

LATE ITEMS
REGULAR MEETING OF CITY COUNCIL
MONDAY, MAY 5, 2014

HEARINGS

- 3b) **Proposed Zoning Bylaw Text Amendment
Neighbourhood Level Infill Development
Garden and Garage Suites – Accessory to a One-Unit Dwelling
Proposed Bylaw No. 9181
(File No. CK. 4350-63 x4110-1)**

Attached is a copy of amended Bylaw No. 9181.

ADMINISTRATIVE REPORT NO. 8-2014

Section C – CORPORATE PERFORMANCE

- C1) **Award of RFP for Household Hazardous Waste Collection Days Program
(File No. CK. 7830-2)**

- Justen Saini, dated May 4, 2014, submitting comments and **requesting to speak** to the above matter.

MOTIONS

Councillor Hill provided the following Notice of Motion to members of City Council via email dated May 2, 2014:

"In accordance with Section 35(1)(b) of *The Council and Committee Procedure Bylaw, 2003*, this is to advise that at the meeting of City Council scheduled for Monday, May, 5, 2014, I will move the following motion:

'That City Council **rescind the first two points** of the motion which was passed by City Council at its meeting held on January 21, 2013, approving the adoption of Phase 1 of 33rd Street Changes and that the third point pertaining to the 33rd Street and Avenue K corridor remain.

Phase 1 - Two-hour Parking Restrictions, Peak-hour Turning Movement Restrictions and Active pedestrian Corridor.

- **Two-hour parking restrictions along 33rd Street from Avenue B to Avenue D, to accommodate sufficient parking turnover for the businesses on 33rd Street West**

- **Implementation of left-turn restrictions along 33rd Street West, Monday through Friday, at Avenue B and C eastbound during the morning peak hours of 7:00 am to 9:00 am and westbound during the evening peak hours of 4:00 pm to 6:00 pm. In order to increase pedestrian safety, pedestrian pavement markings and signage will be enhanced along 33rd Street west, from Ave B to E.**
- An Active Pedestrian Corridor installed at 33rd Street and Ave K to improve pedestrian safety.'

Should the above motion be passed by City Council, I will then move the following motion:

'That the proposed changes, in the first two points, be reevaluated' after the public consultation process has been completed with all neighbourhoods impacted along the 33rd Street corridor.'"

Attached as background information, is a copy of Clause 2, Report No. 2-2013 of the Administration and Finance Committee, which was adopted by City Council at its meeting held on January 21, 2013.

SPEAKERS LIST

(NOT including Presentations, Hearings or Matters Requiring Public Notice
(*) represents late letter)

ADMINISTRATIVE REPORT NO. 8-2014

Section C – CORPORATE PERFORMANCE

C1) Award of RFP for Household Hazardous Waste Collection Days Program
(File No. CK. 7830-2)

***1. Justen Saini**

BYLAW NO. 9181

The Zoning Amendment Bylaw, 2014 (No. 5)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2014 (No. 5)*.

Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to provide for regulations governing garden and garage suites.

Zoning Bylaw Amended

3. Zoning Bylaw No. 8770 is amended in the manner set forth in this Bylaw.

Section 2.0 Amended

4. Section 2.0 is amended:

- (a) by adding the following after "car wash":

"**category 1 neighbourhood**' means the following neighbourhoods: City Park, Caswell Hill, Westmount, Riversdale, Pleasant Hill, King George, Nutana, Varsity View, Buena Vista, North Park and Haultain neighbourhoods. These neighbourhoods are generally characterized by a grid design with narrow residential lots and large mature trees and vegetation. Much of the original development in these neighbourhoods occurred prior to 1945.

'**category 2 neighbourhood**' means a neighbourhood other than a category 1 neighbourhood."; and

- (b) by adding the following after the definition of "garage, storage":

"garage suite' means a dwelling unit which is attached to or made part of a detached accessory building located in the rear yard of a one-unit dwelling that has cooking, food preparation, sleeping and sanitary facilities which are separate from those of the one-unit dwelling.

'garden suite' means a small ground oriented dwelling unit located in the rear yard of a one-unit dwelling and contained within a detached accessory building that has cooking, food preparation, sleeping and sanitary facilities which are separate from those of the one-unit dwelling."

Subsection 4.7.2 Amended

5. Clause 4.7.2(1) is amended by adding "Garden and Garage Suites" after "Residential uses and Live/Work Units in RA1 and MX1 Districts".

New Section 5.43

6. The following section is added after section 5.42:

"5.43 Garden and Garage Suites

- (1) No more than one garden, garage or secondary suite accessory to a one-unit dwelling shall be allowed per site.
- (2) No more than one accessory building per site shall contain a garden or garage suite.
- (3) The area of a garden or garage suite shall not exceed the area of the principal building.
- (4) All habitable areas of garden suites and garage suites shall be above grade.
- (5) Condominium plans to provide a separate title for a garden or garage suite shall not be approved.
- (6) A site plan for a garden or garage suite shall be submitted which must indicate:
 - (a) the location of all City-owned trees on the site, the adjacent boulevard and on sites on either side of the subject site; and

(b) details regarding utility service connections.

The site plan must be approved by the City and by all utility agencies which provide service to the site.

- (7) Sites containing garden or garage suites must be adequately drained. A site drainage plan shall be submitted.
- (8) A building permit is required for garden and garage suites which must meet all relevant building, plumbing and development codes.
- (9) One hard-surfaced parking space shall be provided for each dwelling-unit on the site. Parking spaces for the garage or garden suite shall be located in the rear yard and shall be accessed via the lane where lanes exist.
- (10) Garden and garage suites shall be connected to the front yard of the site by means of an internal path, the width of which should accommodate barrier free access. Where lanes exist, garden and garage suites shall also be connected to the rear yard by means of a path.
- (11) The preferred location of the main entrance of a garden or garage suite is to be directly accessible and visible from the lane where lanes exist.
- (12) Windows and doors in garden and garage suites shall be of a size and in locations which will not result in the loss of privacy for residents of adjacent sites.
- (13) Garden and garage suites shall have a full bathroom, a kitchen and a maximum of two bedrooms.
- (14) The maximum size of a garden or garage suite shall be 77 m².
- (15) Except as provided in subsection (19), the amount of glazing on walls of garden suites and garage suites shall comply with the National Building Code. Exceptions will be considered on corner sites.
- (16) Balconies may be provided on the second storey of garden suites and garage suites facing a lane, or on corner sites, facing a side street. Balconies shall be screened appropriately so as to inhibit the view into adjacent sites.

- (17) Garden and garage suites may have rear yard decks and porches provided that they conform to all applicable provisions of this Bylaw and the National Building Code.
- (18) Mechanical units such as air conditioners and vents shall be located so as not to constitute a nuisance to adjacent properties.
- (19) In category 1 neighbourhoods, that maximum area of a side wall which may be glazed is 20% of the wall area or the amount permitted by the National Building Code. Exceptions will be considered on corner sites.
- (20) In category 2 neighbourhoods, garage suites shall not exceed one storey, except on corner sites where two-storeys shall be permitted provided that the garage suite shall not exceed a maximum height of 5.0 metres.
- (21) The minimum development standards for garden suites are set out in the following chart:

Garden Suites									
Development Standard	Side Yard (min)	Rear Yard (min)	Rear Yard Coverage (max)	Building Height (max)	Distance from Principle Dwelling (min)	Side Wall Height (max)	Building Length (max)	Stepback of 2 nd Storey (min)	Number of Stories (max)
Category 1	0.75 ¹	2 ²	50%	5.8 ³	4.0	3.2	9.0	0.6	2
Category 2	3	2	50%	3.5	4.0	3.2	9.0	n/a	1 ⁴

Notes to Development Standards for Garden Suites

- 1 A minimum side yard setback of 1.2 metres shall be provided on one side of the site.
- 2 The minimum rear yard setback may be reduced to 1.2 metres on sites with a rear lane in category 1 neighbourhoods.
- 3 The maximum building height can be increased to 6.0 metres on buildings which have a peaked roof and area located in category 1 neighbourhoods.
- 4 On corner sites, the building may have 2 stories provided the maximum height is not exceeded.

- (22) The minimum development standards for garage suites are set out in the following chart:

Garage Suites									
Development Standard	Side Yard (min)	Rear Yard (min)	Rear Yard Coverage (max)	Building Height (max)	Distance from Principle Dwelling (min)	Side Wall Height (max)	Building Length (max)	Stepback of 2 nd Storey (min)	Number of Stories (max)
Category 1	0.75 ¹	2 ²	50%	5.8 ³	4.0	3.2	9.0	0.6	2
Category 2	0.75 ¹	2	50%	5.0	4.0	4.0	9.0	n/a	1 ⁴

Notes to Development Standards for Garage Suites

- 1 A minimum side yard setback of 1.2 metres shall be provided on one side of the site.
- 2 The minimum rear yard setback may be reduced to 1.2 metres on sites with a rear lane.
- 3 The maximum building height can be increased to 6.0 metres on buildings which have a peaked roof and are located in category 1 neighbourhoods.
- 4 On corner sites, the building may have 2 stories provided the maximum height is not exceeded."

Subsection 8.1.3 Amended

7. The chart contained in Subsection 8.1.3 is amended by adding the following:

"

(10) Garden and garage suites	Refer to General Provisions Section 5.43
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"

Subsection 8.2.3 Amended

8. The chart contained in Subsection 8.2.3 is amended by adding the following:

"

(12) Garden and garage suites	Refer to General Provisions Section 5.43
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"

Subsection 8.3.3 Amended

9. The chart contained in Subsection 8.3.3 is amended by adding the following:

“

(9) Garden and garage suites	Refer to General Provisions Section 5.43
------------------------------	--

”

Subsection 8.4.3 Amended

10. The chart contained in Subsection 8.4.3 is amended by adding the following:

“

(13) Garden and garage suites	Refer to General Provisions Section 5.43
-------------------------------	--

”

Subsection 8.5.3 Amended

11. The chart contained in Subsection 8.5.3 is amended by adding the following:

“

(15) Garden and garage suites	Refer to General Provisions Section 5.43
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”

Coming into Force

12. This Bylaw shall come into force upon the approval of Bylaw No. 9180, *The Official Community Plan Amendment Bylaw, 2014 (No. 2)* by the Minister of Government Relations.

Read a first time this _____ day of _____, 2014.

Read a second time this _____ day of _____, 2014.

Read a third time and passed this _____ day of _____, 2014.

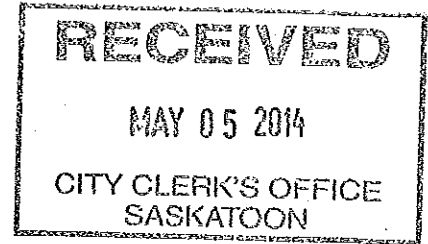
Mayor

City Clerk

Admin Report C1)

7830-2

From: CityCouncilWebForm
Sent: Sunday, May 04, 2014 10:07 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Justen Saini
51 Agar Place
Saskatoon , Saskatchewan
S7H 4V8

EMAIL ADDRESS:

jr.saini@sasktel.net

COMMENTS:

Hello,
I wish to speak at the Council meeting.

This would be for the agenda item that has to do with Household Hazardous Waste Collection Days Program. My request is for the City to continue to support this program and to further request that another site on the East side of the City be considered for hazardous waste disposal.

thank-you.

Justen Saini
Grade 8 Student
Greystone Heights School

Motions

The following is a copy of **Clause 2, Report No. 2-2013** of the **Administration and Finance Committee**, which was **ADOPTED** by City Council at its meeting held on **January 21, 2013**:

2. **Enquiry – Former Councillor M. Heidt (September 12, 2011)**
Possible Removal of Side Boulevards – 33rd Street
AND
Communications to Council
From: Bruce and Elaine Thomas, Mayfair Hardware
Date: September 1, 2007
Subject: Parking on 33rd Street West
(Files CK. 6320-1 x 6120-2 and IS. 6320-1)
-

- RECOMMENDATION:**
- 1) that left turn restrictions be implemented during peak hours at the intersections of 33rd Street and Avenues B and C as part of the Phase 1 improvements outlined in the December 21, 2012 report of the General Manager, Infrastructure Services Department; and
 - 2) that the Administration proceed with public consultation for Phase 2, and report back to City Council.

Attached is a report of the General Manager, Infrastructure Services Department dated December 21, 2012, providing information regarding proposed changes to parking and traffic operations along 33rd Street West to improve traffic flow along the corridor.

Your Committee has reviewed the report with the Administration. As outlined in the submitted report, two phases are proposed. Phase 1 includes left turn restrictions during peak hours at the intersections of 33rd Street and Avenues B and C, two-hour parking restrictions from Avenue B to D, and an active pedestrian corridor at 33rd Street West and Avenue K North. The active pedestrian corridor has already been installed.

Your Committee has reviewed the matter of enforcement of current and proposed parking restrictions along 33rd Street. While there is the ability within the existing Bylaw provisions for ticketing and towing if a vehicle is parked in an area where parking is restricted, the Administration has advised that they would want to ensure that appropriate warning and awareness periods are provided.

Your Committee has been advised that Phase 2 will involve further parking restrictions and turning movements, as well as the installation of pedestrian-actuated crossing facilities. Further public consultation with the Mayfair and Caswell Hill communities will occur with respect to Phase 2. The Administration will look at co-ordination with the review of the traffic portion of the Mayfair Local Area Planning process and with a review of the Caswell Residential Parking Permit Program.

Following consideration of this matter, your Committee is supporting the above recommendations of the Infrastructure Services Department.

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Infrastructure Services Department
DATE: December 21, 2012
SUBJECT: Enquiry – Former Councillor M. Heidt (September 12, 2011)
Possible Removal of Side Boulevards – 33rd Street
AND
Communications to Council
From: Bruce and Elaine Thomas, Mayfair Hardware
Date: September 1, 2007
Subject: Parking on 33rd Street West
FILES: CK. 6320-1, 6120-2 and IS. 6320-1

RECOMMENDATION: that the following report be submitted to City Council recommending:

- 1) that left turn restrictions be implemented during peak hours at the intersections of 33rd Street and Avenues B and C as part of the Phase 1 improvements outlined in this report; and
- 2) that the Administration proceed with public consultation for Phase 2, and report back to City Council.

TOPIC AND PURPOSE

This report is to provide the Committee and City Council with information regarding changes to parking and traffic operations along 33rd Street West, in order to improve traffic flows along the corridor.

REPORT HIGHLIGHTS

1. It is estimated that the costs to provide additional driving lanes on 33rd Street West, between Confederation Drive and Idylwyld Drive would be in excess of \$7 million, plus additional costs to purchase and demolish buildings that currently abut the property line.
2. It is anticipated that population growth and the development of the Kensington and Blairmore 2 neighbourhoods will result in an increase in traffic volumes on 33rd Street of approximately 200 to 300 vehicles during the afternoon peak hours.
3. Improvements to 33rd Street will be undertaken in two phases, with Phase 1 to be completed in 2013.
4. The Administration will proceed with public consultation for the changes outlined in Phase 2, and will report back to City Council.

STRATEGIC GOALS

The implementation of traffic and parking restrictions outlined in this report supports the City of Saskatoon Strategic Goal, Moving Around, as they will help to ensure that 33rd

Street will be a practical transportation route into the future, useful for vehicles, buses, bikes and pedestrians.

BACKGROUND

City Council, at its meeting held on September 17, 2007, considered correspondence and a presentation from Bruce and Elaine Thomas, Mayfair Hardware, requesting a two-hour parking restriction along 33rd Street West, between Avenue B North and Avenue D North, to facilitate improved parking turnover for local businesses. Council passed a motion that the matter be referred to the Administration to report to the Planning and Operations Committee.

The following enquiry was made by former Councillor Heidt at the meeting of City Council held on September 12, 2011:

“As we all know, the traffic on the west side is increasing and there is only 22nd Street and 33rd Street that carry all of this traffic from west of Circle Drive to Spadina Crescent. Would the Administration please look at removing the boulevard from street to sidewalk from Confederation Drive to Idylwyld Drive. This could be looked at from Confederation Drive to Circle Drive, Circle Drive to Avenue H and Avenue H to Idylwyld Drive and done in phases. Please report on the possibility and cost of this activity, which would provide another lane and much needed safety.”

REPORT

For most of its length, 33rd Street, west of Idylwyld Drive, consists of one driving and one parking lane in each direction, with residential development and front street garbage pickup. However, between Avenue F and Idylwyld Drive, parking restrictions are in place during the peak hours (7:00 a.m. to 9:00 a.m. eastbound; and 4:00 p.m. to 6:00 p.m. westbound), making the road two driving lanes per direction. Right-of-way widths and cross-sectional elements vary, as shown in Attachment 1.

It is estimated that the direct construction costs (including concrete curbing and pavement) for additional driving lanes on 33rd Street West, between Confederation Drive and Idylwyld Drive, would be approximately \$3 to \$4 million. A cost breakdown of the two sections (Avenue W to Confederation Drive and Idylwyld Drive to Avenue D) is provided in attached Table 1 (Attachment 2). The cost of property acquisition, relocation of City utilities, amenities and infrastructure would require detailed analysis, however, it is estimated that the total cost of creating four lanes of traffic with parking on both sides would exceed \$7 million, plus additional costs to purchase and demolish buildings which currently abut the property line.

It is anticipated that population growth and the development of the Kensington and Blairmore 2 neighbourhoods will result in an increase in traffic volumes on 33rd Street of approximately 200 to 300 vehicles during the afternoon peak hour (at approximately 5:00 p.m.). This would mean a 17% increase in traffic near Idylwyld Drive and a 36%

increase near Confederation Drive. Both the existing and future traffic volumes are directional, and only prevalent during the peak traffic hours.

Table 2 (Attachment 2) outlines existing and future levels of service along 33rd Street for a two lane and a four lane configuration (two travel lanes plus directional peak hour parking restrictions). The table indicates a small improvement in the level of service by having four travel lanes along the corridor during the peak hours. These improvements can be accomplished either by implementing parking restrictions during the peak hours, or making the capital investment to construct new parking lanes as outlined above. For reference, Attachment 3 shows a visual display of the levels of services among varying roadway classifications.

Given the anticipated demand for increased capacity during the peak hours from the expanding west side neighbourhoods, the Administration will be taking steps to provide for additional capacity during these peak hours, while still maintaining a safe environment for pedestrians. The improvements will be undertaken in two phases, with details of each outlined in Attachment 4:

- Phase 1: Two-Hour Parking Restrictions (Avenue B to D); Peak-Hour Left Turning Movement Restrictions (Avenues B and C); and Active Pedestrian Corridor (Avenue K); and
- Phase 2: Peak Hour Parking Restrictions (Avenue F to Confederation Drive); Avenue D turning movement restriction.

Phase 1 will be completed in 2013, subject to approval of the left turn restrictions at Avenues B and C. The Administration will proceed with public consultation for Phase 2, and will report back to City Council.

OPTIONS TO THE RECOMMENDATION

Complete conversion of 33rd Street to a four lane cross section is an option should additional capacity be required beyond the peak hours in the future. The Administration does not recommend this option at this time as the increased traffic demands do not require an increase in capacity outside of the peak traffic hours. The Administration will continue to monitor the traffic conditions to determine if additional capacity is required, keeping in mind a balance between roadway construction, improvements in transit and other opportunities to move people to and from the west side of the City.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The costs associated with Phase 1 of this plan are \$30,000. Adequate funding is allocated within Capital Project 631 - Traffic Safety Program.

Capital Project 631 will also fund Phase 2 of the plan, which is estimated to be \$100,000. Given the priorities within the Traffic Safety Reserve, it is estimated that this work could proceed in 2015, if approved.

	Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
Phases 1, 2	\$30,000	\$100,000	\$130,000			

PUBLIC AND/OR STAKEHOLDER CONSULTATION

The modifications outlined in Phase 1 were presented at an Open House which was held in relation to the Mayfair Traffic Management Plan, on June 16, 2011, and were generally supported by those in attendance. In addition, the properties along 33rd Street between Avenues B and D were surveyed regarding the planned peak hour parking restrictions, to gauge the level of support for such measures. Over 20 surveys were distributed, with only 1 response opposed to the proposal.

The turning movement restrictions at Avenue D, outlined in Phase 2, were also presented at the Open House on June 16, 2011, with minimal opposition. The Administration will initiate consultation with adjacent residents regarding the specifics of the proposed peak hour parking restrictions, as outlined in Phase 2.

Saskatoon Transit has been consulted regarding the proposed operational changes and is in favour of the proposed peak hour left-turn restrictions; however, they have several routes that will require signed exemptions to the left-turn restrictions. Transit is also supportive of the proposed parking restrictions identified for Phase 2.

Preliminary discussions have been held with the Environmental Services Branch to determine the impact of the peak hour parking restrictions on blocks that have front street garbage pickup. Further discussions will be required and public consultation will be undertaken.

COMMUNICATIONS PLAN

An information sheet will be distributed to residents and business owners with information on the modifications. Details will be shared with the general public through Public Service Announcements and on the City's website. Signage will also be in place to advise motorists and pedestrians of the changes.

ENVIRONMENTAL IMPLICATIONS

The plan outlined in this report balances vehicular and alternative modes of transportation, which is consistent with the Strategic Goal of Environmental Leadership.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED Review will not be conducted as part of the design process.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Existing and proposed cross sections;
2. Tables 1 and 2;
3. Traffic Level of Service; and
4. Phasing of Planned Modifications – 33rd Street West.

Written by: David LeBoutillier, Planning and Design Engineer
Transportation Branch

Lana Dodds, Traffic Program Coordinator
Transportation Branch

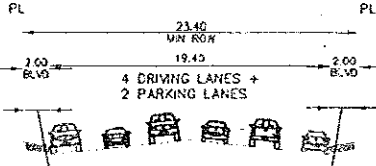
Reviewed by: Don Cook, Planning and Design Engineer
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

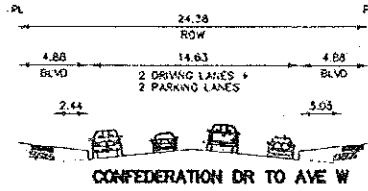
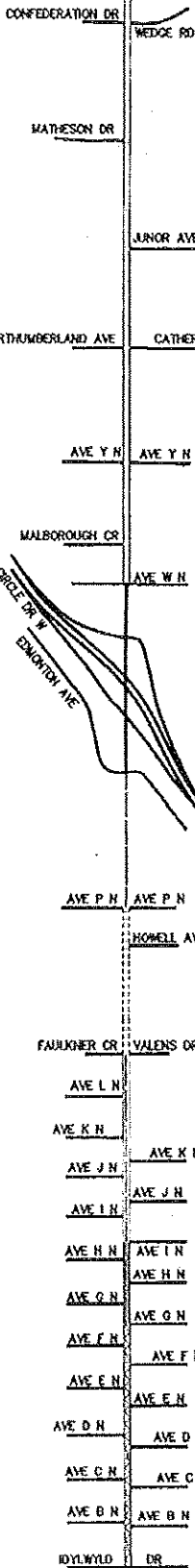
Approved by: “Mike Gutek”
Mike Gutek, General Manager
Infrastructure Services
Dated: “January 7, 2013”

Copy to: Murray Totland
City Manager

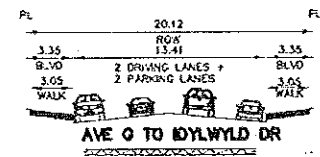
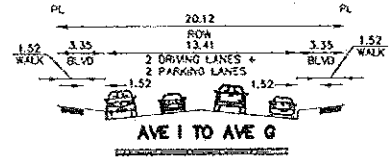
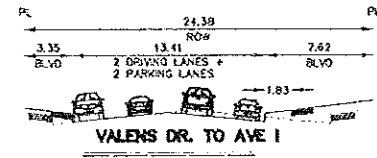
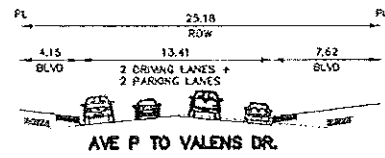
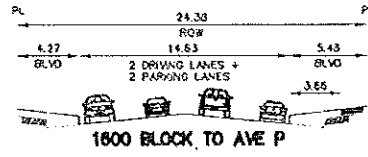
PO DL 33rd St boulevards



COMBINED WALK & CURB EACH SIDE
MINIMUM REQUIRED CROSS SECTION
TO ACCOMMODATE 4 DRIVING LANES
(3.60m) & 2 PARKING LANES (2.53m).



NOTE:
EXISTING PARKING RESTRICTIONS
M-F
0700 - 0900 NO PARKING
EB FROM AVE F TO IDYLWYLD DR
M-F
1600-1800 NO PARKING
WB FROM IDYLWYLD DR TO AVE G



City of Saskatoon
Infrastructure Services Department

33RD STREET
CONFEDERATION DR TO IDYLWYLD DR
EXISTING CROSS SECTIONS

TRANSPORTATION BRANCH FUNCTIONAL	DESIGN CODE
DATE	DATE
BY	BY
249-0050-200(001)	

Tables 1 and 2

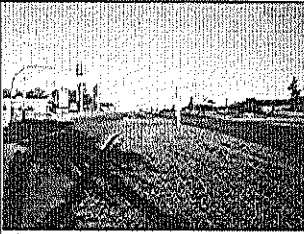
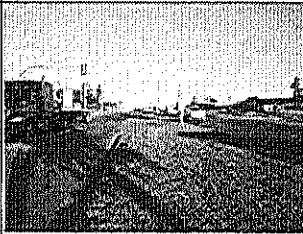
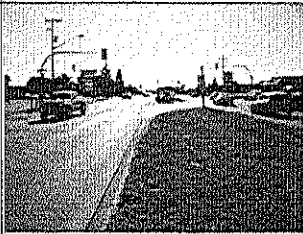
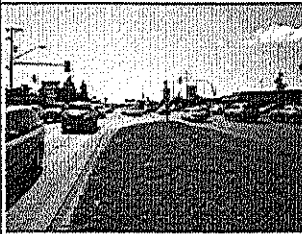
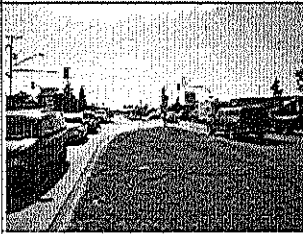
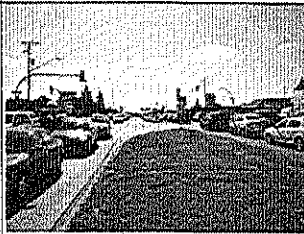



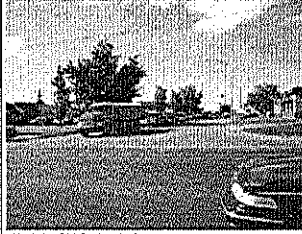


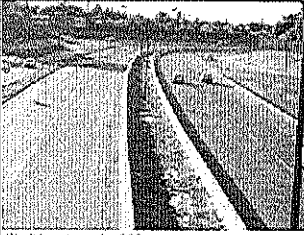
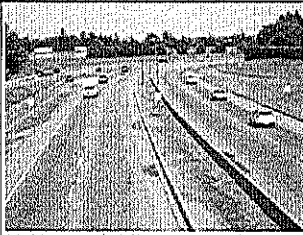
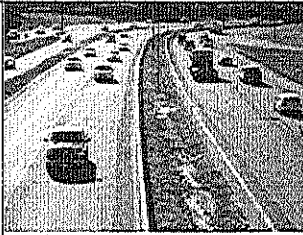
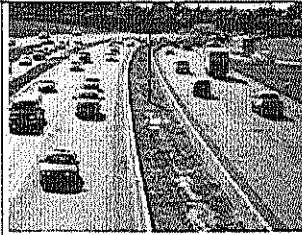
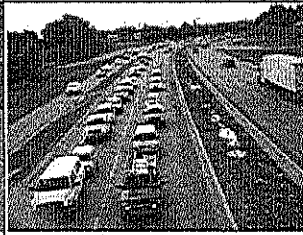
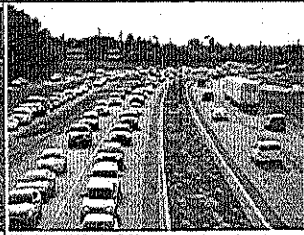
Table 1: Cost Breakdown

Costs	Idylwyld Drive to Avenue W	Avenue W to Confederation Drive
Construction	\$2.7 Million	\$1.3 Million
Property Acquisition/Utility Relocation	\$3.0 Million	\$0.5 Million
Purchase/Demolish Buildings	TBD	N/A

Table 2: Level of Service for Various Scenarios

Scenario	AM		PM	
	EB	WB	EB	WB
33rd Street west of Circle Drive (Avenue W to Confederation Drive)				
<u>Existing</u> conditions: 2011 Traffic Volumes, 1 lane each direction + parking	C	A	B	C
<u>Proposed</u> conditions: 2011 Traffic Volumes, 1 lane each direction + peak hour parking restrictions (2 lanes each direction)	B	A	A	A
<u>Existing</u> conditions: Future Traffic Volumes, 1 lane each direction + parking	D	B	B	D
<u>Proposed</u> conditions: Future Traffic Volumes, 1 lane each direction + peak hour parking restrictions (2 lanes each direction)	B	A	A	A
33rd Street east of Circle Drive (Idylwyld Drive to Avenue D North)				
<u>Existing</u> conditions: 2011 Traffic Volumes, 1 lane each direction + peak hour parking restrictions (2 lanes each direction)	C	B	B	A
<u>Proposed</u> conditions: Future Traffic Volumes, 1 lane each direction + peak hour parking restrictions (2 lanes each direction)	C	B	B	A

Level-of-Service (LOS)

	A	B	C	D	E	F
<p>42nd STREET & FAIRHULL AVENUE Eastbound/Westbound (Peak & West)</p>  <p>Weekday non-peak - early morning (6:00 am)</p>	 <p>Weekday non-peak - early morning (6-15 am)</p>	 <p>Weekday non-peak - evening (6:30pm)</p>	 <p>Weekday PM Peak - afternoon (4:45pm)</p>	 <p>Weekday PM Peak - afternoon (5:00pm)</p>	 <p>Weekday PM Peak - afternoon (5:15 pm)</p>	
<p>Signalized Intersections</p>	<p>Low control delay, up to 10 s/veh. Progression is extremely favourable and most vehicles arrive during the green phase. Many vehicles do not stop at all.</p>	<p>Control delay is in the range 10 – 20 s/veh. Good progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of delay.</p>	<p>Control delay is in the range 20 – 35 s/veh. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level (a given green phase does not serve queued vehicle, and overflows occur). The number of vehicle stopping is significant, though many still pass through the intersection without stopping.</p>	<p>Control delay is in the range 35 – 55 s/veh. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavourable progression, long cycle lengths, high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.</p>	<p>Control delay is in the range 55 – 80 s/veh. Poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.</p>	<p>Control delays in excess of 80 s/veh. Unacceptable to most drivers, often occurs with oversaturation (when arrival flow rates exceed the capacity of lane groups). It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.</p>
<p>42nd STREET & FAIRHULL AVENUE Southbound (Peak East)</p>  <p>Weekday non-peak - 6:00 am</p>	 <p>Weekday non-peak - 7:00pm</p>	 <p>Weekday non-peak - 6:30pm</p>	 <p>Weekday PM Peak - 4:45pm</p>	 <p>Weekday PM Peak - 5:00pm</p>	 <p>Weekday PM Peak - 5:15pm</p>	
<p>Urban Streets (Arterials)</p>	<p>Travel speed is better than 90% of free-flow speed. Primarily free-flow operations at average travel speeds. Vehicles are completely unimpeded in their ability to manoeuvre within the traffic stream. Control delay at signalized intersections is minimal.</p>	<p>Travel speed is better than 70% of free-flow speed. Reasonably unimpeded operations at average travel speeds. The ability to manoeuvre within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.</p>	<p>Travel speeds are about 50% of free-flow speed. Stable operations; ability to manoeuvre and change lanes is midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds.</p>	<p>Travel speeds are about 40% of free-flow speed. Small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.</p>	<p>Travel speeds are about 30% of free-flow speed. Characterized by significant delays and low average travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.</p>	<p>Travel speeds are 25%–33% of free-flow speed. Characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.</p>
<p>CIRCLE DRIVE AT WARMAN ROAD Westbound (Peak East)</p>  <p>Weekday non-peak - 6:30 am</p>	 <p>Weekday non-peak - 7:00pm</p>	 <p>Weekday non-peak - 6:50am</p>	 <p>Weekday AM Peak - 7:20am</p>	 <p>Weekday AM Peak - 7:40am</p>	 <p>Weekday AM Peak - 7:50am</p>	
<p>Multi-lane Expressways</p>	<p>Completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. Manoeuvrability within the traffic stream is good. Minor disruptions to flow are easily absorbed with a change in travel speed.</p>	<p>Free-flow, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to manoeuvre. Minor disruptions are still easily absorbed, although local deterioration in LOS will be more obvious.</p>	<p>The influence of traffic density on operations becomes marked. The ability to manoeuvre within the traffic stream is clearly affected by other vehicles. (minor disruptions can cause serious local deterioration in service, and queues will form behind any significant traffic disruption).</p>	<p>The ability to manoeuvre is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating. Drivers experience reduced physical and psychological comfort levels.</p>	<p>Operations at or near capacity, an unstable level. Vehicles are operating at with the minimum spacing for maintaining uniform flow, operations are volatile. Disruptions cannot be dissipated readily, often causing queues to form and service to deteriorate to LOS F. Passenger car speeds are highly variable and unpredictable. Disruption waves can propagate throughout the upstream flow.</p>	<p>Forced or breakdown flow. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged or when the forecast demand exceeds the computed capacity of a planned facility. Although operations at these points – and on sections immediately downstream – appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicle experiencing brief periods of movement followed by stoppages.</p>

Phasing of Planned Modifications – 33rd Street West

Phase 1: Two-Hour Parking Restrictions, Peak-Hour Turning Movement Restrictions and Active Pedestrian Corridor

The Administration will be installing two-hour parking restrictions along 33rd Street, from Avenue B to Avenue D, to accommodate sufficient parking turnover for the businesses on 33rd Street West. Currently, in order to facilitate improved traffic flow during peak hours, parking is prohibited along 33rd Street West, from Avenue B to Avenue F, Monday through Friday, on the south side from 7:00 a.m. to 9:00 a.m.; on the north side from 4:00 p.m. to 6:00 p.m.; and on both sides, from Avenue B to Idylwyld Drive, at all times.

Additionally, to improve traffic flow near Idylwyld Drive during the peak hours, the Administration will be implementing left-turn restrictions along 33rd Street West, Monday through Friday, at Avenues B and C eastbound during the morning peak hours of 7:00 a.m. to 9:00 a.m.; and westbound during the evening peak hours of 4:00 p.m. to 6:00 p.m. In order to increase pedestrian safety, pedestrian pavement markings and signage will be enhanced along 33rd Street West, from Avenues B to E.

An active pedestrian corridor was installed at the intersection of 33rd Street West and Avenue K North, to improve pedestrian safety across 33rd Street leading to Henry Kelsey Park. Active pedestrian corridors are enhanced pedestrian crossings that utilize amber flashing beacons to notify motorists that a pedestrian is at the crosswalk and intending to cross.

The remainder of Phase 1 improvements, as shown in Attachment 5, will be completed in 2013.

Phase 2: Further Restriction of Parking and Turning Movements, and Installation of Pedestrian-Actuated Crossing Facilities

Phase 2 will involve the implementation of parking restrictions west of Avenue F to Confederation Drive during peak hours, Monday through Friday, as shown in Attachment 6. Westbound parking will be prohibited between 4:00 p.m. and 6:00 p.m. on weekdays; and eastbound parking will be prohibited between 7:00 a.m. and 9:00 a.m. on weekdays. The removal of on-street parking in front of residential properties has been used along Clarence Avenue to effectively create a four-lane arterial street to improve capacity, while maintaining reasonable crossing opportunities for pedestrians.

In addition, left turn movements will be further restricted at Avenue D, with the use of small islands (right turns in and out only). To accommodate the turning restrictions and to improve pedestrian safety, the existing traffic signals at Avenue D will be removed and active pedestrian corridors will be installed at Avenues C and D.

A Public Hearing is required to physically restrict turning movements at Avenue D, which will be undertaken upon funding approval.

Phase 2 will be implemented in 2015, upon approval of funding.