

COMMITTEE OF THE WHOLE – APRIL 16, 2007

KIPLING AVENUE PARKING

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Legal and Administrative Services and the Fire Chief recommends:

1. That this report be received for information; and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Parking' prohibition 'Anytime' Friday to Sunday from May 1 to October 1, on both sides of Kipling Avenue from the north property line of Minime Sisters of the Passion to the southerly limit of Kipling Avenue.

Economic Impact

None.

Communications Plan

Not applicable.

Purpose

To provide Council with information regarding the feasibility of on-street and parking related issues along that portion of Kipling Avenue within the City of Vaughan from Kipling Parkette to the southerly limit of Kipling Avenue.

Background - Analysis and Options

At its meeting on January 29, 2007, (Item 43, Report No. 1 of the Committee of the Whole (Attachment No. 2)) Council directed as follows:

“The Committee of the Whole recommends that the Fire Services, Enforcement Services and Engineering Departments prepare a joint report, containing recommendations respecting on-street and parking related issues along that portion of Kipling Avenue within the City of Vaughan from Kipling Parkette to the southerly limit of Kipling Avenue, for the Committee of the Whole meeting of March 26, 2007, or earlier if possible.”

Kipling Avenue between Highway 7 and the southerly limit of Kipling Parkette is a two-lane urbanized feeder road, providing access to Coles Avenue, Hawman Avenue, Nadia Avenue and Veneto Drive, all of which are local residential roads.

The segment of Kipling Avenue between the south limit of Kipling Parkette and the southerly limit of Kipling Avenue (Hydro One Corridor) is a two-lane unimproved rural cross section road with narrow gravel shoulders. This latter section of Kipling Avenue provides access to *“Minime Sisters of the Passion”*, *“Federation of the Calabresi of Ontario (FCO)”* and the *“Veneto Centre”* on the east side and the *“Ciociaro Club”* on the west side (see Attachment No. 1).

The width of the traveled surface of this section of the road ranges from 4.7 metres to 5.7 metres with a shoulder width of 1.3 metres on each side for an average width throughout of 8.3 metres. The existing shoulders are not wide enough to support the parking of vehicles without

encroaching on the traveled portion of the road, thereby creating a hazard to motorists. The presence of parked vehicles would also force pedestrians to walk on the traveled portion of the road to and from their parked vehicles, thereby jeopardizing their safety. Furthermore, the shoulders are currently utilized for snow storage during the winter months, which would preclude the parking of vehicles.

Staff have met with the City of Vaughan Fire and Rescue Services, who advised that they are not in support of on-street parking on the subject section of Kipling Avenue as it would severely limit accessibility to the various establishments with their fire suppression apparatus in an emergency. Fire and Rescue Services require a minimum of six (6.0) metres of clear traveled roadway width to accommodate their equipment. In addition, staff observed that there is a similar concern for EMS vehicles when other vehicles are parked on the narrow shoulders and near the various site accesses.

The minimum acceptable design standard for a rural road section requires a 6.0 m. wide traveled surface with 2.0 m. wide shoulders and 0.6 m. wide roundings between the edge of shoulders and the top of ditch slope on each side for a total width of 11.2 metres ditch to ditch. The estimated capital cost of such upgrade would be about \$350,000 not including the incremental cost of an additional \$250,000 to add an equivalent 3rd lane which may be designated for on-street parking (see Item 28, Report 37 of the Committee of the Whole which was adopted by Council on June 26, 2006 (Attachment 3)). The upgrading of this section of Kipling Avenue is beyond the scope of the City's current 5 Year Pavement Management Program.

Based on the above it has been determined that on-street parking would create various safety hazards and operational issues. Therefore, on-street parking should be prohibited on that section of Kipling Avenue between Kipling Parkette and the southerly limit of Kipling Avenue. Enforcement Services has advised that over the last three years they have issued an average of 18 parking tickets per year. They have advised that they will actively monitor any implemented parking changes should they be approved.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated into community designs (1.1.2).

Regional Implications

Not applicable.

Conclusion

Based on staff's review of the area, it is recommended that on-street parking be prohibited on both sides of Kipling Avenue between Kipling Parkette and the southerly limit of Kipling Avenue.

Attachments

1. Location Map
2. Council Extract – Committee of the Whole Meeting, January 29, 2007 - Item 43, Report No. 1
3. Council Extract – Committee of the Whole Meeting, June 26, 2006 – Item 28, Report No. 37

Report prepared by:

Tom Ungar, Manager, Design Services, Ext. 3110

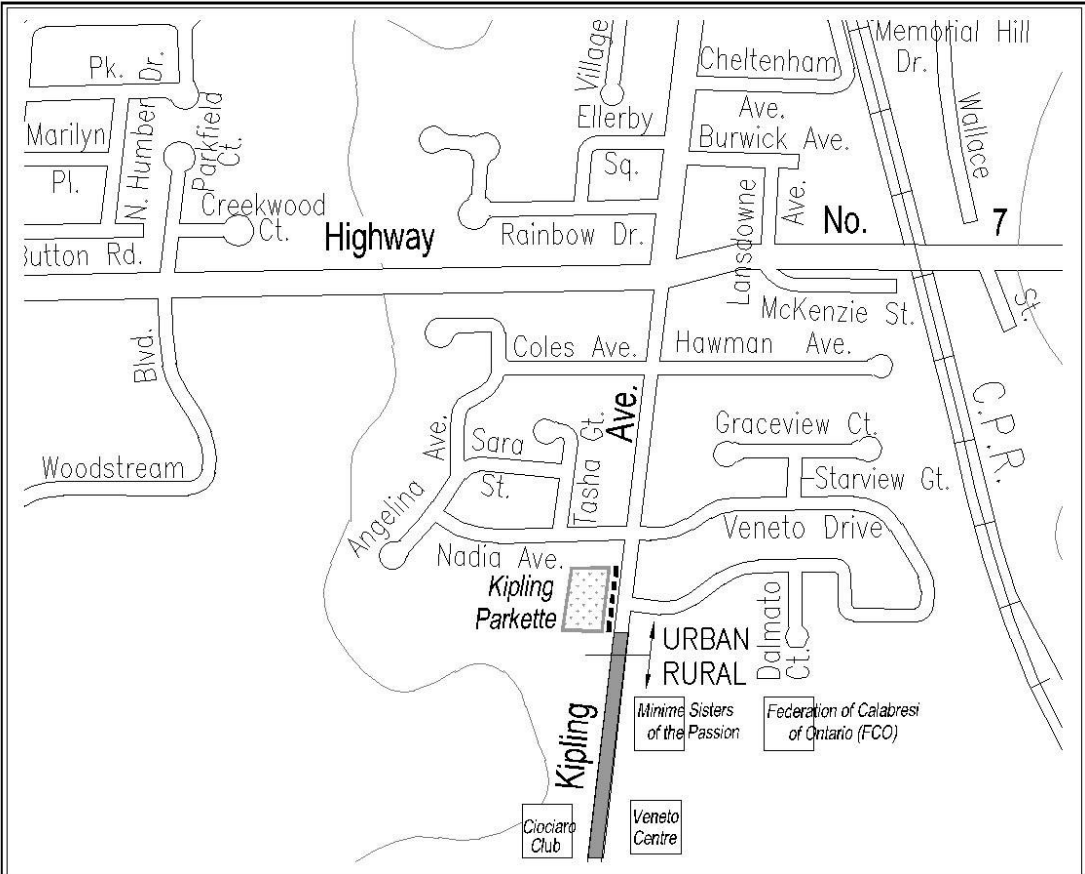
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.
Director of Engineering Services

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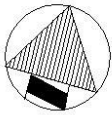
ATTACHMENT No. 1



KIPLING AVENUE PARKING

LEGEND

-  AREA UNDER REVIEW
-  EXISTING NO PARKING PROHIBITION



NOT TO SCALE

Drawing name: R:\ENGDRAFT\ENGSERV\Design_Engineer\Tom\Kipling Avenue Parking.dwg

ATTACHMENT NO. 2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 29, 2007

Item 43, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 29, 2007.



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NEW BUSINESS – KIPLING AVENUE PARKING

The Committee of the Whole recommends that the Fire Services, Enforcement Services and Engineering Departments prepare a joint report, containing recommendations respecting on-street and parking-related issues along that portion of Kipling Avenue within the City of Vaughan from Kipling Parkette to the southerly limit of Kipling Avenue, for the Committee of the Whole meeting of March 26, 2007, or earlier if possible.

The foregoing matter was brought to the attention of the Committee by Councillor Carella.

ATTACHMENT NO. 3

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 28, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving that appropriate staff review with York Region the optimum periods for extending the timing of the north/south green lights at the intersection of Kipling Avenue and Hwy 7, namely on weekend evenings (Saturday and Sunday), May 15 to September 30, and between 9:00 p.m. and midnight, to facilitate the outflow of traffic onto Hwy 7 with the closure of functions/events at the three community facilities at the south end of Kipling Avenue.

28 KIPLING AVENUE SOUTH OF HIGHWAY 7 VARIOUS TRAFFIC CONCERNS

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006, be approved, subject to replacing "May 1st to September 30th" with "April 1st to October 31st" in Clause 1; and
- 2) That the residents on both sides of Kipling Avenue between Highway 7 and the southerly leg of Veneto Drive, be polled to determine if they are in support of a pilot project to run in 2006 only, entailing the prohibition of all parking on the east side of Kipling Avenue only between 6:00 p.m. and 11:59 p.m. on Saturdays and Sundays from June 1st to September 30th, and that if 66.6% of respondents are in agreement with this proposal, this pilot project will be implemented with all deliberate speed.

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Legal and Administrative Services recommends:

1. That all day parking prohibitions be implemented on the west side of Kipling Avenue from the north to south limits of the Kipling Parkette from May 1st to September 30th;
2. That the information from the Region of York, Transportation and Works Department, regarding additional weekend traffic signal timing plans at Highway 7 and Kipling Avenue to coincide with community centre/club activities be received for information; and
3. That those issues/concerns raised by area residents, and related directly to the addition of any future recreational/club facilities be addressed through the Development Approvals process as conditions of Site Plan Approval and remain the responsibility of the Applicant(s).

Economic Impact

The cost to install the parking prohibition signs would be an initial impact to the 2006 Operating Budget, and the cost to maintain the signs would be a future Operating Budget impact.

Purpose

To review the traffic operational issues on Kipling Avenue south of Highway 7 as per direction from Council.

Background - Analysis and Options

At its meeting on May 23, 2005, Council directed:

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CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 28. CW Report No. 37 – Page 2

“(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.”

Kipling Avenue is a feeder road between Highway 7 and the southerly limit (Hydro One Corridor). The intersection of Kipling Avenue and Highway 7 is signalized and under the jurisdiction of the Region of York. The existing posted speed limit is 40 km/h throughout. The 'Kipling Parkette' is located on the west side of Kipling Avenue south of Nadia Avenue with approximately 65 metres of frontage. The area is shown on Attachment No. 1.

Automatic Traffic Recorders (ATR) were installed on Kipling Avenue between Coles Avenue and Nadia Avenue from Thursday, May 25, 2006 to Monday, May 30, 2006 to collect 24-hour speed and volume data over the weekend (May 27th, May 28th). The following table summarizes the results of this investigation.

Kipling Avenue between Coles Avenue and Nadia Avenue

<u>Date</u>	<u>Direction</u>	<u>24 Hour Volume</u>
Saturday, May 27 th	Northbound	2417
	Southbound	2333
	Total	4750
Sunday, May 28 th	Northbound	1930
	Southbound	1989
	Total	3919

Average Speeds Collected	Northbound	50 km/h
	Southbound	50 km/h

24 Hour volumes on the weekend dates were well within the designed capacity for Kipling Avenue. The capacity for a feeder road is 8000 vehicles per day. Both the Veneto Centre and the Ciociaro Social Club were contacted and both confirmed they had no weekend activities planned on these dates. The average speeds collected were found to be 50 km/h for both northbound and southbound directions. Kipling Avenue would be considered a primary emergency response route according to Vaughan Fire & Rescue Services.

Staff contacted the Region of York, Transportation and Works Department in regard to concerns raised that during weekend activities at the community centres south on Kipling Avenue, additional green time for the northbound direction at Kipling Avenue and Highway 7 is required. Region of York staff have reviewed this concern and in response have added an additional timing plan for northbound traffic at Highway 7 and Kipling Avenue for Saturdays and Sundays between the hours of 11:00am to 3:00pm to facilitate the expected additional traffic.

Staff reviewed the area of the Kipling Parkette which is located on the west side of Kipling Avenue south of Nadia Avenue. Staff recommends a parking prohibition to be installed on the west side of Kipling Avenue from the north to south property limits of the Parkette (approximately 65 metres). The limits of the prohibition would state May 1st to September 30th. The prohibition will improve sight visibility of pedestrians going to/coming from the Parkette.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 28, CW Report No. 37 – Page 3

In terms of other parking infractions along this section of Kipling Avenue By-law and Enforcement Services staff will need to increase surveillance to enforce the maximum 3 hour limit in the City's Consolidated Parking By-law and provide increased safety for pedestrians in the area and park-users.

Other Issues As Requested

Several other issues were raised by the residents as noted in the original report and the May 23, 2006 Council direction. Many of the issues relate to development concerns associated with events occurring at the existing number of private recreational facilities and those potentially arising out of proposed additional similar facilities. Financial contributions and/or roadwork improvements may be required by the Applicant(s) as part of the respective approvals for those facilities contributing to additional traffic. These may include, but not necessarily be limited to, sidewalks, streetlighting, road widening, etc. Staff can offer the following responses:

Roadway Improvements – In response to a resident letter suggesting an alternative lane configuration along Kipling Avenue, staff can indicate that while this may be feasible in the northern two blocks (Hwy. 7 to Coles Avenue and Coles Avenue to Nadia Avenue) it can not be achieved south of Nadia to the end of the street due to narrower pavement widths. Road widening would be required in this area. Further, a 3-lane section north of Nadia would automatically mean a 24 hour, 7 day a week parking prohibition on the west side of the street (southbound) in order to facilitate regular traffic flow. Similarly, a 24 hour, Saturday and Sunday parking prohibition on the east side of the street (northbound) would be required to allow for the "exiting" event traffic to move freely towards Hwy 7.

The southerly portion of Kipling Avenue (south of the south leg of Veneto Drive) has an unimproved rural cross-section. Urbanization alone of this road segment would not necessarily address the need for improved traffic flow. The current Capital Roads Program calls for resurfacing of the north end of Kipling Avenue in 2009, with the reconstruction (rural road upgrade) of the southerly portion presently not scheduled within the 5 year plan. The estimated capital cost of upgrading the subject section of Kipling Avenue to a 2 lane rural cross section is about \$350,000, with the incremental cost to add an equivalent 3rd lane for on-street parking costed at \$250,000. The comparative construction cost for a 3-lane urban section (curb and gutter only) is approximately \$800,000.

The necessary capital funds for the road upgrades would need to be funded from Long Term Debt and would be included in a Draft Capital Budget for Council's consideration in the particular year the planned works came forward. The long range financial implications will include operating and maintenance costs, including long term reconstruction associated with this type of infrastructure, which are not qualified at this time.

Event Coordination – Coordination of weekend community events would be the responsibility of the various private Community Centres or Clubs to arrange and manage. Different dates and staggered start and finish times would likely reduce the impact of traffic accessing and exiting the site. Such stipulation(s) would likely have to be incorporated into the respective development agreements as a condition of approval, normally negotiated with the Applicant(s.)

Paid Duty traffic officers – The request for off-duty police officers during weekend community centre events would be the responsibility of the various Community Centres or Clubs. The cost of which would have to be borne by the club or group making such request.

Emergency Access – The issue of emergency access as affected by weekend Community Centre/club events has been reviewed by Fire & Rescue Services. Fire & Rescue Services have indicated they have had no emergency response concerns in the past.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 28, CW Report No. 37 – Page 4

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

Conclusion

Based on staff's review, it is recommended that a parking prohibition from May 1st to September 30th on the west side of Kipling Avenue from the north to south property limits of Kipling Parkette be implemented.

In addition, the information from the Region of York Transportation and Works Department pertaining to an additional timing plan to facilitate weekend community centre events at the intersection of Highway 7 and Kipling Avenue be received for information.

Attachments

1. Location Map

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

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(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.)