

Driveway Widths and On-Street Parking Issues on Dalesford Road, Gala Lane and Mendota Road at Berkley Developments Townhouse Site

Date:	October 23, 2009
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District Director, Transportation Services, Etobicoke York District
Wards:	Ward 5 – Etobicoke - Lakeshore
Reference Number:	06 127508 WET 05 OZ

SUMMARY

This report addresses a request made by the Etobicoke York Community Council at its meeting of October 13, 2009 for the Directors of Community Planning and Transportation Services, Etobicoke York District to report to the November 10, 2009 Etobicoke York Community Council meeting on matters of driveway widths for townhouse units with double garages and on-street parking issues on Mendota Road, Gala Lane and Dalesford Road as they relate to the subject site.

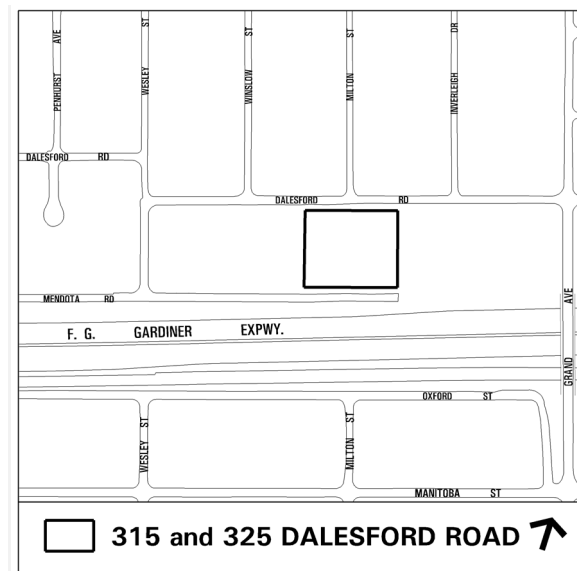
Community Planning and Transportation Services staff do not support a further widening of the driveway widths for this development.

Financial Impact

There are no financial implications.

DECISION HISTORY

On May 29, 2007 the Etobicoke York Community Council considered a Final Recommendation’s report from the



Director of Community Planning, Etobicoke York District, recommending approval of a 39 unit townhouse development.

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-3717.pdf>)

The Director of Community Planning, Etobicoke York District, was requested to report back to the June 19, 20 and 22, 2007 City Council meeting in regard to amendments suggested by the applicant to staff's recommendations and site-specific by-law in the Final Report. Two of the proposed amendments suggested by the applicant dealt specifically with front yard requirements and driveway widths leading to the integral garages of the townhouses.

Background

Staff's Final Report submitted to the May 29, 2007 Community Council meeting dealt with the approval of 39 townhouse units at the subject site. Specific to driveway widths, staff recommended that front yards:

- a) Provide driveway widths to each townhouse unit that do not exceed a width of 3.0 metres, measured at the curb line; and
- b) The remaining front yard shall consist of landscaping, 75 per cent of which shall consist of 'soft' landscaping. Walkways and hard surface landscaping and paving shall be separated from driveways by means of continuous poured raised concrete curb.

The originally suggested recommendation (above) from staff in the Final Report was specifically added to the by-law to ensure that: the number of curb cuts were minimized at the public street; an appropriate amount of landscaping was provided at the frontage of the development; and a larger soft landscaping area was provided for the appropriate growth of trees in the public boulevard and for more efficient natural stormwater management.

Between the May 29, 2007 Community Council and the June 19, 20 and 22, 2007 City Council meetings, the applicant submitted a request for consideration of suggested amendments to the draft by-law. The applicant's suggested changes to the above front yard recommended requirements were the following:

“Provide driveway widths to each townhouse unit that do not exceed a width of 3.05 metres measured at the curb line, for driveways leading to one townhouse unit and provide driveway widths to each townhouse unit that do not exceed a width of 6.1 metres measured at the curb line, for driveways leading to two townhouse units. For all townhouse units, the driveway can be widened beyond the curb line to a width that is necessary to facilitate access to garages that have a garage door of no more than 5 metres.”

Community Council requested that planning staff assess the proposed changes and report back to City Council with a recommendation.

On June 19, 20 and 22, 2007, City Council considered the report from the Director of Community Planning, Etobicoke York District, dated June 19, 2007, that responded to the request from Community Council.

<http://www.toronto.ca/legdocs/mmis/2007/cc/bgrd/ey6.36a.pdf>

After carefully assessing the applicant's request, staff recommended that the original staff recommendation was appropriate and no further amendments should be made to the driveway widths.

Contrary to staff's recommendations, City Council approved the changes suggested by the applicant.

COMMENTS

There has been a request from some of the owners of the townhouses to further widen driveways on private property and in the municipal boulevard.

Landscaping and Streetscape

Community Planning and Transportation Services staff did not support the applicant's suggested revisions in 2007 and do not support further widening to the driveway widths on private property or in the municipal boulevard. Staff are of the opinion that the soft landscaping for the front yards for the subject development is already deficient.

Staff emphasize that the large garages that were approved as part of this development are unusual for residential townhouses with such narrow property frontages. This design typically results in wide driveways with little front yard area available for landscaping. The end result is a streetscape that is dominated by one large curb cut with virtually no significant landscaping, and with little opportunity for on-street parking due to inadequate spacing between curb cuts.

Further widening of curb cuts and access driveways will result in the reduction of available "soft" landscaping to provide an attractive streetscape for existing and future residents and to support the healthy growth of boulevard vegetation, with the associated storm water management benefits.

On-Street Parking

Transportation Services confirms that wider curb cuts will also result in less curb available to accommodate on-street visitor parking. This is a significant issue given that the amount of on-street visitor parking in this development and especially on Gala Lane is at a minimum, due to the already large driveway widths.

Presently, parking is prohibited: on the south side of Dalesford Road, from Grand Avenue to Wesley Street; on the north side of Dalesford Road, between Grand Avenue to a point 152.5 metres west, from 8:00 a.m. to 5:00 p.m. Monday to Friday; on the north

side of Dalesford Road, adjoining a nine metre section of the public park located between Wesley and Winslow Streets; and on the north side of Mendota Road, between Wesley Street and the east limit of the road.

Parking is permitted on the north side of Dalesford Road, between Wesley Street and a point 152.5 metres to the east.

Currently, there are 27 on-street parking permit stalls existing on the south side of Mendota Road, from Wesley Street to a point 180 metres to the east. Parking is permitted from this point to the east limit of Mendota Road. The on-street parking permit stalls on Mendota Road are street-specific and parking permits are not available to residents of this development who do not have a Mendota Road address.

Given the existing conditions, there appears to be little opportunity to increase the supply of on-street parking stalls in the area to any significant extent.

Based on the approved landscape plans for this development, approximately eight on-street parking stalls can be provided along the Gala Lane road frontage. Allowing wider driveways will substantially reduce the supply of on-street parking on Gala Lane, decreasing the amount of curb space available for on-street parking.

CONTACT

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SIGNATURE

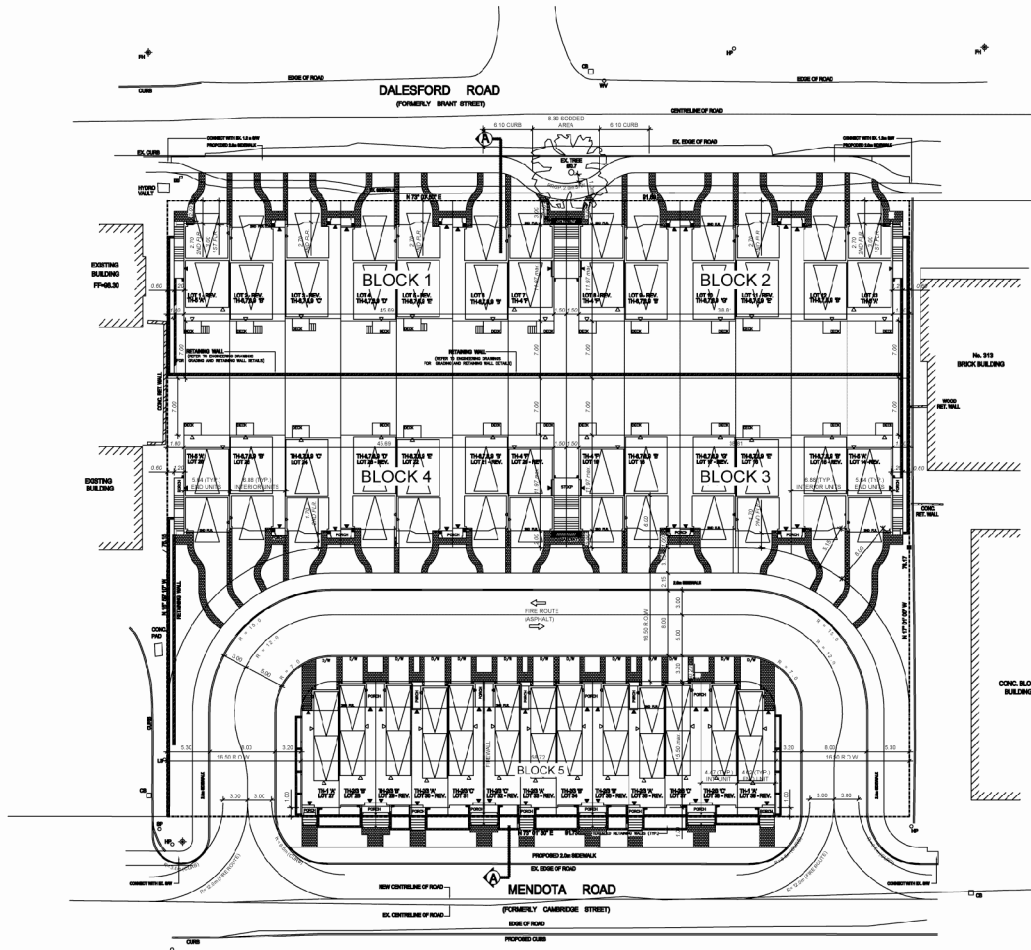
Gregg Lintern, MCIP, RPP
Director, Community Planning
Etobicoke York District

John Niedra, Director
Transportation Services
Etobicoke York District

Attachments

- Attachment 1: Site Plan
- Attachment 2: Picture – North Side of Gala Lane
- Attachment 3: Picture – Typical Curb Cut as Currently Approved
- Attachment 4: Picture – Landscaping Area
- Attachment 5: Picture – South Side of Gala Lane
- Attachment 6: Picture - Dalesford Road (looking east)

Attachment 1: Site Plan



Site Plan

315-325 Dalesford Road

Applicant's Submitted Drawing

Not to Scale
04/23/07



File # 06_127508

Attachment 2: Picture – North Side of Gala Lane



North Side of Gala Lane

315 - 325 Dalesford Road

10/22/09

Not to Scale



File # 06_127508

Attachment 3: Picture – Typical Curb Cut as Currently Approved



Typical Curb Cut As Currently Approved

315 - 325 Dalesford Road

10/22/09

Not to Scale



File # 06_127508

Attachment 4: Picture – Landscaping Area



Landscaping Area

10/22/09

Not to Scale



315 - 325 Dalesford Road

File # 06_127508

Attachment 5: Picture – South Side of Gala Lane



South Side of Gala Lane

10/22/09

Not to Scale



315 - 325 Dalesford Road

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Attachment 6: Picture - Dalesford Road (looking east)



Dalesford Road

315 - 325 Dalesford Road

10/22/09

Not to Scale



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