

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

11 **TRAFFIC OPERATIONS REVIEW**  
**VELMAR DRIVE FROM RUTHERFORD ROAD TO ORR AVENUE/VILLAGE GREEN DRIVE**  
**WARD 3**

## Recommendation

1. That By-law 1-96, the Consolidated Parking By-law, be amended to remove the existing 'No Stopping' prohibition from 6:00am to 6:00pm, on the east side of Velmar Drive, from Rutherford Road to 105 metres south of Rutherford Road; and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to remove the existing 'No Stopping' prohibition anytime, on the west side of Velmar Drive from Rutherford Road to 283 metres south of Rutherford Road.

Not Applicable.

Not Applicable.

Engineering Services staff will advise the owners of Velmar Centre and area residents of the outcome of Council's decision in this matter.

The purpose of this report is to address Council's direction from its meeting held on February 5, 2013. Refer to Attachment No. 1.

**“That staff undertake a traffic study on Velmar Drive from Rutherford Road to Orr Avenue and report back their findings to a future Committee of the Whole Meeting.”**

Velmar Drive is a minor collector roadway with a 23.0 metre right-of-way, an 11.5 metre pavement width, and sidewalks along both sides of the roadway. The road extends from Rutherford Road to Village Green Drive and is one of the primary roads within the Weston Downs community. The section between Rutherford Road and Orr Avenue/ Village Green Drive has existing traffic calming measures consisting of two speed humps. Velmar Downs Park is located along the west side of Velmar Drive.

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#### **The 'No Stopping' prohibitions on Velmar Drive were first implemented in 1999 and modified later that year**

In January 1999, the local area councillor made recommendation to Council that stopping prohibitions be implemented on both the west and east sides of Velmar Drive from Rutherford Road to Orr Avenue, as a result of resident's concerns of idling construction and other heavy vehicles within the community. Refer to Attachment No. 3.

At a subsequent Council meeting held on March 22, 1999, the limits of the stopping prohibition were modified to their current configuration. Refer to Attachment No. 4.

#### **Recent traffic studies have identified that the 'No Stopping' prohibitions on Velmar Drive have not been effective at improving traffic operations**

In February 2013, a Member's Resolution noted that area residents were concerned with general accessibility on Velmar Drive as a result of the existing stopping prohibitions between Rutherford Road and Orr Avenue/ Village Green Drive.

A traffic study was conducted on April 23, 2013 from 7:00 – 9:00 a.m. and from 4:00 – 5:30 p.m. The study results show that three vehicles stopped within the no stopping zone on the west side of Velmar Drive (for a very short duration in the morning), and two vehicles parked on each side of Velmar Drive in the afternoon. No traffic related, operational issues were observed during the study.

Patrons of the coffee shop that was located within Velmar Centre Plaza, contributed to the heavy truck parking in 2001. The coffee shop is no longer operating in the plaza, and residential construction within the Weston Downs community is complete. Although no heavy trucks stopped on Velmar Drive during the recent traffic study, staff recommended the existing heavy truck prohibition remain to prevent truck traffic associated with Velmar Centre Plaza from travelling through the established residential neighbourhood.

#### **Removal of the 'No Stopping' prohibitions on Velmar Drive will provide additional on-street parking to the Velmar Downs Park and have minimal impact on roadway operations**

Public highways are intended for all road users; balancing the needs of pedestrians, cyclists, and motorists is critical. In this regard, prohibitions should only be used as a tool to mitigate operational or safety issues. Traffic study results along Velmar Drive, from Rutherford Road to Orr Avenue/ Village Green Drive, demonstrate that the existing 'No Stopping Prohibition' is currently not effective. Removal of the existing 'No Stopping' prohibition along Velmar Drive will not create additional operational or safety concerns.

Removal of the existing 'No Stopping' prohibition will also provide additional on-street parking supply of 29 spaces, 24 along the west side and 5 on the east side of Velmar Drive. Refer to Attachment No. 5. This additional on-street parking will improve accessibility to Velmar Downs Park for area residents. The additional parking will also increase the supply of short-term spaces for abutting property owners and their visitors, where supply on private driveways is limited by the existing sidewalks.

In view of the above, staff recommend removal of the existing 'No Stopping Prohibition' on both sides of Velmar Drive between Rutherford Road and Orr Avenue/ Village Green Drive.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended

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removal of the existing 'No Stopping' prohibitions on both sides of Velmar Drive will provide additional on-street parking adjacent to Velmar Downs Park, thus enhancing community safety and design.

This report is consistent with the priorities previously set by Council.

**Regional Implications**

Not Applicable.

**Conclusion**

It is recommended that the existing 'No Stopping' prohibition 6:00 am to 6:00 pm, on the east side of Velmar Drive, from Rutherford Road to 105 metres south of Rutherford Road, and Anytime, on the west side of Velmar Drive from Rutherford Road to 283 metres south of Rutherford Road, be removed.

**Attachments**

1. Extract from Council Meeting Minutes of February 19, 2013, Item 15, Report No. 5 of the Committee of the Whole.
2. Location Map
3. Extract from Council Meeting Minutes of January 11, 1999, Item 1, Report No. 1 of the Committee of the Whole.
4. Extract from Council Meeting Minutes of March 22, 1999, Minute No. 87
5. Proposed No Stopping Prohibition Removal Detail

**Report prepared by:**

Wai Lam Tang, Senior Traffic Technologist, ext. 8496  
Lisa Lavery, P. Eng., Manager, Traffic Engineering, ext. 8143

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

## **COMMITTEE OF THE WHOLE – JUNE 11, 2013**

### **TRAFFIC OPERATIONS REVIEW VELMAR DRIVE FROM RUTHERFORD ROAD TO ORR AVENUE/VILLAGE GREEN DRIVE WARD 3**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That By-law 1-96, the Consolidated Parking By-law, be amended to remove the existing 'No Stopping' prohibition from 6:00am to 6:00pm, on the east side of Velmar Drive, from Rutherford Road to 105 metres south of Rutherford Road; and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to remove the existing 'No Stopping' prohibition anytime, on the west side of Velmar Drive from Rutherford Road to 283 metres south of Rutherford Road.

#### **Contribution to Sustainability**

Not Applicable.

#### **Economic Impact**

Not Applicable.

#### **Communications Plan**

Engineering Services staff will advise the owners of Velmar Centre and area residents of the outcome of Council's decision in this matter.

#### **Purpose**

The purpose of this report is to address Council's direction from its meeting held on February 5, 2013. Refer to Attachment No. 1.

**"That staff undertake a traffic study on Velmar Drive from Rutherford Road to Orr Avenue and report back their findings to a future Committee of the Whole Meeting."**

#### **Background – Analysis and Options**

Velmar Drive is a minor collector roadway with a 23.0 metre right-of-way, an 11.5 metre pavement width, and sidewalks along both sides of the roadway. The road extends from Rutherford Road to Village Green Drive and is one of the primary roads within the Weston Downs community. The section between Rutherford Road and Orr Avenue/ Village Green Drive has existing traffic calming measures consisting of two speed humps. Velmar Downs Park is located along the west side of Velmar Drive.

The intersection of Velmar Drive and Orr Avenue/Village Green Drive is under all-way stop control with intersection medians. Refer to Attachment No. 2.

**The 'No Stopping' prohibitions on Velmar Drive were first implemented in 1999 and modified later that year**

In January 1999, the local area councillor made recommendation to Council that stopping prohibitions be implemented on both the west and east sides of Velmar Drive from Rutherford Road to Orr Avenue, as a result of resident's concerns of idling construction and other heavy vehicles within the community. Refer to Attachment No. 3.

At a subsequent Council meeting held on March 22, 1999, the limits of the stopping prohibition were modified to their current configuration. Refer to Attachment No. 4.

**Recent traffic studies have identified that the 'No Stopping' prohibitions on Velmar Drive have not been effective at improving traffic operations**

In February 2013, a Member's Resolution noted that area residents were concerned with general accessibility on Velmar Drive as a result of the existing stopping prohibitions between Rutherford Road and Orr Avenue/ Village Green Drive.

A traffic study was conducted on April 23, 2013 from 7:00 – 9:00 a.m. and from 4:00 – 5:30 p.m. The study results show that three vehicles stopped within the no stopping zone on the west side of Velmar Drive (for a very short duration in the morning), and two vehicles parked on each side of Velmar Drive in the afternoon. No traffic related, operational issues were observed during the study.

Patrons of the coffee shop that was located within Velmar Centre Plaza, contributed to the heavy truck parking in 2001. The coffee shop is no longer operating in the plaza, and residential construction within the Weston Downs community is complete. Although no heavy trucks stopped on Velmar Drive during the recent traffic study, staff recommended the existing heavy truck prohibition remain to prevent truck traffic associated with Velmar Centre Plaza from travelling through the established residential neighbourhood.

**Removal of the 'No Stopping' prohibitions on Velmar Drive will provide additional on-street parking to the Velmar Downs Park and have minimal impact on roadway operations**

Public highways are intended for all road users; balancing the needs of pedestrians, cyclists, and motorists is critical. In this regard, prohibitions should only be used as a tool to mitigate operational or safety issues. Traffic study results along Velmar Drive, from Rutherford Road to Orr Avenue/ Village Green Drive, demonstrate that the existing 'No Stopping Prohibition' is currently not effective. Removal of the existing 'No Stopping' prohibition along Velmar Drive will not create additional operational or safety concerns.

Removal of the existing 'No Stopping' prohibition will also provide additional on-street parking supply of 29 spaces, 24 along the west side and 5 on the east side of Velmar Drive. Refer to Attachment No. 5. This additional on-street parking will improve accessibility to Velmar Downs Park for area residents. The additional parking will also increase the supply of short-term spaces for abutting property owners and their visitors, where supply on private driveways is limited by the existing sidewalks.

In view of the above, staff recommend removal of the existing 'No Stopping Prohibition' on both sides of Velmar Drive between Rutherford Road and Orr Avenue/ Village Green Drive.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended removal of the existing 'No Stopping' prohibitions on both sides of Velmar Drive will provide additional on-street parking adjacent to Velmar Downs Park, thus enhancing community safety and design.

This report is consistent with the priorities previously set by Council.

### **Regional Implications**

Not Applicable.

### **Conclusion**

It is recommended that the existing 'No Stopping' prohibition 6:00 am to 6:00 pm, on the east side of Velmar Drive, from Rutherford Road to 105 metres south of Rutherford Road, and Anytime, on the west side of Velmar Drive from Rutherford Road to 283 metres south of Rutherford Road, be removed.

### **Attachments**

1. Extract from Council Meeting Minutes of February 19, 2013, Item 15, Report No. 5 of the Committee of the Whole.
2. Location Map
3. Extract from Council Meeting Minutes of January 11, 1999, Item 1, Report No. 1 of the Committee of the Whole.
4. Extract from Council Meeting Minutes of March 22, 1999, Minute No. 87
5. Proposed No Stopping Prohibition Removal Detail

### **Report prepared by:**

Wai Lam Tang, Senior Traffic Technologist, ext. 8496  
Lisa Lavery, P. Eng., Manager, Traffic Engineering, ext. 8143

Respectfully submitted,

Paul Jankowski, P. Eng.  
Commissioner of Engineering and Public Works

Jack Graziosi, P. Eng.  
Director of Engineering Services

LL: mm

## ATTACHMENT 1

### CITY OF VAUGHAN

#### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 19, 2013

Item 15, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 19, 2013.

#### 15 TRAFFIC STUDY VELMAR AVENUE FROM RUTHERFORD ROAD TO ORR AVENUE

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following resolution submitted by Councillor DeFrancesca, dated February 5, 2013, be approved; and
- 2) That Communication C3, be received.

#### Member's Resolution

Submitted by Councillor DeFrancesca

*Whereas*, parking and stopping prohibitions have been implemented in the above noted section of road;and

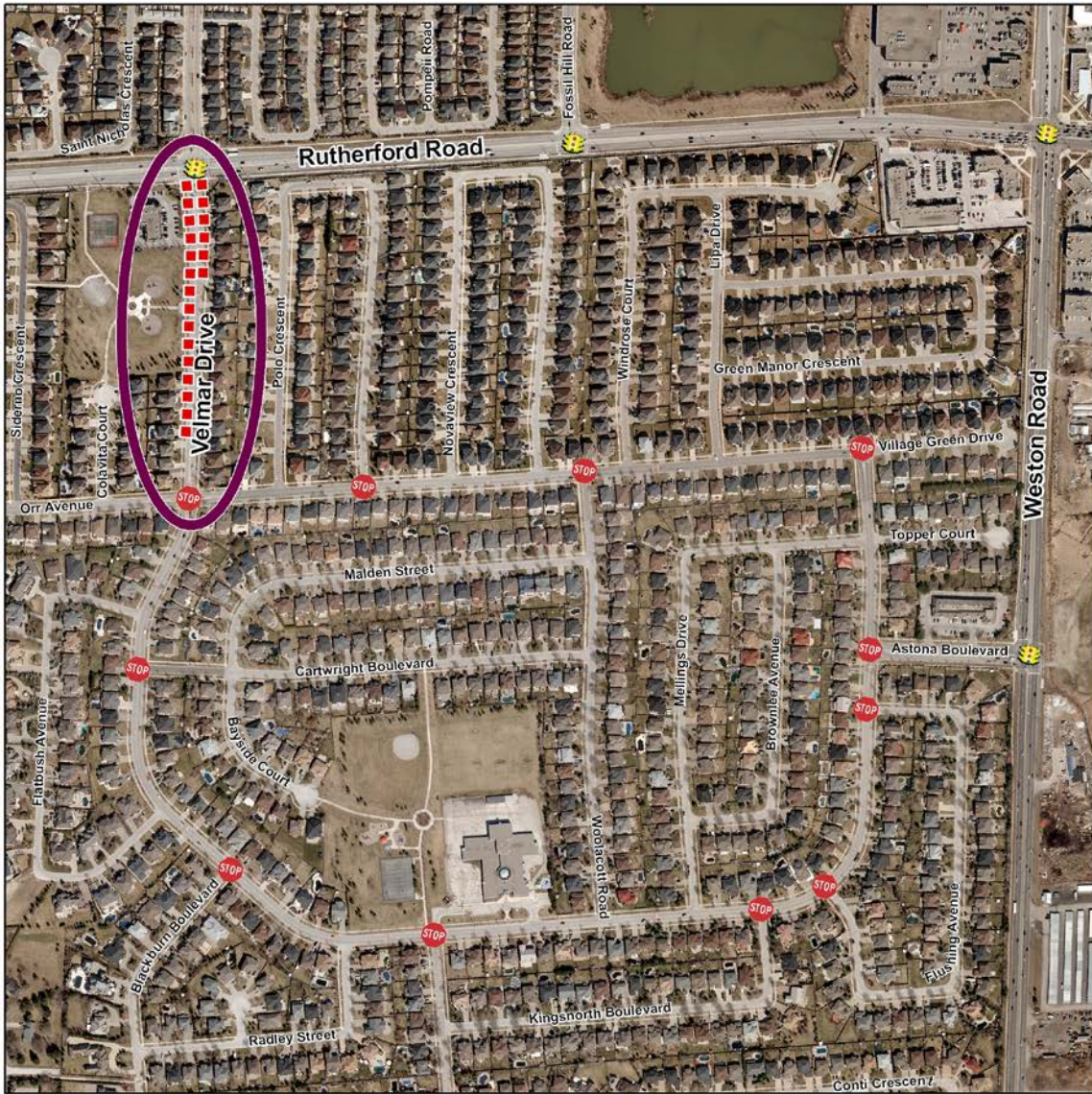
*Whereas*, I met onsite with residents that indicated concerns with the accessibility of this segment of road;and

*Whereas*, Velmar Downs Park is accessible from this portion of Velmar Avenue;and

*It is therefore recommended that*, staff undertake a traffic study on Velmar Avenue from Rutherford Road to Orr Avenue and report back their findings to a future Committee of the Whole Meeting.



# ATTACHMENT No. 2



## LOCATION MAP TRAFFIC OPERATIONS REVIEW VELMAR DRIVE, RUTHERFORD ROAD TO ORR AVENUE/VILLAGE GREEN DRIVE

### LEGEND

■ ■ ■ Proposed Removal of  
Existing "No Stopping Prohibition"

○ SUBJECT AREA



Existing Traffic Signal



Existing All-Way Stop



NOT TO SCALE

Note: Aerial Photography Taken in Spring, 2011

CITY OF VAUGHAN - ENGINEERING SERVICES DEPARTMENT

DRAFTSPERSON: B.R

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## ATTACHMENT 3

### CITY OF VAUGHAN

Item 1, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 11, 1999.

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#### **1                    VELMAR DRIVE AT RUTHERFORD ROAD PARKING PROHIBITION**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated January 4, 1999, subject to the insertion of "and" following the word "no-stopping" in Clause 1 of the recommendation:**

##### Recommendation

Councillor Bernie DiVona recommends:

That the City of Vaughan approves the implementation of a no-stopping or no parking, on the west and east side of Velmar Drive from Rutherford Road to Orr Avenue, in consultation with City of Vaughan Engineering Dept. and the local councillor.

That the City of Vaughan reviews the existing idling provision within the Noise By-law to consider the lessening of idling of heavy vehicles within residential communities.

##### Background

Residents on Velmar Drive have issued complaints to the City of Vaughan By-law Dept. and the local councillor respecting numerous construction and heavy vehicles regularly found idling on Velmar Drive at Rutherford Road.

During the summer months the heavy vehicles have also been seen to regularly make -turns midway on Velmar Drive, deposited dirt, soil and debris. Temporary construction access exists to the west of the subject property.

The lands being proposed to have a no-stopping or no parking prohibition are lands that have been approved to have a park and has already been subject to a community meeting. In the future, due to the road widths and size and shape of the park it would be appropriate to now include the no parking/stopping prohibition.

BDV/mr

## ATTACHMENT 4

### CITY OF VAUGHAN

#### EXTRACT FROM COUNCIL MEETING MINUTES MARCH 22, 1999

87. **VELMAR DRIVE  
PARKING PROHIBITION**  
(By-law Number 97-99 and 103-99)

MOVED by Councillor Di Vona  
seconded by Councillor Kadis

That following recommendation of Committee of the Whole (Special) of March 22, 1999, be approved:

That the recommendation contained in the report of the Commissioner of Development Services dated March 22, 1999, be approved.

CARRIED

#### Recommendation

The Commissioner of Development Services recommends:

- 4) That the existing stopping prohibition (anytime) on the east and west sides of Velmar Drive from Rutherford Road to Orr Avenue be rescinded;
- 5) That a stopping prohibition (6 am to 6pm) on the east side of Velmar Drive from Rutherford Road to 105 meters south of Rutherford Road, be enacted;
- 6) That a stopping prohibition (anytime) on the west side of Velmar Drive from Rutherford Road to 283 meters south of Rutherford Road, be enacted; and
- 7) That a heavy truck prohibition be implemented on Velmar Drive.

#### Background

Council at its meeting of January 11, 1999, adopted the following on Velmar Drive.

*"That the City of Vaughan approves the implementation of a no-stopping or no-parking, on the west and east side of Velmar Drive from Rutherford Road to Orr Avenue, in consultation with City of Vaughan Engineering Dept. and the local councillor.*

*That the City of Vaughan reviews the existing idling provision within the Noise By-law to consider the lessening of idling of heavy vehicles within residential communities."*

This report provides information and amendment to clause 1 above.

A by-law was approved by Council at their meeting of February 8, 1999 which prohibited stopping on both sides of Velmar Drive (anytime) from Rutherford Road to Orr Avenue. The "no stopping" signs were installed on Tuesday, February 16, 1999 as per the Council direction of January 11, 1999.

Subsequent to the installation of the "no stopping" prohibition, Staff received several calls from residents of Velmar Drive, who expressed concerns relating to the extent of the stopping prohibition. Specifically, the residents were concerned with the loss of visitor parking in front of their homes.

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MINUTE NO. 87 - PAGE 2

The local Councillor and the Director of Engineering met with the residents of Velmar Drive to determine suitable limits for the "no stopping" prohibition which would satisfy their concerns with heavy vehicles parking/idling in front of their homes and accommodate their visitor parking requirements. The following limits/prohibition were agreed upon:

- Maintain the "no stopping anytime" prohibition from Rutherford Road to the south property line of #92 Velmar Drive (283 meters south of Rutherford Road);
- Rescind "no stopping anytime" prohibition on east side of Rutherford Road; and
- Provide a "no stopping 6 am to 6 pm" prohibition on the east side of Rutherford Road to the south property line of 5th lot south of Rutherford Road (105 meters south of Rutherford Road).

In addition to the above parking prohibition, it was agreed that a heavy vehicle prohibition would be enacted for Velmar Drive south of Rutherford Road. It should be recognized that a number of subdivisions in the area just south of Rutherford Road are still under development. Therefore, construction traffic will be permitted to use Velmar Drive to deliver and take away material from these sites during working hours.

Report Prepared by: Russell Brownlee  
Mike Parks

Attachment

1. Location Map

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

## ATTACHMENT No. 5



### TRAFFIC REVIEW VELMAR DRIVE EXISTING NO STOPPING PROHIBITION DETAIL

#### LEGEND

- ■ ■ Proposed Removal of  
Existing "No Stopping Prohibition"

Note: Aerial Photography Taken in Spring, 2011



NOT TO SCALE