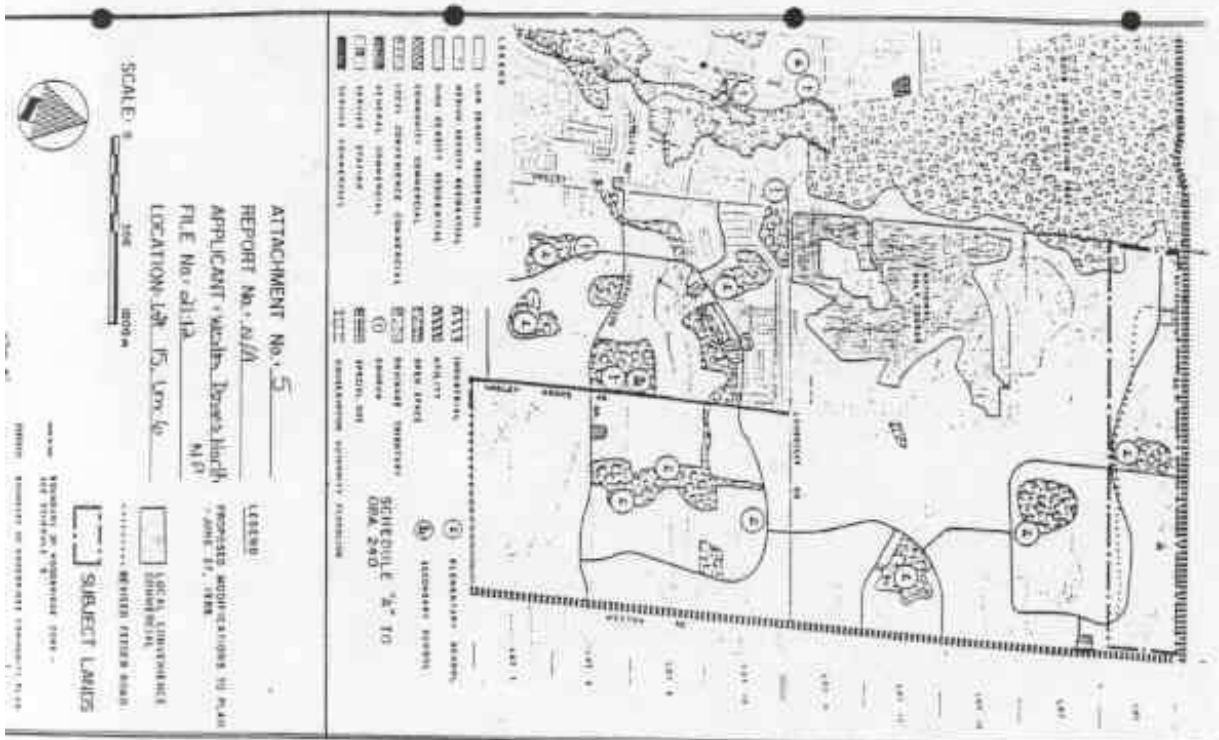
Respectfully submitted,

FRANK MIELE
Commissioner of Development Services
and Public Works

PW/mr

Bill Robinson, P. Eng.
Executive Director of City Engineering
and Public Works

ATTACHMENT NO 1



ATTACHMENT N° 1A.



75.7

NEIGHBOURHOOD 2 NORTH DEVELOPMENT CONCEPT
NEIGHBOURHOOD 2 2010 CONCEPT PLAN
MAY 1988

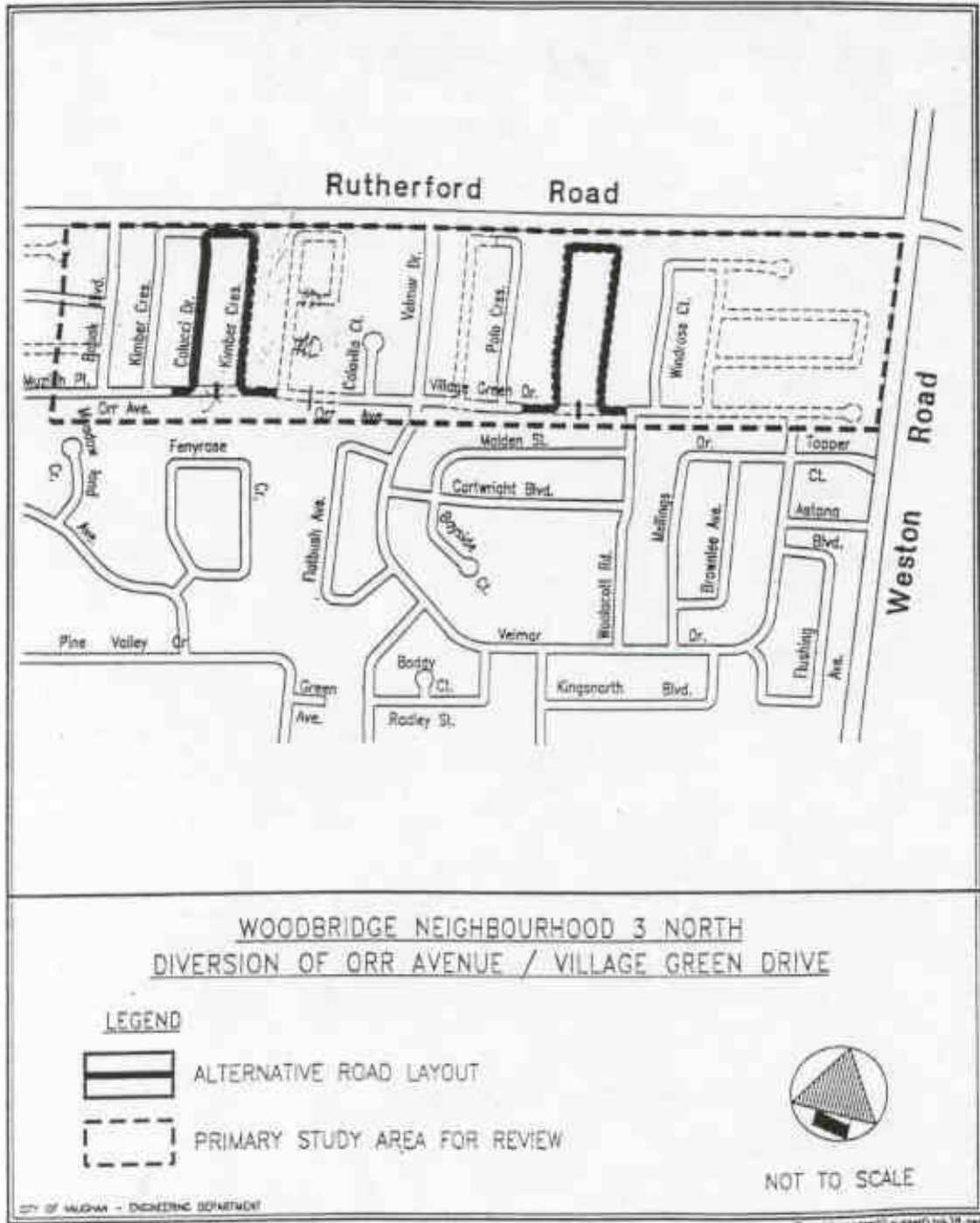
PROPOSED NEIGHBOURHOOD PLAN
MAY 9 1988

ATTACHMENT No. 2
REPORT No. 438
APPLICANT: Weston Downs
FILE No. 2112
LOCATION: Lot 15, Carr

LEGEND
 SUBJECT LANDS

NOT TO SCALE

ATTACHMENT No. 2



ATTACHMENT No. 2A

