



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	July 9, 2015
SUBJECT/REPORT NO:	Sidewalk Construction Policy - California Curbs (PW14067a) - (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Gary Moore (905) 546-2424, Extension 2382 Gary Kirchknopf (905) 546-2424, Extension 7217
SUBMITTED BY:	David Dixon Acting General Manager Public Works Department
SIGNATURE:	

Council Direction:

At the June 25, 2014, Public Works Committee, (Report PW14067, Sidewalk Construction Policy – California Curbs), approved recommendations, “that the current sidewalk approach standards, including the California Style approach, continue to be applied with the priority of maximizing the benefit to the pedestrian and that in sidewalk retrofit situations, the area Councillor be advised of choices being recommended where a standard needs to be modified”. The report also recommended that staff further investigate any implications and necessary by-law changes to address the taper length issue and report back to the Public Works Committee.

Information:

The initial report had noted that the slopes located at driveway entrances could be lessened by widening or lengthening the taper lengths along the front edge of the sidewalk. However, consultation with Parking Services and Bylaw Enforcement on the effect this would have on parking and potential parking tickets was needed. This report deals with that issue.

On-Street Parking Bylaw # 01-218, Section 13. (1) of the “General Stopping Prohibitions” states that no person shall stop any vehicle: (d) in front of or within forty-five (45) centimetres (18 inches) of either side of a driveway to residential premises having not more than three dwelling units, or in front of or within one (1) metre (3ft.) of either side of any other driveway, vehicle approach ramp, shipping entrance, lane or alley;

Parking Enforcement Officers are trained to consistently enforce the General Stopping Prohibitions By-law related to “parking to close to a residential driveway”, to ensure a set, minimum clearance distance is maintained. Enforcement Officers commence this measurement distance from the top point (highest point) of any approach slope and measure forty-five (45) centimetres (18 inches) away from this point to provide the required clearance area from any driveway approach ramp.

Parking Services staff confirmed that an extension to the existing taper length or widening to the “back of curb” (which is the slope portion of the approach) to any existing driveway approach designs including the “California style” approach would have a negative impact to “on-street” parking. The total number of legal “on-street” parking spaces would be reduced, in addition to the potential of increased parking violations, resulting from vehicles parking within the clearance area of the new wider driveway approach.

As such, prior to implementation of any new sidewalk proposals using the new wider slope driveway approach design, consideration must be taken on the existing number of “on-street” parking spaces affected. The new wider approach design should only be applied to areas of the city where “on-street” parking demand is not at a premium. Thus, avoiding any negative impacts to an area, by reducing the total number of legal “on-street” parking spaces on a roadway.