

COMMITTEE OF THE WHOLE (WORKING SESSION) OCTOBER 28, 2008

**STREET NAMING POLICY FOR PUBLIC LANEWAYS
CITY OF VAUGHAN
FILE 4.8**

Recommendation

The Commissioner of Planning and the Commissioner of Engineering and Public Works in consultation with the Fire Chief and City Clerk recommend:

1. THAT the policy respecting Street Naming be amended to include the identification of all existing and future public laneways, numerically (eg. Laneway V1 with "V" representing "Vaughan"), and that "Laneway" be present in all names.
2. THAT the estimated one-time cost of \$20,100 (eg. approximately 67 signs at \$300 per sign) that will be required by the Public Works Department to install the identification signs for the 33 existing assumed laneways be referred to the 2009 budget deliberations.
3. THAT Council direct the City Clerk to initiate the Street Name Change procedure to assign identification to the existing laneways that have been dedicated as public highway, upon the funds being approved through the budget process.
4. THAT for laneways in unassumed subdivisions, the developer be instructed to supply and install the identification signs at the cost of the developer, to the satisfaction of the City.

Economic Impact

Should Council direct staff to name the 33 existing assumed laneways, approximately 67 signs would need to be installed by the Public Works Department at a total estimated cost of \$20,100 (eg. 67 signs x \$300/sign). This one-time budget request from the Public Works Department would need to be referred to the 2009 budget deliberations.

The subdivision developer would be responsible for supplying and installing the identification signs (21) for the existing unassumed laneways (11) prior to assumption of the subdivisions, at the cost of the developer, to the satisfaction of the City.

All future identification of laneways in unassumed subdivisions will be the responsibility of the developer to supply and install the identification signs at their cost, to the satisfaction of the City.

Communications Plan

The Municipal Act requires the Municipality to locally advertise the by-law that would change the identification of a laneway. In Vaughan, this by-law is placed in the City Page, at no additional cost to the municipality.

Background – Analysis and Options

On January 28, 2008, Vaughan Council resolved the following:

“That the Planning Department, in conjunction with the Fire Department and Development/Transportation Engineering Department, be requested to review the Street Naming Policy with respect to the potential inclusion of public laneways and to report to a future Committee of the Whole meeting.”

There are currently 44 existing public laneways in the City of Vaughan as shown on Attachments #1 to #5 inclusive. They are identified or named on the Registered Plans of Subdivision as either "Laneway A" or similar, or as "Block 175" or similar. There are multiple referenced Laneway A's in the City and within the Region, and it is possible there is more than one Laneway 'A' in the same neighbourhood. However, there are no actual street name signs posted at these laneways. This situation could pose a safety concern in the event of any type of emergency.

Of the 44 existing laneways, 33 laneways have been assumed by the municipality, and there are 11 unassumed laneways. Approximately 67 signs would be required for the assumed laneways, and 21 signs for the unassumed laneways.

Comparison with Other Municipalities

The Development Planning Department has researched the laneway naming procedures in the surrounding municipalities that have laneways and can advise as follows:

MARKHAM	RICHMOND HILL	TORONTO	OAKVILLE	MISSISSAUGA
Name the laneways only if addressing is required	Name the laneways using consecutive letters in the alphabet ie: Laneway A, Laneway B	Do not name laneways but are considering it	Name the laneways numerically ie: Laneway 1, Laneway 2	Name the laneways

Laneway Identification

The Vaughan Fire Department and Development/Transportation Engineering and Public Works Departments concur with the Development Planning Department that all existing and future laneways should be identified and signed at each end of a laneway in the event of any type of emergency. The Region of York has indicated that there should not be duplicate names within the Region to address the concerns surrounding dispatch by emergency responders. The Vaughan Fire Department has indicated that either numerical or a name be used, and that alpha be discouraged given the limited number of letters in the alphabet.

To address the above comments, the Development Planning Department is of the opinion that alpha names not be used; the word "Laneway" be present in all names; and, that if laneways are to be identified numerically, then a "V" for "Vaughan" be placed in front of the number (eg. Laneway V1) to distinguish this laneway from any other in the Region, which is supported by the Region of York.

The pros and cons of the numerical versus name options are as follows:

OPTION	PROS	CONS
1. Numerical	<ul style="list-style-type: none"> a) Consecutive numbering of laneways b) public input not required to choose a name, therefore, no anticipated additional costs of holding public meetings c) no duplication in York Region when "V" for "Vaughan" is placed in front of the number d) numerical name (eg. Laneway V1) would emphasize the secondary nature of the public laneway in comparison to the primary named addressed public street e) numeric name is easily identifiable, and is supported by Region of York and Vaughan Fire Department 	<ul style="list-style-type: none"> a) laneway name is generic and uninteresting
2. Name	<ul style="list-style-type: none"> a) public has input, if the City's unapproved list of street names is not used b) no duplication in York Region c) name is supported by Region of York and Vaughan Fire Department 	<ul style="list-style-type: none"> a) likely additional costs (undeterminable at this time) associated with holding public meetings, if the City's unapproved list of street names is not used

Laneway identification for future laneways can be assigned by the Development Planning Department, together with the street names chosen by the developer for their subdivision. Both the laneway identification and street names will need to be verified by the Region of York. The developer would be responsible for the costs of supplying and installing the laneway signage as a condition of development approval. Should the policy to name laneways be approved, the appropriate revisions would be made to the City's Engineering Standards and to the Subdivision Agreement template.

Relationship to Vaughan Vision 2020

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

Regional Implications

The Region of York Planning Department does not have any objection to the policy of identifying public laneways, provided there is no duplication of identification within the Region.

Conclusion

The Development Planning Department has reviewed the appropriateness of identifying Vaughan's 44 existing laneways and all future laneways, and has consulted with the City's Fire, Engineering/Transportation, Public Works and City Clerk's Departments and the Region of York Planning Department, and has reviewed the practices of other municipalities with laneways. The Development Planning Department is recommending that all existing and future laneways should be identified and signed at each end of a laneway in the event of any type of emergency.

Should the Committee concur, the Development Planning Department will revise the Street Naming Policy to include the identification of public laneways, and that "Laneway" be present in all names. Through this report, the Development Planning Department is recommending that the preferred method of naming public laneways be numerical (eg. Laneway V1 with the "V" representing "Vaughan").

The estimated one-time cost of \$20,100 (eg. approximately 67 signs at \$300 per sign) that will be required by the Public Works Department to install the identification signs for the 33 existing assumed laneways should be referred to the 2009 budget deliberations.

The subdivision developer would be responsible to supply and install the identification signs (21) for the existing unassumed laneways (11) prior to assumption of the subdivisions, at the cost of the developer, to the satisfaction of the City.

All future identification of laneways in unassumed subdivisions will be the responsibility of the developer to supply and install the identification signage at their cost, to the satisfaction of the City.

The City Clerk should also initiate the process of renaming the 44 existing public laneways (from that shown on the Registered Plan of Subdivision), upon the funds being approved through the 2009 budget deliberations, and any proposed laneway identification will need to be verified for suitability by the Region of York to avoid any name duplication.

Attachments

1. Location Map of City Laneways – Sonoma Heights, Block 53
2. Location Map of City Laneways – Block 17
3. Location Map of City Laneways – Thornhill Woods, Block 10
4. Location Map of City Laneways – Block 33 East
5. Location Map of City Laneways – Block 39

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Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

BILL ROBINSON
Commissioner of Engineering/Public Works

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Location Map of City Lanes - Sonoma Heights (Block 53)

City of Vaughan
The City Above Toronto
Development Planning Department

Attachment 1
August 13, 2008

— Assumed
- - - Unassumed

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Location Map of City Lanes - Block 17



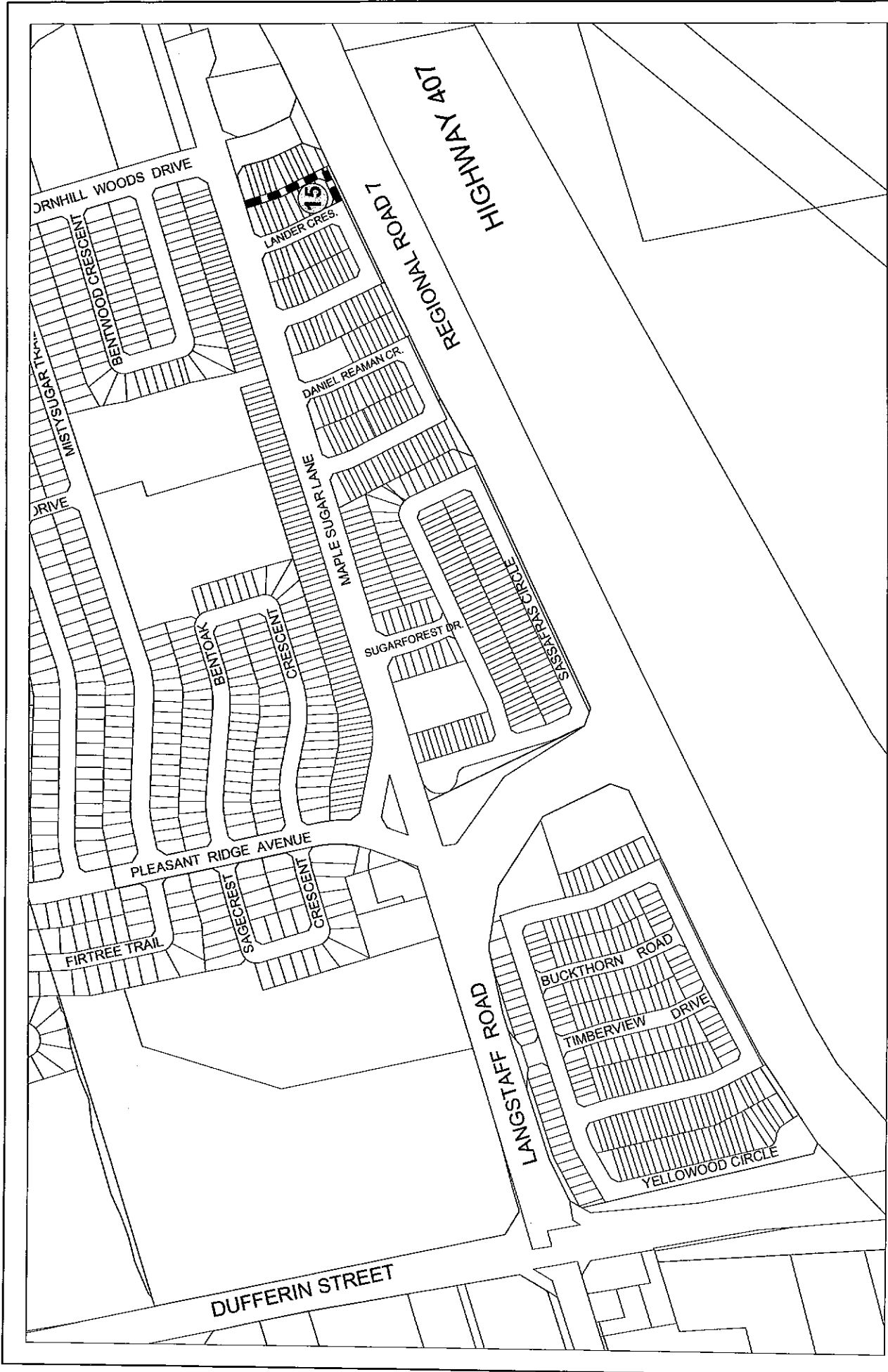
The City Above Toronto
Development Planning Department

Attachment

August 13, 2008

2

— Assumed
- - - Unassumed



Assumed
 Unassumed



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 Development Planning Department

**Location Map of
 City Lanes -
 Thornhill Woods (Block 10)**

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**Location Map of
City Lanes -
Block 33 East**



The City Above Toronto
Development Planning Department

Attachment 4

August 13, 2008

- Assumed
- - - Unassumed

