

COMMITTEE OF THE WHOLE (WORKING SESSION) – MAY 22, 2012

COMMUNICATIONS

Distributed May 11, 2012

Item No.

C1. Presentation material.

1

Distributed at the May 22, 2012 Committee of the Whole (Working Session) meeting

C2. Presentation material.

2

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South Yonge Street Corridor Streetscape Master Plan

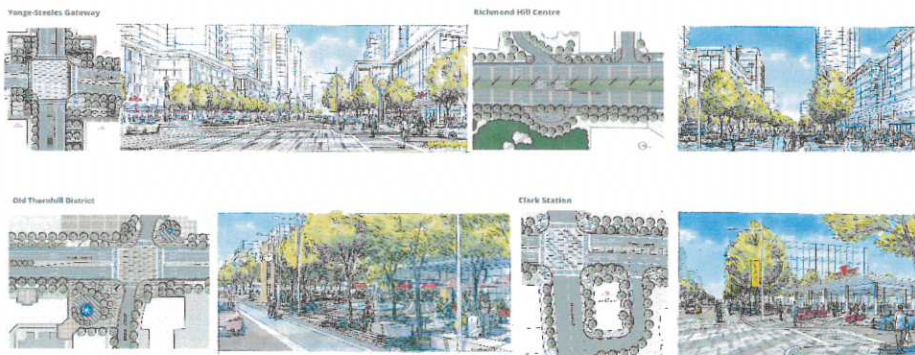
Presentation to
City of Vaughan
Committee of the Whole Working Session

Angela Gibson, Head, Policy and Planning
Bruce Cudmore, EDA Collaborative

May 22, 2012



The future looks bold, sustainable and vibrant for Yonge Street



Master Plan supports rapid transit initiatives



The Region has responded to local requests

"...for the corridor to achieve its full potential, a coordinated approach to built form, roadway design, and streetscaping, which truly balances the needs of pedestrians, businesses, surface transit and vehicles is essential. York Region is the key party with authority, direct interest and means to implement the vision. York Region to provide funding and develop a request for proposals in consultation with affected municipalities for a comprehensive and detailed streetscape study for the Yonge Corridor."

– Vaughan Council Resolution, Feb 2009

York Region initiated extensive stakeholder consultation throughout the project

Project Core Team

Region and Local Staff



Stakeholders

*Powerstream, MTO/407ETR,
City of Toronto, Local Politicians*



Public

Public Information Sessions



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“Plan for tomorrow, build for today”

- Time – short / medium / long term*
- Transit decisions, funding, and on-going development*
- York Region and local municipalities will collaborate and take ownership on implementing the vision*



Bloor Street Viaduct
*Designed / built – 1913 -1918
subway added - 1966*



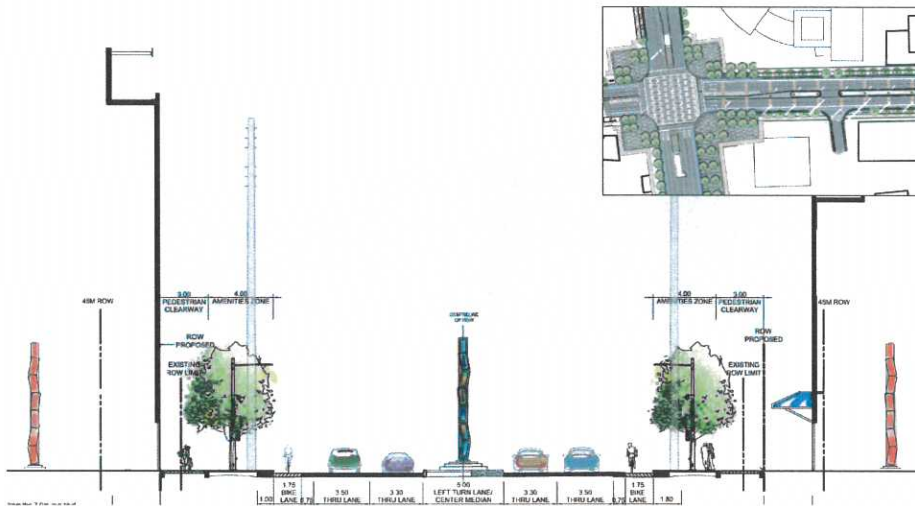
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How we look today: Yonge/Steeles



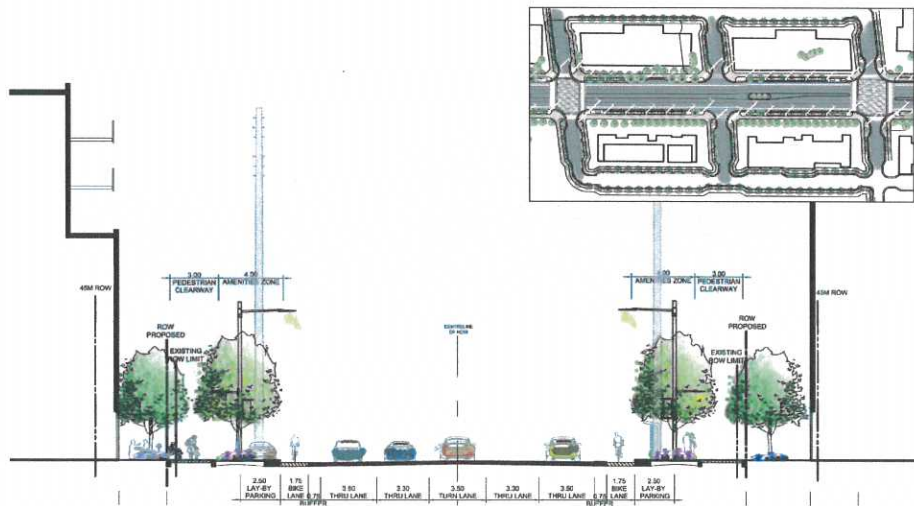
Vision for the future: Yonge/Steeles



How we look today: New Thornhill



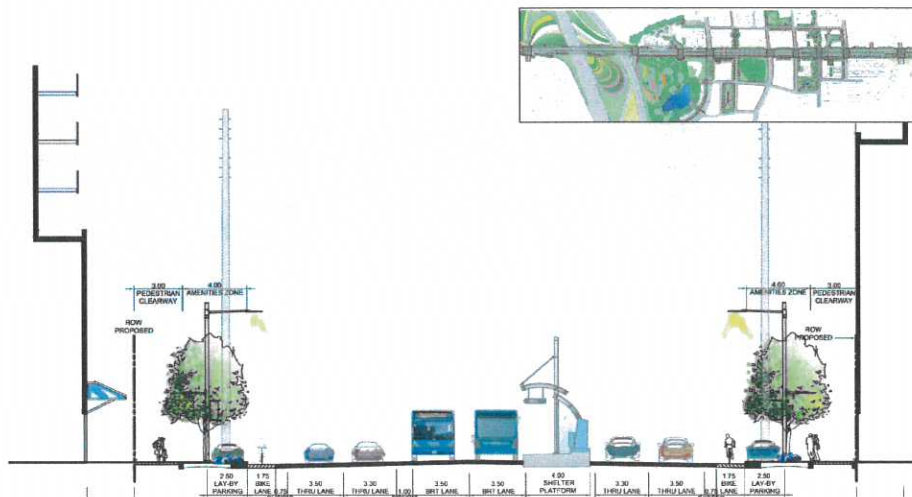
Vision for the future: New Thornhill



How we look today: Highway 407 to Bantry



Vision for the future: Highway 407 to Bantry



Implementation can happen now!

Phase 1 – Short Term: Pre-Subway



Condition B: Use Existing Curbs



Condition C: Implement Ultimate in Pre-Subway Period

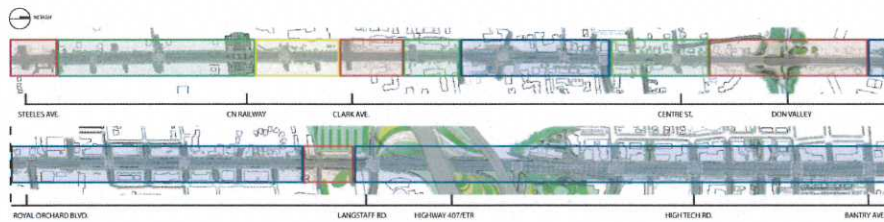


Condition D: Wait until Road Narrowing Possible

Phase 2 – Mid-Term: Subway Construction



Condition A: Subway Open-Cut Construction Zones



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Benchmarking positions us somewhere in the middle

Bloor Street BIA: Church Street to University Avenue,

Cost: \$25,000,000 overall / \$12.4 million per km



Main Street, Grand Bend, Ontario

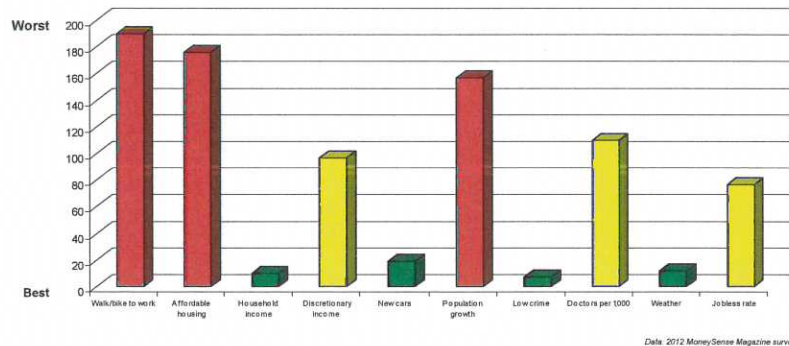
Cost: \$4,000,000 overall / \$5.7 million per km



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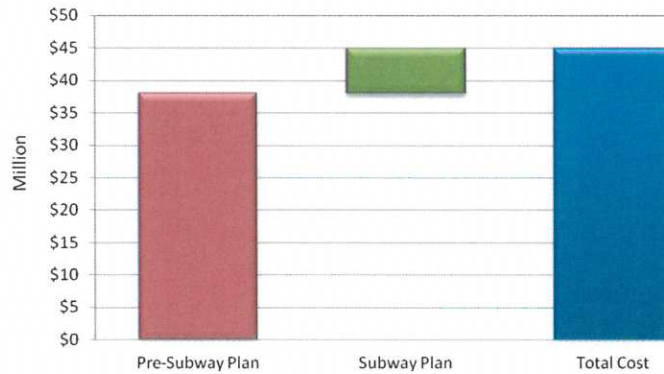
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The Master Plan contributes to improving quality of life on Yonge Street

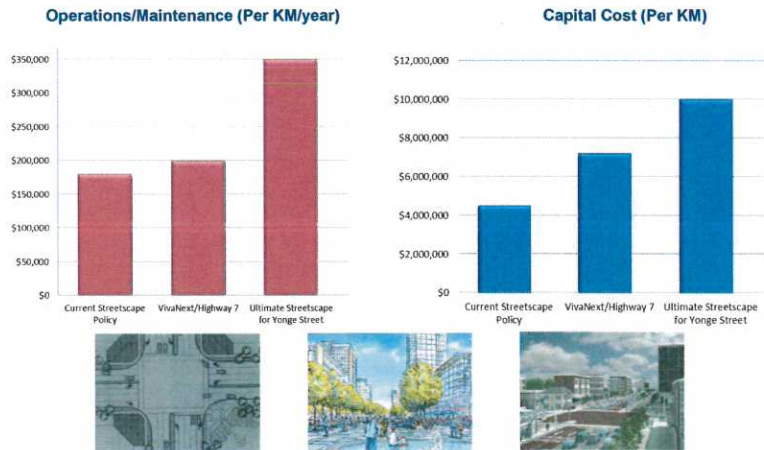


Implementation can be achieved incrementally

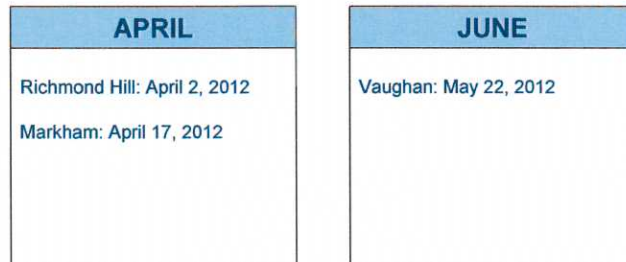
Shared Capital Costs: Local, Region, Private Sector



Maintenance costs vary depending on level of service



Extensive public consultation was sought in the development of the Plan



The Master Plan in Action: The case of the little site that could



York Region



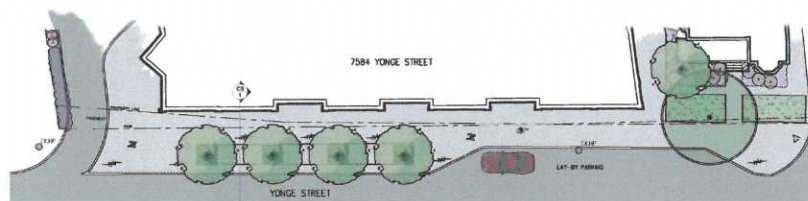
Minto Gardens



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The Master Plan in Action: The case of the little site that could - Minto Gardens



Site Statistics:

□ Frontage (m):	91
□ Lay-By Parking Spaces:	4
□ Number of Units:	218
□ Ground Floor Area (m2) :	20,042
□ Streetscape Cost :	\$139,822
□ Hydro Burial Cost :	\$223,218



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Minto Gardens not without challenges



Let's move the plan forward together with a Implementation Strategy Team

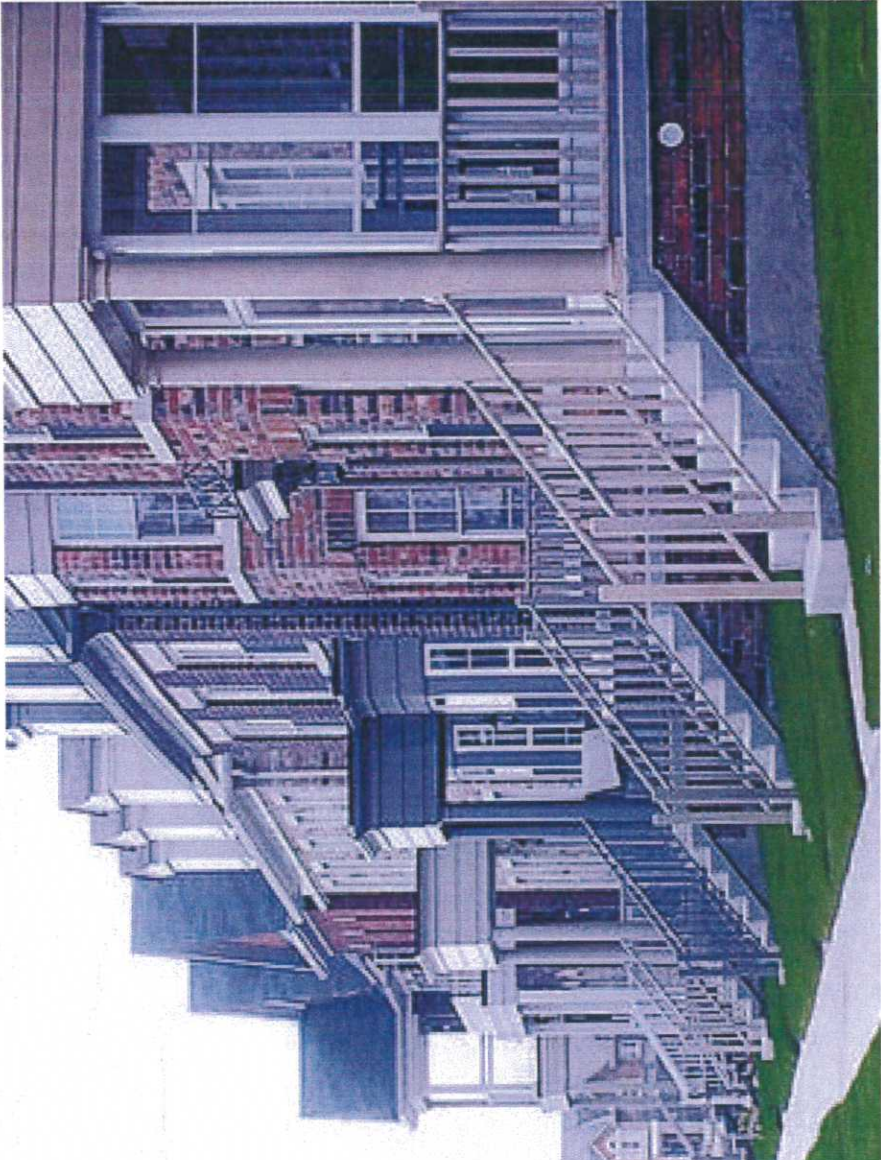
- Establish Implementation Strategy Team
 - York Region and Local Municipal Staff
 - Facilitate Development Approvals
 - Establish Operations and Maintenance Standards

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COMMITTEE OF THE WHOLE (WORKING SESSION)

MAY 22, 2012

RESIDENTIAL PARKING ISSUES CONSEQUENT ON THE "NEW URBANISM"

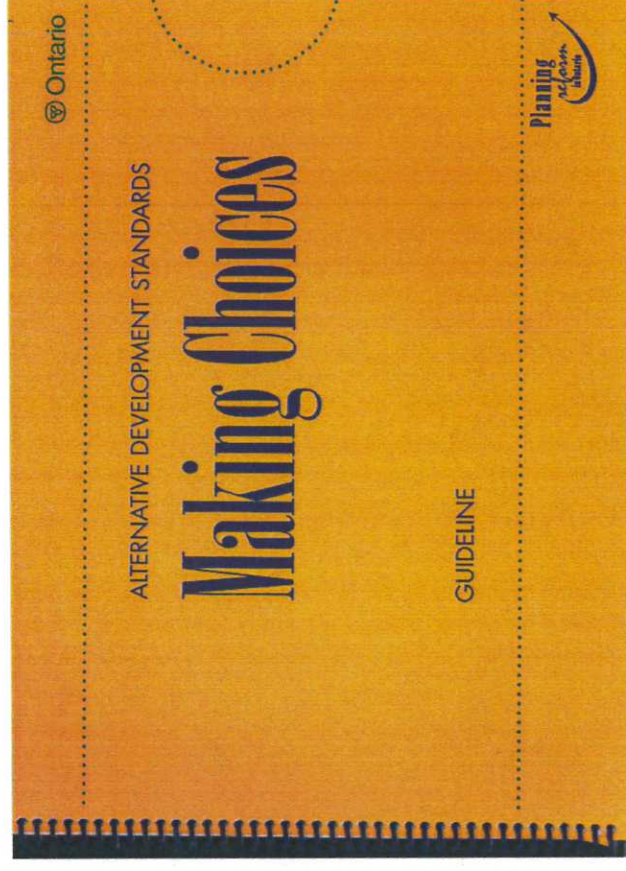


Overview of Presentation

- **Background**
- **Parking Issue**
- **Potential Solutions**
- **Discussion**

Background - “New Urbanism”

- In early 1990’s, a shift began to develop more compact urban communities
- In 1995, the Ministry of Housing and Municipal Affairs released a document entitled “Alternative Developments – Making Standards – Making Choices”



Alternative Design Standards

The ADS document focused on design and servicing issues including:

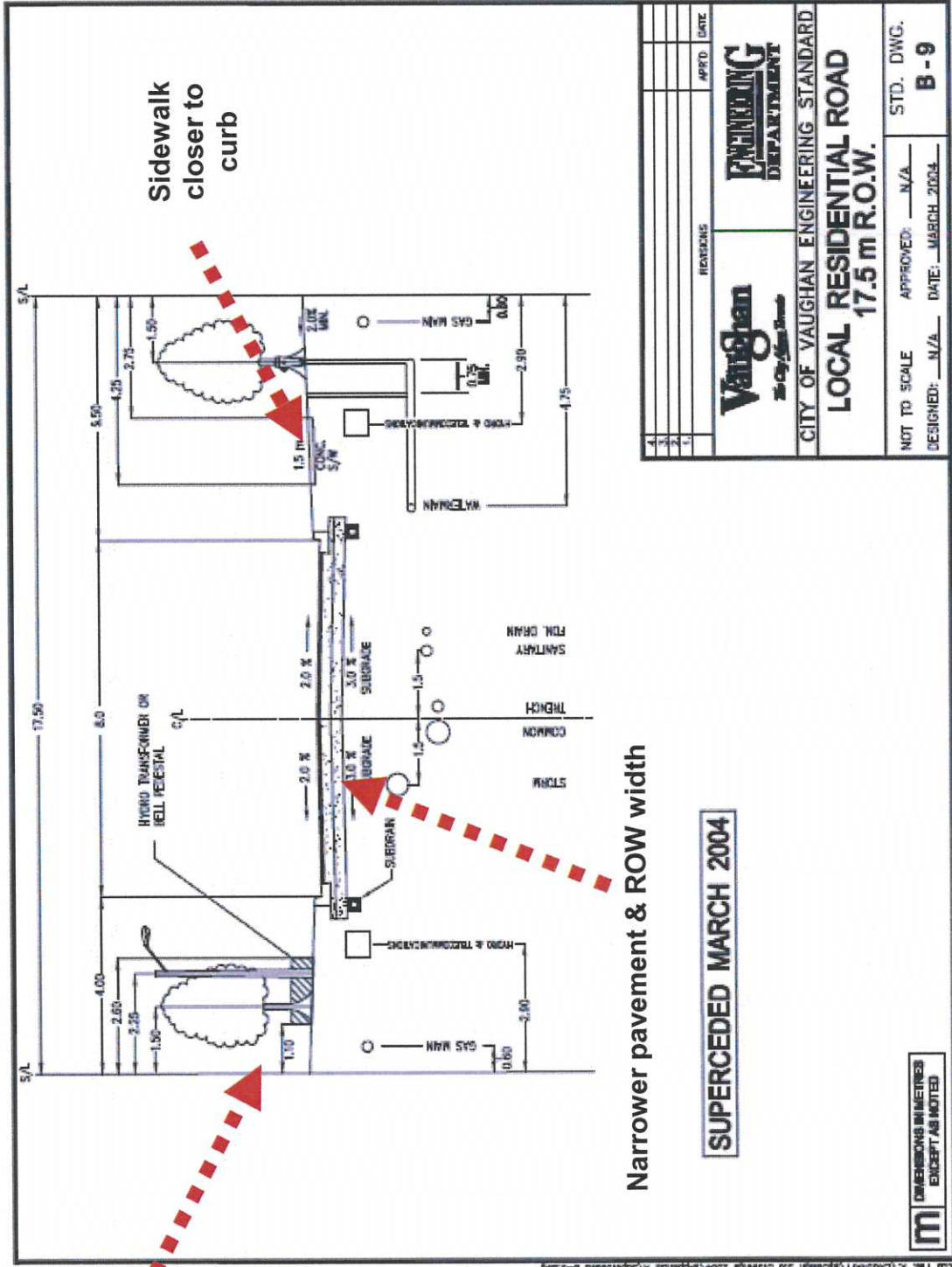
- lot sizes and frontages
- siting of houses on lots
- street pavement and right-of-way widths
- number and location of sidewalks
- on and off-street parking



City Adopts New Road Standards

- In December 1996, Council adopted alternative road cross section standards for the planned development in OPA400
- Some of the notable differences between the City's traditional road standards and the newer ADS standards are:
 - Narrower pavement and boulevard widths
 - Non-symmetrical road cross-section (one boulevard is wider than the other)
 - Sidewalk alignment moved closer to the curb
 - Use of traffic calming measures
 - Adoption of a laneway standard

Standard Implemented in Blocks 10, 33E, 39, WEA



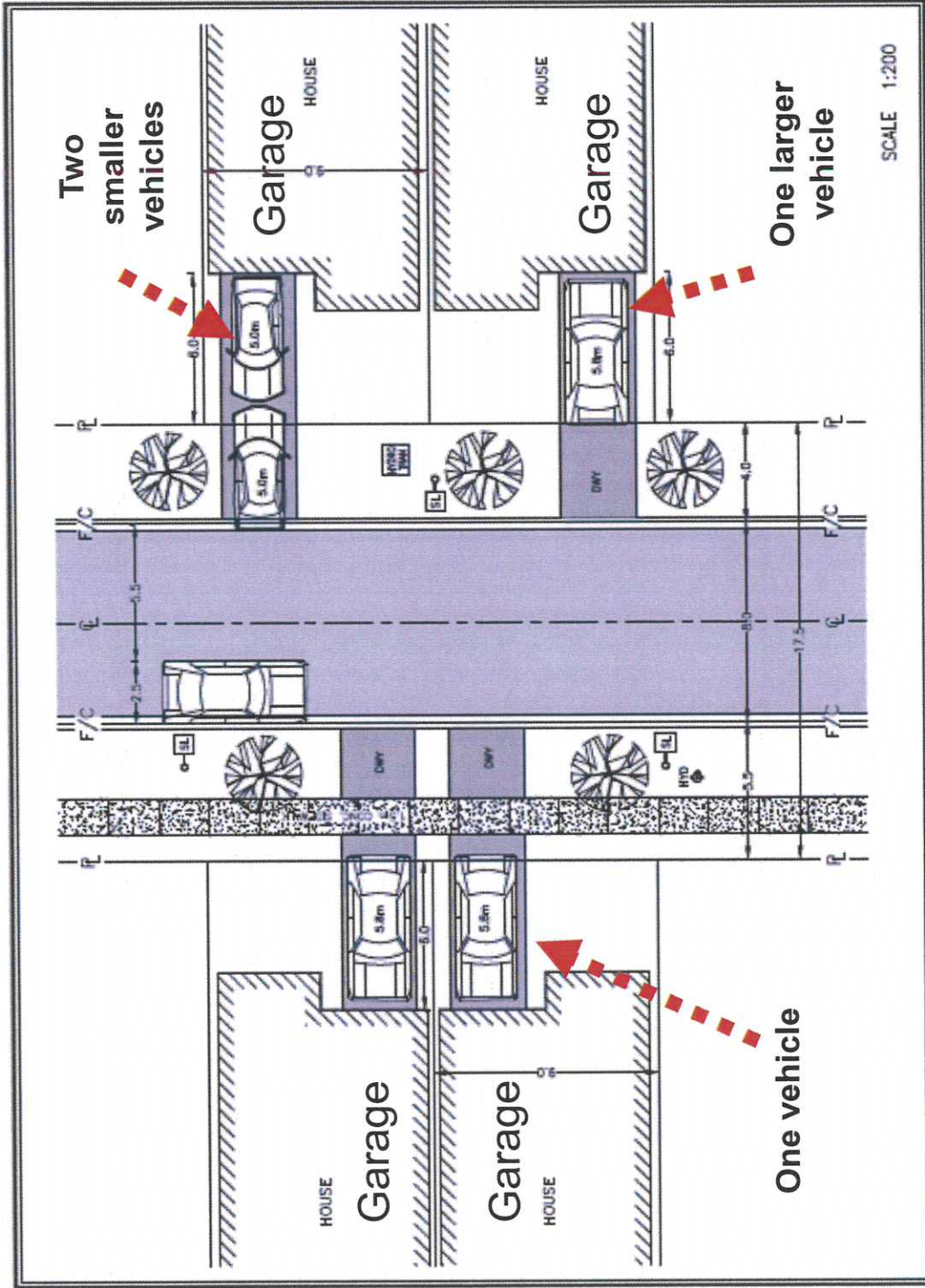
Non-symmetrical boulevard widths

Narrower pavement & ROW width

Design Standards Review

- In January 2002, Council received a report entitled “Design Standards Review” that looked at certain building issues related to smaller residential lots in OPA400.
- This report provided a review of:
 - Interface between public and private realm
 - Boulevard, utility and sidewalk locations
 - Garage and driveway design
 - Streetscape elements
 - Zoning standards

Current Local Street View



Current Parking Issue

- Majority of households in Vaughan own more than one vehicle
- One car in the garage, one on the driveway
- Single car garages are often used for storage
- This situation will result in the number of effective parking spaces being reduced to one where a sidewalk crosses the driveway.
- In cases where a household has two vehicles, parking the second vehicle over night becomes a problem.

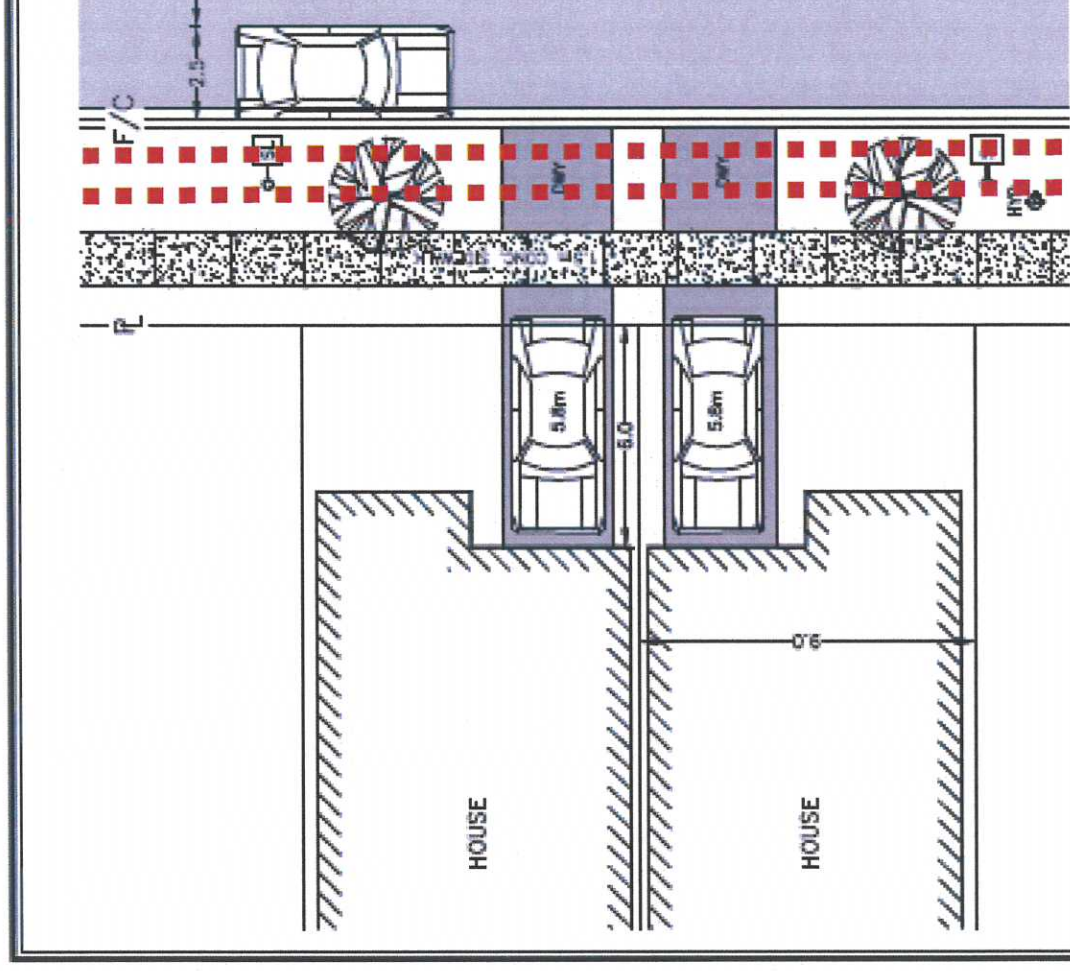
Council Direction

In September 2009, Council directed staff to bring forward options to address residential parking issues consequent on the new urbanism including budgetary considerations.

This report has been prepared to begin to address this parking issue

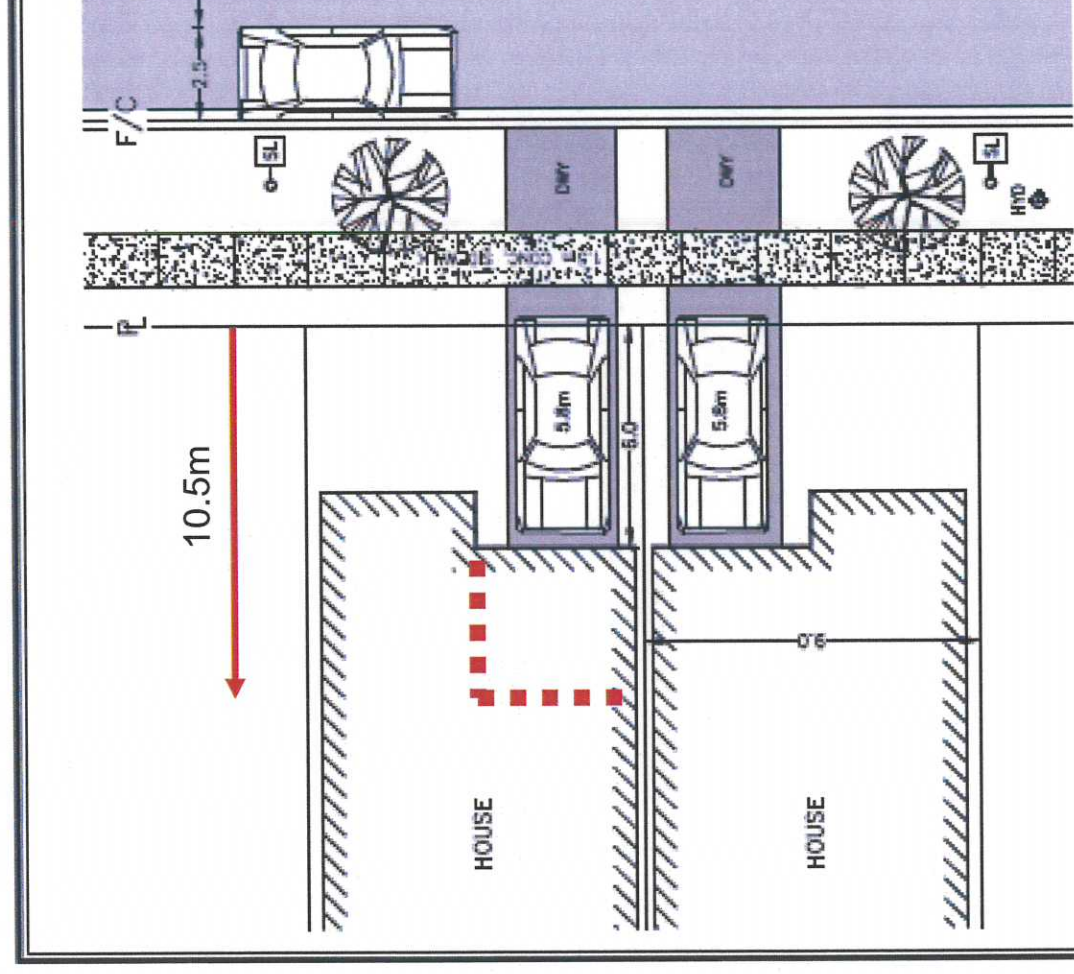
Option 1 – Re-position the sidewalk

- Move sidewalk closer to the curb at 2.75m offset
- Result in an usable driveway length of 8.75 m
- Insufficient room to park two vehicles in tandem – need 10 to 11.5 m
- Undesirable from a streetscape perspective



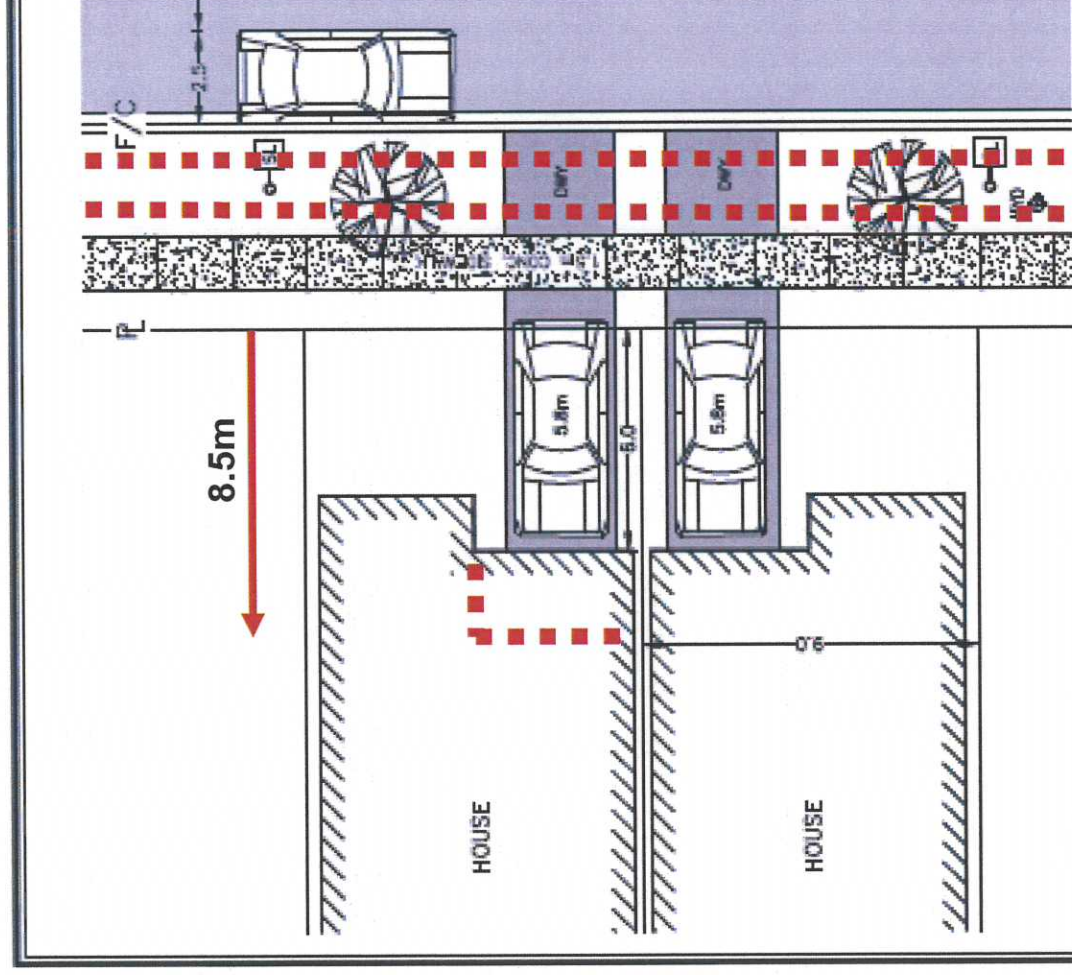
Option 2 – Increase Garage Setback

- Increase garage setback from 6.0 to 10.5 m
- Negative impact on building floor plan
- Significant jog in building face
- Significant impacts to built form and streetscape



Option 3 – Combination of Options 1 & 2

- Increase garage setback and move the sidewalk closer to curb
- Significant impacts to built form and streetscape



Option 4 – Parking on Front Yard

- Permit parking on the front yard
- Common practice although not permitted by By-law
- Results in a streetscape that is dominated by parked cars and hard surfaces



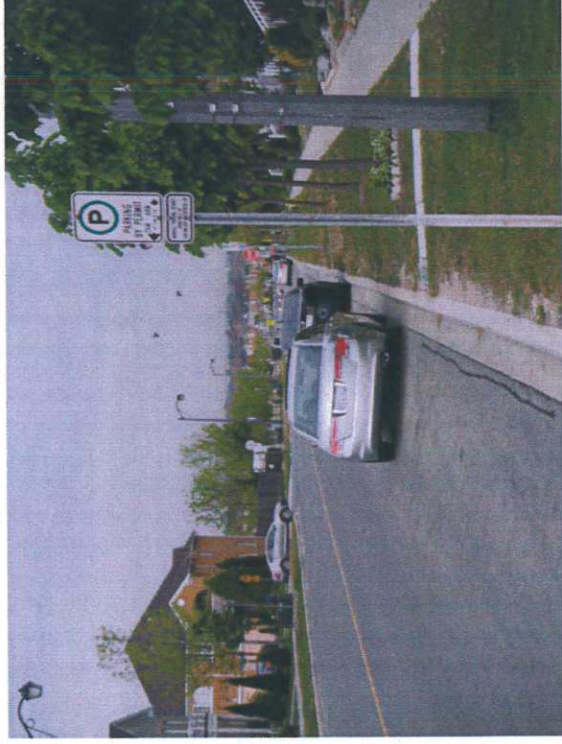
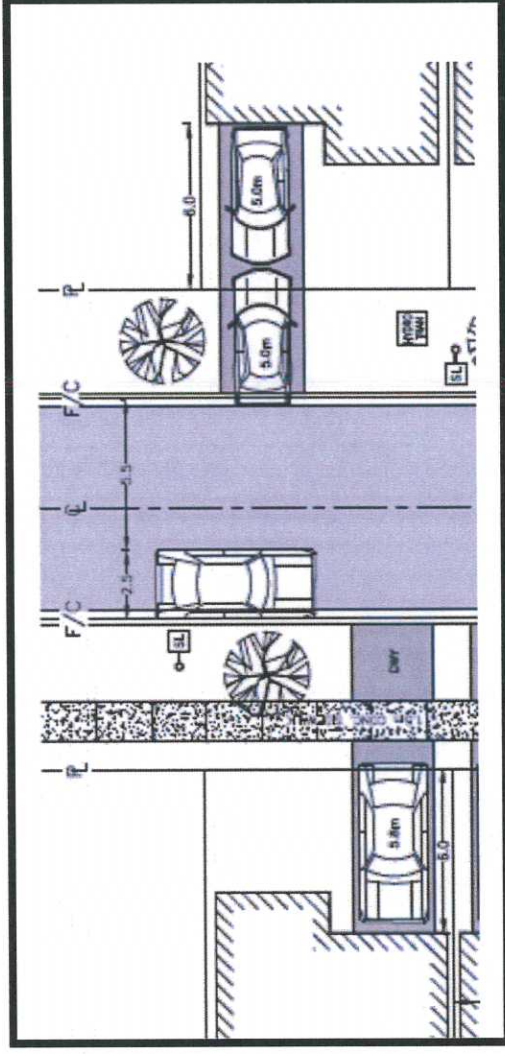
Option 5 – Overnight Parking over the Sidewalk

- Permit parking of vehicles on the sidewalk over night (11pm to 6am) when pedestrian traffic is low
- Will obstruct pedestrians, especially those persons in wheelchairs, mobility challenged, small children, strollers
- Compliance and enforcement issue
- Contrary to the City's objectives of a "walkable" City.



Option 6 – On Street Parking

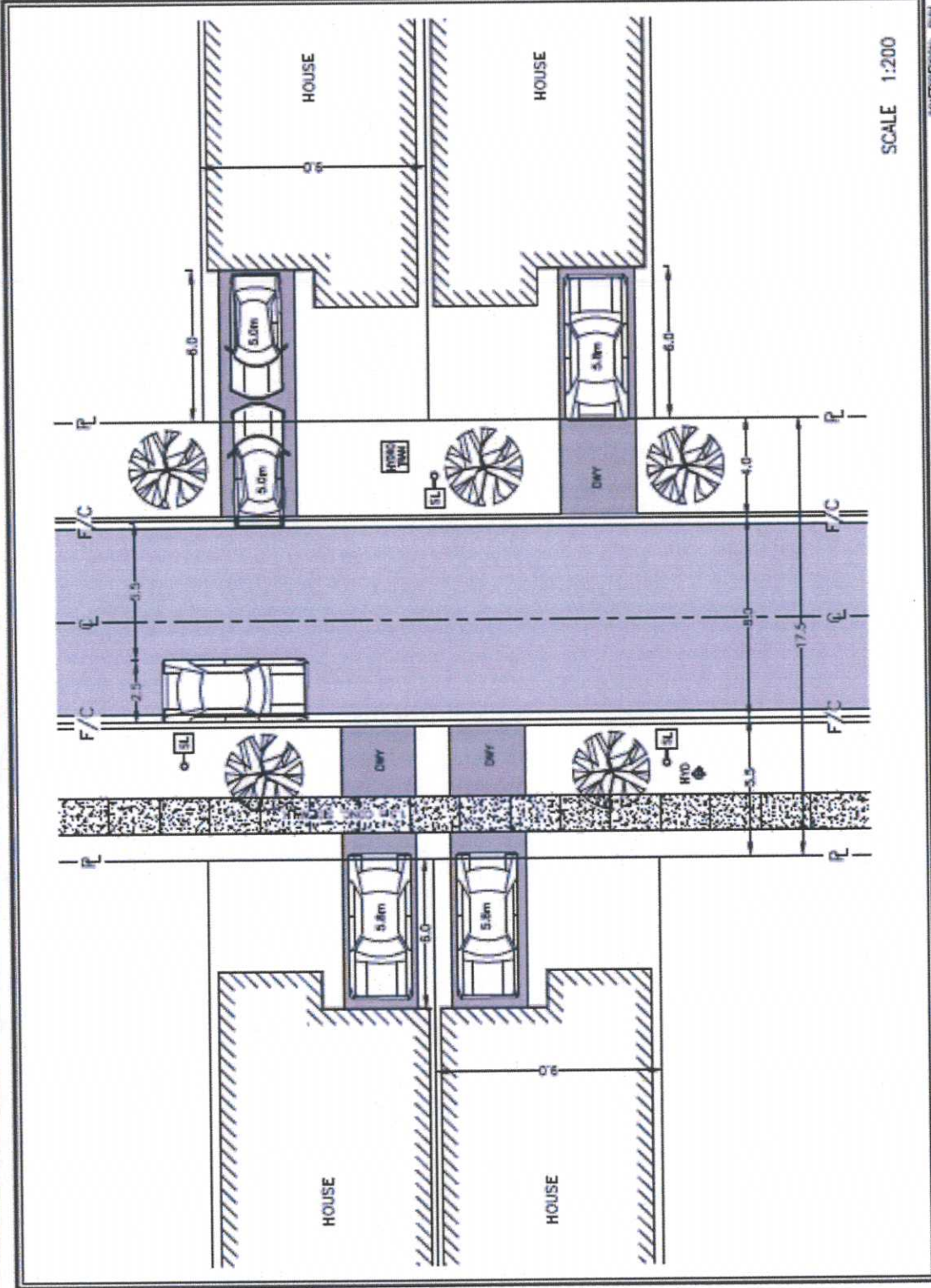
- Local streets are wide enough to accommodate parking
- On street parking maximizes use of municipal infrastructure
- Added benefit of calming traffic
- Currently, city-wide early morning parking prohibition (2am to 6am) in effect mainly for winter maintenance reasons
- On-street parking would need to be managed



DISCUSSION

Staff is requesting input from Council on whether any of the potential solutions to the residential parking issue outlined in this report should be pursued further.





DRAFTSPERSON: SMH

SCALE 1:200

CITY OF VAUGHAN - ENGINEERING SERVICES DEPARTMENT