



TO: GENERAL COMMITTEE

SUBJECT: ANDEAN LANE SIDEWALK REMOVAL FEASIBILITY

WARD: 7

PREPARED BY AND KEY CONTACT: B. GRATRIX, P.ENG., SENIOR PROJECT MANAGER – TRANSPORTATION PLANNING, EXT. 5117

SUBMITTED BY: F. PALKA, SENIOR MANAGER DEVELOPMENT SERVICES

GENERAL MANAGER / EXECUTIVE DIRECTOR APPROVAL: M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That Staff Report DEV048-24 concerning Andean Lane Sidewalk Removal, be received for information purposes.

PURPOSE & BACKGROUND

2. On May 15, 2024, City Council adopted motion 24-G-117 regarding BEAR CREEK RIDGE SUBDIVISION – RESIDENTIAL PARKING CONTROL (WARD 7) as follows:

“3. That staff in Development Services investigate the feasibility of removing the sidewalk on Andean Lane and report back to General committee regarding the implications.”
3. The purpose of the motion is to examine opportunities to increase parking availability for residents on Andean Lane by removing the existing sidewalk.
4. As part of the development of the Hewitt’s and Salem Secondary Plans, the local development community requested the City to permit laneways to support a more compact built form, increased density and affordability. Laneways were previously not permitted in residential subdivisions.
5. Andean Lane is located in the Bear Creek Ridge subdivision, which is in the Salem Secondary Plan. This is the first development to be completed and occupied that includes a laneway. Refer to Appendix “A” for a map of the subdivision and aerial imagery.
6. Laneways differ from local streets as they feature a narrower right-of-way and smaller road platform. Appendix “B” illustrates City standard cross-sections for local streets and laneways.

7. The table below highlights key differences between local streets and laneways. Andean Lane is a 12m Laneway.

	18m Local Residential	12m Laneway	8m Laneway
Right-of-way width	18m	12m	8m
Road pavement width ¹	8m	7m	6m
Fire access clear width (requirement)	6m	6m	6m
Width available for parking ²	2m	1m	0m
Parking Permissions	one-side only	no parking	no parking
Sidewalk	one-side ³	one-side	none ⁴

1 – road platform width is the width of the paved surface (edge of pavement to edge of pavement)

2 – 2m cross-sectional width (at minimum) is required to accommodate on-street parking

3 – with exception in proximity to high trip generators, such as schools, where sidewalks may be required on both sides

4 – units on 8m laneways would front higher order-streets with sidewalks

8. By design, laneways feature a narrower road platform. The narrower platform does not have space for on-street parking as the pavement must accommodate a 6m fire access clear width.
9. Parking standards in accordance with the City’s Zoning By-law for residential units on Andean Lane:

	Zoning By-law Minimum Parking Standards	Provided
West Side Residential Units	1.5 space per dwelling unit	2 spaces – 1 in garage, 1 in driveway
East Side Residential Units	1.5 space per dwelling unit	2 spaces – 2 in driveway (tandem parking)

10. Residential units on the west side of Andean Lane are dependent on the sidewalk on Andean Lane as these units are back-to-back townhomes. Residential units on the east side of Andean Lane will have future access to a sidewalk on Essa Road when widening occurs (forecasted to be completed post-2041); however, given the duration until implementation, these units are also considered dependent on the sidewalk on Andean Lane.
11. The City is committed to road safety, accessibility and being an age-friendly City. The provision of sidewalks, which creates a designated space for pedestrians that is physically separated from travelling vehicles is a critical safety feature of streets within urban municipalities. Sidewalks serve as safe spaces for all pedestrians including vulnerable users such as children, senior citizens and those with accessibility challenges.

ANALYSIS

12. Two sidewalk removal scenarios were considered:
- a) Driveway lengthened.
 - b) Andean Lane widened.

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13. The City's Zoning By-law minimum parking space length is 5.5m. Typical lengths of common vehicles:
- full-size pickup (crew cab, short bed) 5.9m in length
 - compact cross-over 4.7m in length
 - compact car 4.7m in length

Scenario A – Driveway Lengthened

14. This scenario considers the removal of the sidewalk and lengthening the driveway to the existing curb. This would extend the driveway length from approximately 8m to 9.5m (this figure includes a portion of the City's right-of-way).
15. This scenario would require a new capital project funded by the City, which would include engineering consultant, staff, and construction costs. High-level construction tasks would include:
- a) Removal and disposal of existing sidewalk
 - b) Removal and disposal of existing sidewalk granular base (in non-driveway locations)
 - c) Removal and disposal of private driveway asphalt (full length, west side)
 - d) New topsoil and sod (west side)
 - e) Repave residential driveway (full length, west side)
16. The estimated cost to complete this work is \$500,000.00.
17. This increase in length would not result in the creation of additional parking spaces when considering the Zoning By-law parking dimension requirements or the physical dimension of common vehicles. Two compact vehicles placed bumper-to-bumper is 9.4m in length and does not include any allowance for clearance between vehicles, building face, and edge of road.

Scenario B – Sidewalk Removed and Laneway Widened

18. This scenario considers the removal of the sidewalk and widening Andean Lane to allow for on-street parking. Andean Lane is presently 7m in width, removing the sidewalk would increase the street width to 8.5m.
19. This scenario would require a new capital project funded by the City, which would include engineering consultant, staff, and construction costs. High-level construction tasks would include:
- a) Removal and disposal of existing sidewalk
 - b) Removal and disposal of existing roll curb and gutter
 - c) Removal and disposal of private driveway asphalt (full length, west side)
 - d) Relocation of existing catchbasins
 - e) Extension of catchbasin leads

- f) Excavation and placement of granular road base (in widened area)
 - g) New roll curb and gutter
 - h) New base course asphalt (in widened area)
 - i) Milling and top course asphalt (full street)
 - j) Repave residential driveway (full length, west side)
 - k) Topsoil and sod (west side)
20. The estimated cost to complete this work is \$1,000,000.00.
21. The widening of Andean Lane would create five (5) on-street parking spaces on Andean Lane (5.5m in length, 1.5m clearance from driveways).

Other Scenarios Considered

22. Converting Andean Lane to a one-way street was considered; however, this change does not address the physical width of the pavement and would not create space for on-street parking.

	12m Laneway – Two-Way Travel	12m Laneway – One-Way Travel
Road pavement width	7m	7m
Fire access clear width (requirement)	6m	6m
Width available for parking	1m (insufficient)	1m (insufficient)

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

23. There are no environmental and/or climate change impact matters related to the recommendation.

ALTERNATIVES

24. Staff do not recommend the removal of the existing sidewalk on Andean Lane as it does not align with City priorities of road safety, accessibility, being an age-friendly community, and compromises the safety of pedestrians, which include the most vulnerable road users. However, two alternatives are available for Council to consider.
25. Scenario A to remove the sidewalk and lengthen the driveways on Andean Lane, as described through Paragraphs 14 to 17, at a cost of approximately \$500,000.00. This scenario does not provide additional parking.
26. Scenario B to remove the sidewalk and allow for on street parking, as described through Paragraphs 18 to 21, at a cost of approximately \$1,000,000.00. This scenario provides five (5) additional on-street parking spaces.

FINANCIAL

27. There are no financial implications for the Corporation resulting from the proposed recommendation.



LINKAGE TO 2022-2026 STRATEGIC PLAN

28. The recommendation included in this Staff Report is not related to the goals identified in the 2022-2026 Strategic Plan.

APPENDIX "A"

Map of Andean Lane

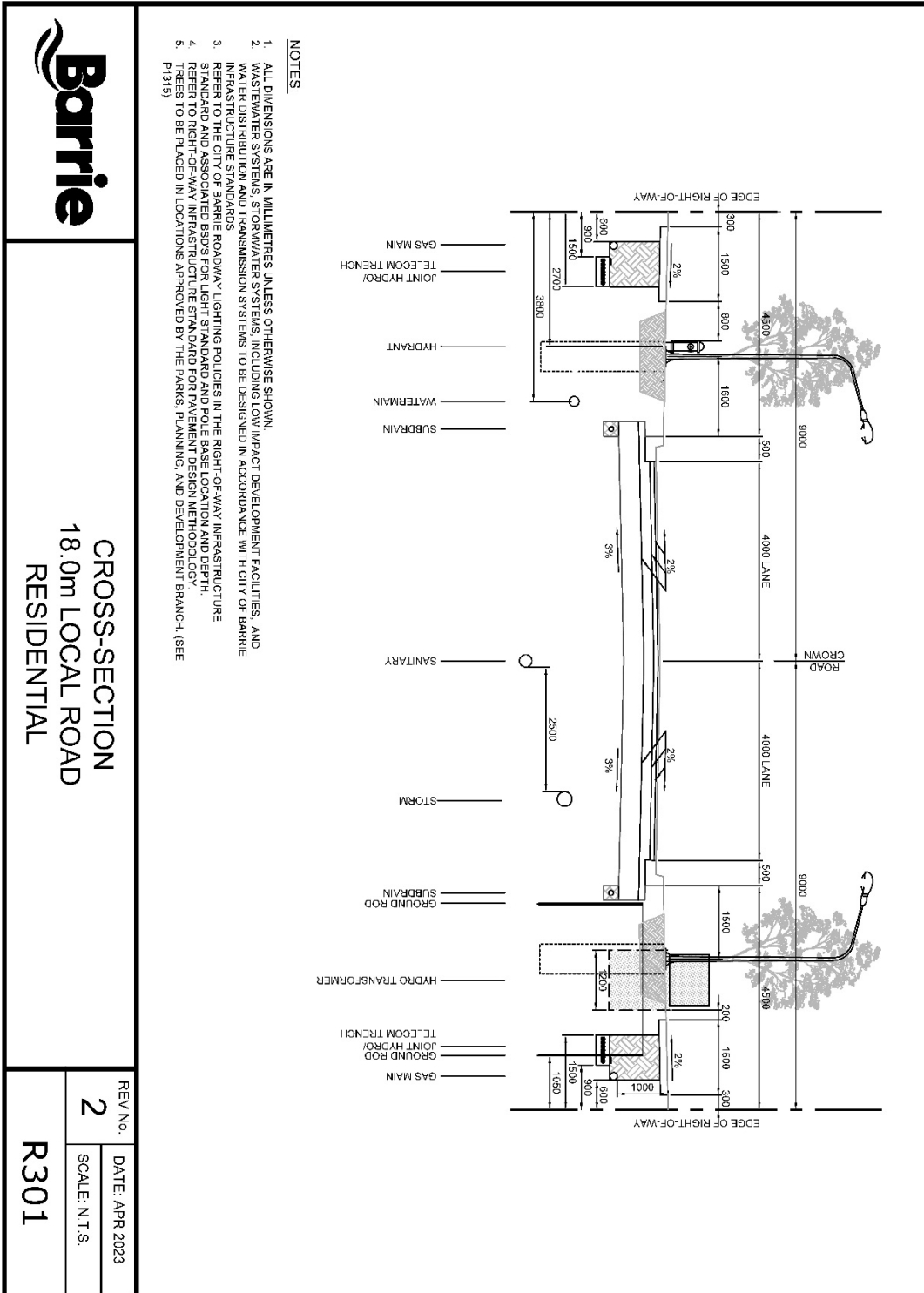


Aerial Imagery of Andean Lane

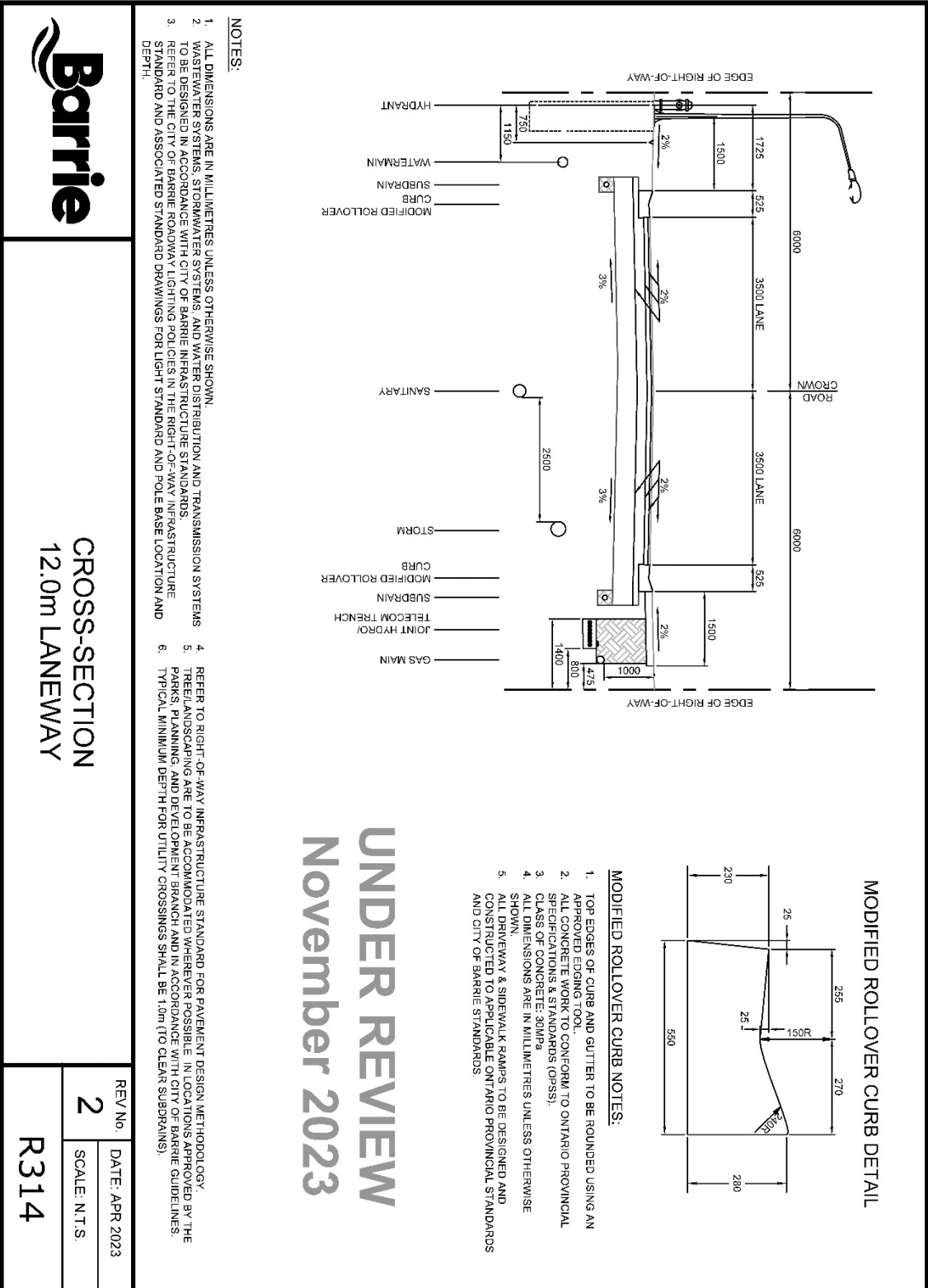


APPENDIX "B"

18m Local Road Cross-Section



12m Laneway



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
2. WASTEWATER SYSTEMS, STORMWATER SYSTEMS, AND WATER DISTRIBUTION AND TRANSMISSION SYSTEMS TO BE DESIGNED IN ACCORDANCE WITH CITY OF BARRIE INFRASTRUCTURE STANDARDS.
3. REFER TO THE CITY OF BARRIE ROADWAY LIGHTING POLICIES IN THE RIGHT-OF-WAY INFRASTRUCTURE STANDARD AND ASSOCIATED STANDARD DRAWINGS FOR LIGHT STANDARD AND POLE BASE LOCATION AND DEPTH.
4. REFER TO RIGHT-OF-WAY INFRASTRUCTURE STANDARD FOR PAVEMENT DESIGN METHODOLOGY.
5. TREELANDSCAPING ARE TO BE ACCOMMODATED WHEREVER POSSIBLE. IN LOCATIONS APPROVED BY THE PARKS, PLANNING AND DEVELOPMENT BRANCH AND IN ACCORDANCE WITH CITY OF BARRIE GUIDELINES.
6. TYPICAL MINIMUM DEPTH FOR UTILITY CROSSINGS SHALL BE 1.0m (TO CLEAR SUBDRAINS).

MODIFIED ROLLOVER CURB NOTES:

1. TOP EDGES OF CURB AND GUTTER TO BE ROUNDED USING AN APPROVED EDGING TOOL.
2. ALL CONCRETE WORK TO CONFORM TO ONTARIO PROVINCIAL SPECIFICATIONS & STANDARDS (OPSS).
3. CLASS OF CONCRETE: 30MPa
4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
5. ALL DRIVEWAY & SIDEWALK RAMP TO BE DESIGNED AND CONSTRUCTED TO APPLICABLE ONTARIO PROVINCIAL STANDARDS AND CITY OF BARRIE STANDARDS.

UNDER REVIEW
November 2023



CROSS-SECTION
12.0m LANEWAY

REV. No.	DATE: APR 2023
2	SCALE: N.T.S.

R314

8m Laneway

