



Staff Report for Council Meeting

Date of Meeting: November 10, 2021

Report Number: SRPI.21.080

Department: Planning and Infrastructure
Division: Infrastructure and Engineering Services

Subject: SRPI.21.080 – Parking Regulation Changes for a Number of City Streets

Purpose:

To seek Council approval to respond to requests for changes in parking regulations on various City streets.

Recommendation(s):

- a) That Council approve the parking regulation changes outlined in Staff Report SRPI.21.080, entitled “Parking Regulation Changes for a Number of City Streets”.
- b) That By-law No. 102-21 (Attachment 2 to Staff Report SRPI.21.080) be enacted to amend Schedule “A” and Schedule “B” of Municipal Code Chapter 1116 in order to implement the changes to parking regulations outlined in this report.

Contact Person:

Hubert Ng, Manager of Transportation and Traffic, 905-771-6501,
Ben Robertson, Supervisor, Traffic Safety and Operations, 905-771-6455

Report Approval:

Submitted by: Kelvin Kwan, Commissioner, Planning and Infrastructure Department

Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

Page 2

Background:

Transportation staff have received a number of requests from local residents for parking restrictions or modifications at several locations across the City. Staff have reviewed these requests and are recommending changes to parking regulations on the following roads:

- i. Baif Boulevard
- ii. Elmwood Avenue
- iii. Observatory Lane
- iv. Oneida Crescent
- v. Oxford Street
- vi. Silver Maple Road
- vii. Wood Lane

Additionally, parking and stopping regulation changes are required to comply with Provincial guidelines and standards associated with new Pedestrian Crossovers (PXO) at the following locations:

- viii. Clarissa Drive between Yonge Street and Weldrick Road East (SRPRS.19.171)
- ix. Bernard Avenue at Richmond Hill Retirement Residence (SRPRS.19.172)
- x. Castle Rock Drive at Mayvern Crescent, north intersection (SRPRS.20.033)
- xi. Rollinghill Road at Jack Ashton Avenue (SRPI.21.018)

Maps of the above-noted locations are illustrated in **Attachment 1**, including illustrations of the proposed parking regulations. Details with respect to the rationale for each proposed parking regulation change are outlined below:

- **Baif Boulevard** is a residential, local road extending from Yonge Street to Springhead Gardens with Baif Park located on the north side. The current parking restriction on the north side of Baif Boulevard between Springhead Gardens and Hillcrest Gate creates obstructions and conflicts for road users; particularly children, crossing the road to access the park. In order to mitigate these potential conflicts, Staff recommend removing the parking restriction on the north side of Baif Boulevard between Springhead Gardens and Hillcrest Gate, and relocating it to the south side.
- **Elmwood Avenue** is a residential, local road extending from Yonge Street to 70 metres east of Lennox Avenue. Vehicles occasionally park on both sides of the road, between Yonge Street and Church Street South, which restricts the pavement width that could prevent access for emergency services. In addition to ensuring access to emergency services, prohibiting parking on the north side of Elmwood Avenue between Yonge Street and Church Street South will help to reduce potential conflicts between road users coming from, and turning onto, Yonge Street.

Page 3

- **Observatory Lane** is a residential, local road extending from Yonge Street to Sunshine Drive. There are currently no parking restrictions on this segment of roadway. When vehicles park on both sides of the road, between Yonge Street and Nightstar Drive/Marshall Street, the width of the road reduces to the equivalent of a single lane of traffic, which creates congestion, traffic conflicts, and prevents access to emergency services. Therefore, prohibiting parking on the north side of Observatory Lane, between Yonge Street and Nightstar Drive/Marshall Street, is recommended to ensure access for emergency services. It is noted that parking signs have been in place on the north side of this portion of Observatory Lane at least since 2007, however, no by-law has been enacted for this parking restriction. Staff recommend enacting the associated by-law to ensure that appropriate enforcement activities can be undertaken.
- **Oneida Crescent** is a residential, local road on the west side of Red Maple Road north of High Tech Road. Parking is currently prohibited on the inside of the crescent (south side on the north leg, east side on the west leg, and north side on the south leg). On the south leg, the driveway for the 11 & 23 Oneida Crescent high-rise condo buildings is located within 60 metres of Red Maple Road, where the intersection lane configuration was recently revised to include one exclusive left-turn and one exclusive right-turn lane. Prohibiting parking on the south side of the south leg of Oneida Crescent, between the subject driveway and Red Maple Road, is recommended to allow vehicles to navigate appropriately through this section by ensuring the lane maintains its full width and remains unobstructed at the intersection.
- **Oxford Street** is a residential, local road extending from Bathurst Street to Tivoli Drive. There are currently no parking restrictions along this portion of Oxford Street. Prohibiting parking on the north side of Oxford Street is recommended to ensure access for emergency services on Oxford Street, Tivoli Drive and Direzze Court.
- **Silver Maple Road** is a residential, collector road extending from Yonge Street to Jefferson Side Road. Prohibiting parking on the east side of Silver Maple Road along the curve will ensure proper sight lines are available.
- **Wood Lane** is a residential, local road that is the continuation of Trench Street, extending from Mill Street to Rumble Avenue. Staff installed temporary no-parking signs along the east side of Wood Lane in June 2020 to ensure that two-way traffic flow and access for emergency vehicles is maintained. Staff are recommending that the temporary no-parking signs be converted to a permanent no-parking signs and that the associated by-law amendment be made.
- **New Pedestrian Crossovers (PXO)** were recently installed, or are in the process of being installed on **Clarissa Drive**, between Yonge Street and Weldrick Road East; **Bernard Avenue**, in front of Richmond Hill Retirement Residence; on **Castle Rock Drive**, at its north intersection with Mayvern Crescent; and on **Rollinghill Road**, at its intersection with Jack Ashton Avenue. In order to comply with Provincial guidelines, Staff recommend stopping prohibitions be implemented on the approaches to and departures from these PXO's.

Page 4

Climate Change Considerations:

There are no expected climate change impacts associated with these recommendations.

Financial/Staffing/Other Implications:

The cost to supply and install the new signage for the new parking regulations at the subject locations is estimated to be approximately \$15,000.00.

There is provision within the Community Services Department Operating Budget to accommodate this scope of work, as such there are no further financial implications associated with this report.

Reference to Council's Strategic Priorities 2020-2022:

The recommendation of this report is consistent with the Council's Strategic Priorities to create a "Strong Sense of Belonging" and to facilitate "Getting Around the City" through promotion of a safe road environment for all users through the implementation of parking regulations. These parking regulations are intended to improve sight lines, reduce exposure of pedestrians to vehicular traffic, and ensure that vehicles parked at inappropriate locations do not obstruct other road users and emergency services.

Conclusion:

Staff investigated requests from local residents to consider parking restrictions or modifications at several locations across the City. Following review of site conditions and considerations for road user safety, Staff recommend that the parking and stopping prohibitions be implemented as described in this report and its attachments.

Attachments:

The following attached documents may include scanned images of appendices, maps and photographs. If you require an alternative format, please call the contact staff listed in this document.

- Attachment 1: Map of Locations with Proposed Changes in Parking Regulations
- Attachment 2: Proposed draft By-law 102-21

Page 5

Report Approval Details

Document Title:	SRPI.21.080_Parking Regulation Changes for a Number of City Streets.docx
Attachments:	- SRPI.21.080_Attachment 2_Bylaw 102-21.docx - SRPI.21.080_Attachment 1_Maps.docx
Final Approval Date:	Oct 19, 2021

This report and all of its attachments were approved and signed as outlined below:

Dan Terzievski - Oct 17, 2021 - 10:27 PM

Paolo Masaro - Oct 18, 2021 - 6:59 AM

Kelvin Kwan - Oct 19, 2021 - 11:10 AM

MaryAnne Dempster - Oct 19, 2021 - 11:15 AM