

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 1, Report No. 24, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on May 29, 2012.

**1 SOUTH YONGE STREET CORRIDOR STREETScape MASTER PLAN
FILE 19.31
WARD 5 - YONGE STREET BETWEEN STEELES AVENUE AND BANTRY AVENUE**

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 22, 2012, be approved; and
- 2) That Communication C1, presentation material entitled, "South Yonge Street Corridor Streetscape Master Plan", be received.

Recommendation

The Commissioner of Planning in collaboration with York Region staff recommends:

1. THAT the staff report and York Region presentation on the South Yonge Street Corridor Streetscape Master Plan, BE RECEIVED for information and discussion.
2. THAT staff be directed to participate in the Implementation Strategy Team led by York Region to implement the streetscape master plan along Yonge Street, including a financial impact analysis and associated funding strategy, and report back to a future Committee of the Whole meeting.

Contribution to Sustainability

The South Yonge Street Corridor Streetscape Master Plan contributes to the goals and objectives within "Green Directions Vaughan", the City's "Sustainability and Environmental Master Plan", specifically:

Goal 1: To significantly reduce our use of natural resources and the amount of waste we generate.

Objective 1.3 "To support enhanced standards of stormwater management at the City and work with others to care for Vaughan's watersheds"

Goal 2: To ensure sustainable development and redevelopment.

Objective 2.2 "To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth"

Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact.

Objective 3.1 "To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation"

Goal 4: To create a vibrant community for citizens, businesses and visitors.

Objective 4.1 "To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage"

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 1, CW(WS) Report No. 24 – Page 2

Objective 4.2 “To ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base, and continuing prosperity into the 21st century”

Goal 5: To be a leader on sustainability issues.

The South Yonge Street Corridor Streetscape Master Plan promotes the following goals, which directly relate to those of *Green Directions Vaughan*, specifically:

- Communicate a streetscape and open space framework that is both resilient and adaptable to support short, medium and long term urban transformations;
- Integrate transit infrastructure with the emerging urban fabric;
- Support the pedestrian, cyclist, transit and motorist experience for all ages and abilities;
- Define catalytic public realm design strategies and tactics that will promote cultural, social, commercial and recreational activities within the urban core, and enhance overall quality of life; and,
- Identify opportunities and implementation strategies to incorporate public art into the public realm.

Economic Impact

There are no immediate budgetary impacts resulting from this report and presentation. However, the implementation of streetscape plans can create a significant financial impact recognizing current revenue sources. Overall, the capital expenditure required to fully implement the South Yonge Street Corridor Streetscape Master Plan is estimated at approximately \$45 million over the life of the plan. In the absence of funding for the Yonge Subway Extension, the Master Plan anticipates an approximate 20-year period for the implementation of the plan (2031). The implementation of the plan will be primarily triggered by development and will involve coordination and contribution from a range of partners for both capital and maintenance.

The estimated capital cost of improvements and annual maintenance (in 2011 dollars) for the Streetscape Master Plan is summarized in the table below. These costs are for both sides of Yonge Street, which would be shared with a range of partners, and exclude the cost of underground power distribution, other utilities and public art.

Table 1
Cost of Streetscape Improvements

Phase	Total Cost of Streetscape Improvements* (excluding HST)	Annual Maintenance of Streetscape (excluding HST)
Phase 1 – Pre-Subway	\$38M (\$6.8M/km)	\$1.35M (245K/km)
Phase 2 – Subway	\$7M (\$1.2M/km)	\$600K (105K/km)
Total Cost	\$45M (\$8.0M/km)	\$2.0M (350K/km)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 1, CW(WS) Report No. 24 – Page 3

The City of Vaughan currently does not have a long term financial strategy to support the additional operating and capital funding, which will be required in future years to successfully implement and maintain the higher streetscape service levels associated with Vaughan's planned intensification areas, including the South Yonge Street Corridor.

Purpose

The purpose of this report is to present the findings and recommendations of the South Yonge Street Corridor Streetscape Master Plan Study from Steeles Avenue to Bantry Avenue and to seek Council direction to proceed with the implementation strategy of the South Yonge Street Corridor Streetscape Master Plan.

Background - Analysis and Options

In 2009, the City of Vaughan passed a Council Resolution requesting a streetscape study for the South Yonge Street corridor

In early 2009, The Towns of Richmond Hill, Markham and the City of Vaughan passed resolutions requesting York Region to undertake a streetscape study for South Yonge Street. In February 2010, Regional Council approved \$450,000 for the development of the South Yonge Street Corridor Streetscape Master Plan, between Steeles Avenue and Bantry Avenue, by re-allocating funds from the Municipal Streetscape Partnership Program (MSPP).

York Region consulted and collaborated with the local municipalities and affected agencies to ensure that the recommendations of previous studies that were undertaken for Yonge Street by the 3 York municipalities and City of Toronto were incorporated into the Scope of Work for the Master Plan. In 2010, the Region retained the services of EDA Collaborative, a landscape architecture consultant firm, to undertake the Study.

The Streetscape Master Plan builds on the several land use studies carried out by local municipalities

In response to the Provincial direction for Yonge Street, the Region and local area municipalities and the City of Toronto, have carried out several intensification, urban design, transportation planning and land use studies to guide development, built-form, and transportation along the corridor and Richmond Hill/Langstaff Gateway Mobility Hub. The Master Plan integrates the findings of six planning policy and infrastructure plans, 17 urban design and special studies and seven transportation studies to create one cohesive streetscape strategy for the entire corridor.

Development proposals along South Yonge Street require a coordinated and consistent Streetscape Master Plan

In support of Provincial direction for intensification along the Yonge Street corridor, coupled with the Yonge Subway extension, local municipalities and the Region have been receiving an increasing number of development applications for high-density residential/mixed-use development, and anticipate seeing an accelerated number of these types of applications in the near future. As a condition of approval, developers have been required to implement, or contribute to, the streetscape treatment within the boulevard fronting their property.

However, in the absence of a streetscape vision for South Yonge Street, the Region and the local municipalities have faced challenges in providing clear direction on the physical design of the boulevard or to be able to accurately estimate the value of a contribution toward such works. A consolidated Streetscape Master Plan will provide a framework and design direction for Regional and local planning staff, and the development community. This will help create certainty, and assist in expediting approvals for development applications.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 1, CW(WS) Report No. 24 – Page 4

Funding and Implementation Considerations

The long term planning for streetscaping is necessary to ensure an understanding of the future financial commitments required, as well as, develop strategies that can address future funding requirements for the maintenance, operation, rehabilitation and replacement of this infrastructure. At present a number of streetscape plans have been prepared across the City. The determination of the life cycle costing of streetscaping infrastructure is essential to appropriately prepare budget forecasts. Comprehensive long-term financial plans need to be in place for such infrastructure in order to facilitate a proper decision making process for proceeding with the planning, design, construction and maintenance of these initiatives.

The acquisition/construction costs of the proposed streetscape master plan may be funded through a variety of sources, such as:

- Development Charges
- Site Plan Approval/Section 37 'Bonusing'
- Conditions of development approval
- York Region Municipal Streetscaping Partnership Program
- BIA funding opportunities
- Taxation

With an increase in streetscaping projects proposed throughout the City, it is imperative that a funding strategy is developed to ensure the long term financial sustainability of this infrastructure. The development of a streetscaping reserve can aid in reducing the funding gap for the construction and maintenance of these initiatives while ensuring the long term viability of these treatments. The timing of implementation and the level of service will need to be revisited as part of any long-term strategy, and in the development of upcoming streetscaping initiatives.

Operational and Maintenance Considerations

Staff are collaborating with York Region on reviewing levels of service and maintenance on the streetscape design on Yonge Street

Staff are collaborating with York Region to review maintenance practices and discussing acceptable levels of service. The outcome of these discussions will provide a more accurate cost estimate for annual streetscape maintenance.

As the Master Plan is implemented through site plan development on Yonge Street, the Region would continue to maintain the grass boulevard (where applicable), street trees, intersection treatments, medians and YRT improvements. The Regional cost to maintain the streetscape will be monitored and reflected in future operating budget submissions. Local municipalities would be responsible for the maintenance of streetscape features that exceed the Regional standard. These streetscape features include lighting, enhanced paving, public art, street furniture, lay-by parking, specialized planting, gateway features and signage.

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 1, CW(WS) Report No. 24 – Page 5

Why We Do Streetscaping

Streetscapes are an important component of the public realm (public spaces where people interact), which helps to define a community's aesthetic quality, identity, economic activity, health, social cohesion and opportunity. Streetscapes can have a significant effect on how people perceive and interact with their community. If streetscapes are safe and inviting to pedestrians, people are more likely to walk, which can help reduce automobile traffic, improve public health, stimulate local economic activity, and attract residents and visitors to a community. A streetscape is made up of paving, lighting, trees, street furniture, transit shelters, signage, public art and sidewalks, framed by buildings and open spaces, which combine to form an overall vibrant high-quality public realm.

The Planning Act was amended through the Planning and Conservation Land Statute Law Amendment Act (Bill 51), 2006. The amendments provided municipalities with new authority for site plan control related to Urban Design, Landscape Architecture and Sustainable Design Control. In addition, the Provincial Policy Statement (2005) and Growth Plan (2006) direct a significant proportion of growth (intensification) to Vaughan (VMC), and other intensification corridors such as the South Yonge Street Corridor, and Mobility Hubs. Given this emphasis on intensification, redevelopment and compact urban form, Urban Design policies and guidelines, and Streetscape Plans are necessary to guide development.

The City of Vaughan's new Official Plan provides Urban Design policies to promote a high standard of urban design, including the use of Streetscape Plan studies, as a key factor in establishing attractive, pedestrian scale, transit oriented and high quality design for the public and private realm.

Building a great City means bringing together in a functional, attractive and sustainable manner, the various components that create the urban fabric. The public streets and rights-of-ways are considered significant public spaces, and therefore, their streetscape design sets the stage for development, and should balance their multiple roles and functions by ensuring that they:

- a. accommodate a variety of transportation functions, including walking, cycling, public transit and vehicles;
- b. accommodate municipal infrastructure and utilities to the greatest extent possible, which should be provided below grade;
- c. inform streetscape conditions, standards and criteria required for development approval;
- d. contribute to the greening of Vaughan through the provision of street trees and landscaping;
- e. contribute to the City's overall vibrant streetscape design, through high-quality hard and soft landscape treatments, and the integration of public art;
- f. create a pedestrian oriented urban environment by providing amenities such as wide planted boulevards with appropriate and attractive street furniture and pedestrian scale street lighting; and,
- g. capitalize on potential future implementation funding opportunities by developing cost effective "shovel ready" realistic construction cost estimates.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 1, CW(WS) Report No. 24 – Page 6

The Master Plan envisions a “Main Street” that is Bold and Vibrant; Green and Sustainable; Practical and Achievable

The study vision is to create a gateway destination that is vibrant and engaging; environmentally, socially and economically sustainable; consistent and complementary to the function of the corridor while supporting local character and partnerships. This will make South Yonge Street a place where people will “travel to”, rather than “travel through”.

To achieve this vision, the Study outlines a streetscape design concept, detailed design guidelines as well as an implementation and phasing strategy that encourages an accessible, pedestrian-friendly streetscape.

Continuity strip paving, illumination, street furniture, public art, way finding and signage will create a consistent and unified boulevard. Appropriate and context-sensitive roadway standards, including the width of travel lanes, inclusion of bicycle lanes, medians / centre left-turn lanes will be implemented in a way that complements the streetscape and roadway function.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities set forth in Vaughan Vision 2020/Strategic Plan, through the following initiatives, specifically:

Service Excellence:

- Lead & Promote Environmental Sustainability
- Preserve our Heritage & Support Diversity, Arts & Culture

Organizational Excellence:

- Manage Corporate Assets
- Ensure Financial Sustainability
- Manage Growth & Economic Well-being

Regional Implications

York Region is a vital lead and partner in the implementation strategy of the South Yonge Street Corridor Streetscape Master Plan.

The need for a Streetscape Master Plan for Yonge Street is identified in the *Regional Official Plan (2010)* and *Streetscape Policy (2001)*, which recognizes Yonge Street as a key Regional Corridor. Yonge Street will, therefore, require the highest quality urban design in order to attract a vibrant mix of housing, employment and recreation.

The Region's vision of the corridor is consistent with the Province's *Growth Plan (2006)* and Metrolinx's *The Big Move (2008)*. These policies identify Yonge Street as a higher order transit corridor, which will serve to support the Region's future Urban Growth Centres, in Richmond Hill/Langstaff and Newmarket. The Richmond Hill/Langstaff Gateway Mobility Hub is located in the northern portion of the South Yonge Street Corridor Streetscape Master Plan study area. A map of the study area context is shown in *Attachment #1*.

Conclusion

As directed by Council, staff have collaborated and participated with York Region on the South Yonge Street Corridor Streetscape Master Plan. This initiative demonstrates the City's commitment on building a great City in a functional, attractive and sustainable manner.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 1, CW(WS) Report No. 24 – Page 7

Attachments

1. Context Location Map

Report prepared by:

Rob Bayley, Manager of Urban Design, ext. 8254

/CM

(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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 2, Report No. 24, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on May 29, 2012.

**2 RESIDENTIAL PARKING ISSUES CONSEQUENT ON THE “NEW URBANISM”
CITY-WIDE**

The Committee of the Whole (Working Session) recommends:

- 1) That clause 1 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 22, 2012, be approved;
- 2) That staff be directed to consider options 4 and 6, as detailed in the report, including but not limited to:
 - a. The development of appropriate parking criteria;
 - b. The completion of a cost benefit analysis of an overnight on-street parking permit system; and
 - c. Further study of the impact of the legitimization of basement apartments on the need for on-street parking in less dense areas;
- 3) That a report on the foregoing and related issues be brought forward for further discussion before the end of the year;
- 4) That option 3 be explored for new developments and that additional lay-by and regular street parking be considered in new block plans and that staff report back to a future Committee of the Whole with various opportunities to address future parking needs; and
- 5) That Communication C2, presentation material entitled, “Residential Parking Issues Consequent on the "New Urbanism", be received.

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Legal and Administrative Services and City Solicitor, the Commissioner of Planning, and the Director of Enforcement Services, recommend:

1. THAT this report and presentation from staff on parking issues in new residential communities be received; and
2. THAT Council provide direction on whether any of the potential solutions to the residential parking issue outlined in this report should be pursued further.

Contribution to Sustainability

Alternative development standards (ADS) contribute to the sustainability of the City by enhancing the livability of communities, reducing life-cycle cost of development, and result in the need for less municipal infrastructure. ADS support compact urban form which helps protect the natural environment by minimizing the consumption of land for development.

Economic Impact

There is no economic impact resulting from the recommendations of this report.

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 2, CW(WS) Report No. 24 – Page 2

Communication Plan

A communication plan may need to be developed to inform stakeholders of any change to on-street parking policies through media coverage, website postings, advertisement and print material.

Purpose

The purpose of this report is to provide Council with an assessment of the emerging parking issues resulting from the implementation of alternative design standards and more compact urban forms in the communities within OPA400/600, and provide potential solutions.

Background – Analysis and Options

Council, at its meeting on September 21, 2009, directed staff to bring forward to Council 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.

The Province issued alternative development standards (ADS) for new urban communities

In an effort to influence a shift to the development of more compact urban communities in the province, the Ministry of Housing and Municipal Affairs released a document entitled “Alternative Development Standards – Making Choices” in April 1995. The intent of ADS was to provide municipalities with a “suite” or “formula” of alternative engineering and development standards which could contribute to making new communities more diverse, compact, sustainable, cost effective, livable, transit supportive, pedestrian friendly, and with an improved “curb appeal”. The development of more compact urban communities also results in the more efficient use of land through narrow lot frontages, less requirement for municipal infrastructure, and helps to protect the natural environment by saving land from development.

The ADS document presents a range of alternative development standards in a comprehensive way. The document focused on design and servicing issues including lot sizes and frontages, siting of houses on lots, street pavement and right-of-way widths, the number and location of sidewalks, and on and off-street parking requirements all geared to provide more sustainable and compact urban communities.

The City adopted new road cross section standards for development in OPA400/600 in response to ADS

In December 1996, Council adopted alternative road cross section standards for the planned development in OPA400/600 areas. These alternative road standards used many of the concepts and design alternatives that were recommended in the ADS-Making Choices document. 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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 2, CW(WS) Report No. 24 – Page 3

These initial City ADS road cross sections have been used in the OPA 400 block development that preceded 2004, such as the Woodbridge Expansion Area, Blocks 10 and 33E, and part of Block 39. This initial local road standard cross-section (Standard Drawing B-9) includes a 17.5 metre right-of-way, an eight metre pavement (curb face to curb face) and no-symmetrical boulevard widths as shown on Attachment No.1. The one boulevard is 4.0 metres wide and the other is wider at 5.5 metres so it can accommodate a 1.5 metre wide sidewalk.

In January 2002, Council received a report entitled “Design Standards Review”, prepared by Brook McIlroy Inc. and Totten Sims Hubicki Associates, dated January 2002. This report provided a review of certain building issues related predominantly to smaller residential lots in OPA400/600 including narrow single detached, semi-detached and townhouse building forms. In addition, the Design Standards Review (DSR) examined the individual elements within the public and private realm and the interface and relationship between the two.

Based on the findings of the DSR, Council directed that certain aspects of the City's Zoning By-law be amended to achieve a higher quality of urban design objectives for the future communities in OPA400/600, in particular Blocks 11, 18, 33W, 39N and 40. In addition, the City's local road standards were also revised to complement and support the new urban design objectives. The notable changes in the road standard were the repositioning of the street trees to be between the sidewalk and the curb and the resulting relocation of the sidewalk closer to the property line as shown on Attachment No.2 (Standard Drawing B-12).

The City's Zoning By-law provides a balanced house to street relationship

The house to street relationship together with the on-street and on-lot parking accommodations are key considerations when establishing appropriate zoning and ADS standards. A shorter separation between building facades (face to face) across the street in an urban setting is considered desirable because it provides a more vibrant and active streetscape. In addition, the handling of on-lot parking can influence the public realm and the livability of the street. Accordingly, zoning requirements were established that were complementary and compatible with the new ADS road cross-sections and in keeping with the findings of the DSR.

With respect to parking, a typical car measures 5.8 metres in length. Accordingly, Zoning By-law 1-88 specifies a minimum setback to the face of garage ranging between 5.0 and 6.0 metres depending on whether a sidewalk crosses the driveway and which by-law schedule applies. These zoning standards would permit on-lot parking of one vehicle between the garage door and the property line or sidewalk. In practice, a lot with a two car garage would have sufficient room on the driveway to park two vehicles side by side without encroaching onto the sidewalk. Where there is no sidewalk on the boulevard, there would be sufficient room to park a total of four small vehicles (two vehicles in tandem) on a double driveway as shown on Attachment No.3. Narrower lots with only a single car garage and driveway would only have sufficient room to park one or two vehicles, respectively. Accordingly, there is insufficient room to park two vehicles in tandem on a single driveway where a sidewalk crosses the driveway.

The Zoning By-law also specifies that a minimum of two parking spaces be provided for small singles, semi-detached and townhouse units. Generally, this parking requirement is provided by one space in the garage and one on the driveway.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 2, CW(WS) Report No. 24 – Page 4

On-lot parking needs may exceed supply in some cases

Currently, the majority of households in Vaughan own more than one vehicle. Situations exist where a homeowner cannot make effective use of the garage for parking. On smaller lots with single car garages, 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. In many cases, the homeowner has no other alternative but to park the second vehicle on the driveway in such a manner that it overhangs the sidewalk or road curb, or park the vehicle on the roadway over night. Both these scenarios contravene the City's Parking By-law, and the homeowner is subject to fines.

Only a small percentage of homeowners are affected by on-lot parking limitations in Vaughan

The objectives of Official Plan 400/600 envision a mix of housing types in the new block communities. In practice, many of the block plans approved to date include predominantly lower density development. Based on a review of air photo and block plans, staff roughly estimate that there is on average approximately 15 percent narrow lots (small singles, semi and townhouse) with single car garages in the new communities of OPA400/600. Assuming that only half of the local roads within these communities have sidewalks on one side of the road, then about 3,000 units could potentially have an on-lot parking problem. Typically, these lot types are clustered together on a street or neighbourhood, which can accentuate the parking issue.

In January 2012, the Province introduced Bill 140; *The Strong Communities Through Affordable Housing Act*. This Legislation requires municipalities to implement official plan policies and zoning by-law provisions that allow second units (like basement apartments). With this new provincial act together with the City's intensification objectives, on-lot and on-street parking will become more critical in the future. Also, it is widely recognized that the demand for on-street parking is related to the density of development. In other words, in areas of higher density, the need for on-street parking increases.

A number of potential solutions to address the parking demand have been identified

Staff has reviewed a number of potential solutions to this parking demand problem including the following:

1. Relocation of the sidewalk closer to the curb to gain space on the driveway to try and achieve tandem parking
2. Increasing the garage setback to try and achieve tandem parking
3. Combination of 1 and 2 above
4. Amending the current zoning by-law to permit widening of driveway onto the front yard for the parking of a second vehicle on the lot
5. Permitting overnight on-driveway parking of vehicles that overhang the sidewalk between the hours of 11pm and 6am
6. Permitting on-street parking

These options are examined further in the next several paragraphs.

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 2, CW(WS) Report No. 24 – Page 5

Option 1 – Repositioning the sidewalk falls short of providing sufficient extra room to provide tandem parking on the driveway

Staff has reviewed the opportunities to move the placement of the sidewalk closer to the roadway to provide additional room on the driveway to accommodate the parking of two vehicles in tandem. The current local road standard locates the sidewalk at an offset of 1.0 metres from the property line as shown on Attachment No. 2. It is technically feasible to relocate the sidewalk to an offset of about 2.75 metres from the property line without negatively impacting other utilities or winter maintenance activities. This sidewalk offset was specified on the City's original ADS road standards (Attachment No.1), which were subsequently amended based on the recommendations of the Design Standard Review. If the current zoning set back to the face of the garage is maintained, then the shift in the sidewalk location would provide an effective driveway length of 8.75 metres. Given that a minimum driveway length of 11.5 metres is needed to accommodate the parking of two vehicles in tandem, a shift in the sidewalk location would not realize sufficient extra room on the driveway for a second car. In addition, the repositioning of the sidewalk on the boulevard closer to the road would negatively impact the urban design and urban streetscape as outlined in the 2002 DSR report. Staff anticipates there will be significant obstacles to implementing such a solution.

Option 2 - Increasing the garage setback will provide driveway parking opportunities but will impact the built form and streetscape

Another means of providing more space on the driveway would be to increase the setback to the face of the garage. The current garage setback under the Zoning By-law 1-88 ranges between 5.0 and 6.0 metres depending on whether a sidewalk crosses the driveway and which by-law schedule applies. Based on the City's current local road cross-section, an additional 1.0 metre of driveway is available on the boulevard between the sidewalk and property. Accordingly, based on current standards there is generally 7.0 metres of usable driveway available on each lot, which is sufficient to park one vehicle. A minimum driveway length of 11.5 metres is needed to accommodate the parking of two vehicles in tandem. Accordingly, the garage setback could be increased to 10.5 metres (an increase of 4.5 metres) to provide sufficient room for tandem parking. Although this may be technically feasible, increasing the setback to the garage will impact the building form and the urban streetscape along the street.

Pushing the garage further back will have a negative impact on the building floor plan design. It will considerably reduce the buildable area on the lot and result in a very narrow living space on the main floor and potentially on the second floor as well. Accordingly, it is anticipated that the building industry will raise concerns with this potential solution. From an urban design/streetscape perspective, the resulting jog in the building face and the additional on-lot parking will detract from the character and visual interest of the streetscape. Accordingly, this option significantly impacts the built form and streetscape.

Option 3 - A blended approach also impacts building form and streetscape

Applying a balanced approach, both the sidewalk placement and the garage setback could be adjusted to accommodate tandem parking. Based on the information presented above, the sidewalk could potentially be relocated to an offset of about 2.75 metres from the property line and the garage setback could be increased to 8.75 metres (an increase of 2.75 metres) to provide sufficient room for tandem parking on the driveway. However, this option will also have similar impacts as Options 1 and 2 above.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 2, CW(WS) Report No. 24 – Page 6

Option 4 - Parking on the front yard will impact streetscape

Some homeowners have opted to hard-surface a portion of the front yard next to the driveway to accommodate the parking of the second vehicle. This situation is currently prohibited through by-law because it results in a streetscape that is dominated by parked cars and driveways, which will greatly reduce the overall soft landscaping along the street. In addition, above ground utilities may be at greater risk of being damaged by vehicle strikes because of the sharp angle that reversing drivers must take to exit the front yard parking spot. For these reasons, permitting the construction of parking spaces in the front yard is not ideal.

Option 5 - Permit parked vehicles on the driveway to overhang the sidewalk over night will obstruct pedestrians

Staff also reviewed the potential to allow permit parked vehicles on the driveway to overhang the sidewalk between 11pm and 6am when pedestrian traffic is low. Under this scenario, the overhang from a vehicle would impact pedestrian movements, especially those persons in wheel chairs, persons with strollers and small children on bicycles. When faced with a vehicle over the sidewalk, pedestrian would have no alternative but to go onto the road to get around the car, which is inconvenient and potentially unsafe.

As every personal trip – made by walking, bicycle, public transit or motor vehicle – begins and ends on foot, the sidewalk is a key component of the public right-of-way. It provides opportunities for all residents in particular seniors, children in strollers, people in wheelchairs and others with limited mobility with a safe and accessible pedestrian connection to community services such as schools, parks, open spaces, businesses and transit. It also acts as an interface between the public and private realms, and can play a role in defining the urban character of a neighbourhood. A city's "walkability" is an important measure of the quality of its public realm, social and economic health and vitality.

Accordingly, obstructing a sidewalk regardless of the time of day goes against the City's objective of creating a walkable City.

Option 6 - On-street parking makes maximum use of the municipal infrastructure but must be managed

On-street parking makes maximum use of the municipal infrastructure and avoids excessive paved surfaces in the front yards, which impacts the overall streetscape. The ADS document suggests that "an 8.5 metre paved street (and on an 8.0m pavement in low traffic, low snowfall areas), a lane of parking can generally be accommodated along with two traffic lanes without impeding the traffic function or safety". In addition, on-street parking may improve safety by sending a message to drivers to slow down. The findings of the recent City Parking Standards Review encourage the use of on-street parking as a means of meeting demand.

A City-wide early morning parking prohibition (2am to 6am) has been in place for many years. While the intent of this may have been to allow for winter maintenance activities to take place, snow storms occur at all times of the day, and the City's response to such events is generally immediate. As such, the ongoing validity of this principle is now somewhat unjustifiable.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 2, CW(WS) Report No. 24 – Page 7

Should Council wish to consider the option of allowing on-street parking, the impacts on routine and winter road maintenance, waste management, emergency access, signage and pavement marking, location criteria, and parking zones need to be thoroughly reviewed through the development of a parking criteria. For example, to ensure that snow ploughs can get down the street, parking could only be permitted on one side of the street during the winter season. To reduce the need to haul and dispose of snow in the event of winters with heavy snowfall, parking should remain on the same side of the street during the entire winter period. Normally these would be the west and south sides of the street in order to maximize the solar snow melting process on the other side of the street. To allow for routine summer street sweeping, parking should alternate between sides on a predetermined basis.

Consideration also needs to be made as to whether or not to charge a permit fee for on-street parking. If a permit fee is charged, then the administrative requirements of implementing on-street parking increase significantly. Each street would need to be physically assessed by staff to determine how many parking spots there are on each side of the street, prior to issuing any permits. Given that there needs to be some alternation of parking for the reasons noted earlier, the lowest number of parking spaces is the maximum number of permits that could be issued. Having a no fee system, would make administration easier, and reduce implementation time, but would impact on potential revenues that an on-street permit parking system could bring in. Accordingly, a comprehensive cost/benefit analysis would need to be undertaken before moving forward with permit parking.

Another factor that needs further review is to determine what area(s) of the City an on-street parking system would apply. While the current situation may be limited to certain areas, with the legitimization of basement apartments, the need for parking may increase in all areas of the City.

Staff is seeking Council's direction on presented options

Staff has identified a number of potential solutions to address the apparent emerging parking issues resulting from the implementation of alternative design standards and more compact urban forms in some localized neighbourhoods within the OPA400/600 communities. Staff is seeking input from Council on whether any of these options should be pursued further.

Enhancing parking permits process may provide long term solution to managing on-street parking

In 2002 the City of Vaughan began offering overnight on-street visitor parking permits. Five permits are available per month, per household based on address at a cost of \$5.00 per permit. These permits are currently only available by attending City Hall Monday to Friday between 8:30am and 8:30pm. Visitor parking permit fees currently generate about \$5,000 annually. Expanding this program to address resident parking may an option.

Relationship to Vaughan Vision 2020/ Strategic Plan

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

Regional Implications

On-street parking on City roads may have implications to the Region if it negatively impacts the delivery of local transit.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 2, CW(WS) Report No. 24 – Page 8

Conclusion

Currently, the majority of households in Vaughan own more than one vehicle. Situations exist where a homeowner cannot make effective use of the garage for parking. On smaller lots with single car garages, this situation will result in the number of effective parking spaces being reduced to one where a sidewalk crosses the driveway. In this case, where a household has two vehicles, parking the second vehicle over night becomes a problem. This report outlines a number of potential options to address this residential parking issue. Staff is seeking Council's input on how to proceed in this regard.

Attachments

Attachment No.1 – Local Road Standard (Standard Drawing B-9)

Attachment No.2 – Current Local Road Standard (Standard Drawing B-12)

Attachment No.3 – Current Street View

Report Prepared By:

Andrew Pearce, Director of Development / Transportation Engineering, Ext. 8255

(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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 3, Report No. 24, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on May 29, 2012.

3 VISITOR PARKING PERMITS – TECHNOLOGY TO ENHANCE AVAILABILITY

The Committee of the Whole (Working Session) recommends:

- 1) That consideration of this matter be deferred and that a report be brought forward before the summer hiatus on a simple, customer friendly process for visitor parking permits; and
- 2) That the following report of the Commissioner of Legal and Administrative Services and City Solicitor, and the Director of Enforcement Services, dated May 22, 2012, be received.

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor, and the Director of Enforcement Services, in consultation with Information Technology Services and Purchasing, recommend:

That staff include the implementation of online and phone technology and automated plate recognition in the 2013 Budget Submissions.

Contribution to Sustainability

Not applicable.

Economic Impact

The set up costs to implement both an on-line and automated telephone visitor permit program are \$29,000 with ongoing annual costs estimated at \$27,530.

The cost of implementing automated license plate recognition technology is \$75,000. with ongoing annual costs estimated at \$15,000.

Communications Plan

Information regarding any changes to visitor parking permits process would be publicized through a news release on the City's website, e-news letter and Access Vaughan.

Purpose

This report is to provide further information regarding the potential technological enhancements to the existing visitor parking permit program.

Background - Analysis and Options

In 2002 the City of Vaughan began offering visitor parking permits for overnight parking. Five permits are available per month, per household based on address at a cost of \$5.00 per permit.

These permits are currently only available by attending City Hall Monday to Friday between 8:30am and 8:30pm. Visitor parking permit fees currently generate about \$5,000. annually.

Staff have undertaken a review of the options and potential costs of enhancing the visitor permit program to an online, telephone, or other remote-access system.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 3, CW(WS) Report No. 24 – Page 2

The City retained the services of Business Improvement Architects to review the processes available including benchmarking other municipalities..

The consultant's review was required to include the following:

- Review the software module used by the City's current vendor and ascertain cost and time to implement;
- Eliminate the need for paper printouts by linking the data to the officer's machines;
- Investigate the possibility of using the web for other permits, such as construction parking permits and animal licenses to help justify the cost;
- Residents that are not comfortable with online purchases should be provided with the option of still purchasing the permits at City Hall or phoning in their request. The phone in information would have to be downloaded to the handheld units.

Benchmarking Visitors' Parking Permits in other Municipalities

Vaughan is the only municipality that charges a fee for visitors permits. It also allows, by far, the most permits per year (60 per year).

TABLE # 1				
Municipality	Permits	Limit	Fee	How Obtained
Vaughan	Yes	60 per year (5 per month)	\$5.00 each	Attend City Centre
Markham	Yes	12 per year	NIL	Call during business hours, message before 1am *
Mississauga	Yes	14 per year	NIL	Call 7am-7pm after -hours speak to live representative *
Brampton	Yes	12 per year	NIL	Call 24/7, live dispatcher *
Windsor	No Visitor	N/A	N/A	N/A
London	No	N/A	N/A	N/A
Richmond Hill	Yes	5 per year	NIL	Call leave message *

* Information called in is downloaded real-time to officers hand-helds.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 3, CW(WS) Report No. 24 – Page 3

The consultant reviewed three options for enhancing the parking permit program:

- Online Permits
- Automated Voice Technology
- Permit “Hang Tags”

Online Permits

Online permit purchase would provide 24/7 service to the residents that have access to a computer. The license plate information and location would be sent real time to the handheld ticketing devices the officers are using. This could eliminate time, tickets, and staff resources wasted cancelling tickets issued inadvertently where an online permit had been issued during a shift. This provides improved customer service and the system enables the user to print a copy of the permit at home to display it in the vehicle.

Automated Voice Technology

Automated voice technology requires phone payment capability for permits. This service can be purchased through a third party offering live operators 24/7 and providing real time download of information to handheld devices in the field.

Permit “Hang Tags”

A Permit “hang tag” is a permit that would be purchased at City Hall only and hangs on the mirror of the permitted vehicle.

Permit hang tags do not provide any automation to the process. The permits are still issued manual and only in person at, and the data is not electronically downloadable to the officers’ handhelds. There would be no advantage to introducing this option.

Sourcing the Technology

Following the review of the consultant’s recommendations and information, staff circulated a Request for Information to the parking software industry to better ascertain the options available and potential costs.

Four vendors provided information. The information received was not complete, either lacking cost projections, or not quoting on all aspects of the request.

Armed with the results of the RFI, staff met with the current vendor, Group Techna, which is the City’s vendor of record for parking enforcement hardware and software, online ticket payment and animal licensing, to obtain cost estimates for the options of online purchase and automated telephone purchases.

The estimated costs are set out in Table #2. There is also a cost of \$2.00 per permit for the online system, and \$3.50 for automated telephone system which would need to be paid out of the fee charged to the resident.

The vendor’s estimate includes:

- 1) Online module that will maintain the current visitor permit program. The information on the permitted vehicle will be downloaded in real time to the officers’ handhelds;

It is anticipated that the tool would be hosted by the vendor but would be seamless to the user.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 3, CW(WS) Report No. 24 – Page 4

The system would be PCI compliant.

- 2) The vendor has partnered with another company that offers phone purchase capability for permits. This company offers live operators and would provide real time download of the information. Due to the volume being relatively small, there is a fee of \$700. per month and \$3.50 per permit to cover their costs.

The cost of implementing this solution will likely not be offset by permit revenue, which is quite modest at present. However, the solution offers full automation of the visitor parking permit process and is scalable in the event that parking permits evolve across the City in the future.

ONLINE AND PHONE IN COSTS		
	Start Up Costs	Annual Costs
Online Module	\$ 27,000.	
Handheld Licenses		\$4,130.
Training	\$ 2,000.	
Voice Technology (Monthly)		\$ 8,400.
Maintenance Agreement		\$ 4,000.
Data Plan Handhelds		\$11,000.
Total	\$29,000.	\$27,530.

Additional Technology To Cost-Effectively Scan Vehicle Plates

Parking permits have the potential to impact on enforcement productivity. Time can be lost by commencing the ticketing process, only to find out a permit has been issued. This can be minimized through the introduction of technology which 'reads' which vehicles (parked along a street) have obtained a visitor's permit.

An estimate to obtain this technology has been obtained. The technology, used by a number of enforcement agencies in North America, is called Automated License Plate Recognition (ALPR). It allows enforcement officers to 'read' up to 8,000 license plates per shift. The system then notifies the driver of vehicles that do not have permits. This provides a very efficient process, as only those vehicles that do not have permits are flagged. The software also has the capability to identify repeat offenders, or those that have delinquent penalties. This could allow for additional enforcement actions, such as towing repeat offenders.

The cost to equip 3 parking enforcement vehicles with the hardware and software is estimated at \$75,000. (for three units to equip three vehicles). In addition, there will be an annual maintenance cost of approximately \$15,000.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 3, CW(WS) Report No. 24 – Page 5

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, this report will provide service excellence.

Regional Implications

Not Applicable.

Conclusion

There are technological solutions available to enhance the visitor parking permit process. In the event Council supports implementation of some or all of these technologies, these would be included as Additional Resource Requests for consideration in the 2013 Budget process.

Attachments

None

Report prepared by:

Tony Thompson

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 4, Report No. 24, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on May 29, 2012.

4

OTHER ITEMS CONSIDERED BY THE COMMITTEE

4.1 RECESS & RECONVENE

The Committee of the Whole (Working Session) recessed at 12:00 p.m. and reconvened at 12:37 p.m., with the following Members present:

**Regional Councillor Deb Schulte, Chair
Hon. Maurizio Bevilacqua, Mayor
Regional Councillor Gino Rosati
Councillor Tony Carella
Councillor Rosanna DeFrancesca
Councillor Marilyn Iafrate
Councillor Sandra Yeung Racco
Councillor Alan Shefman**