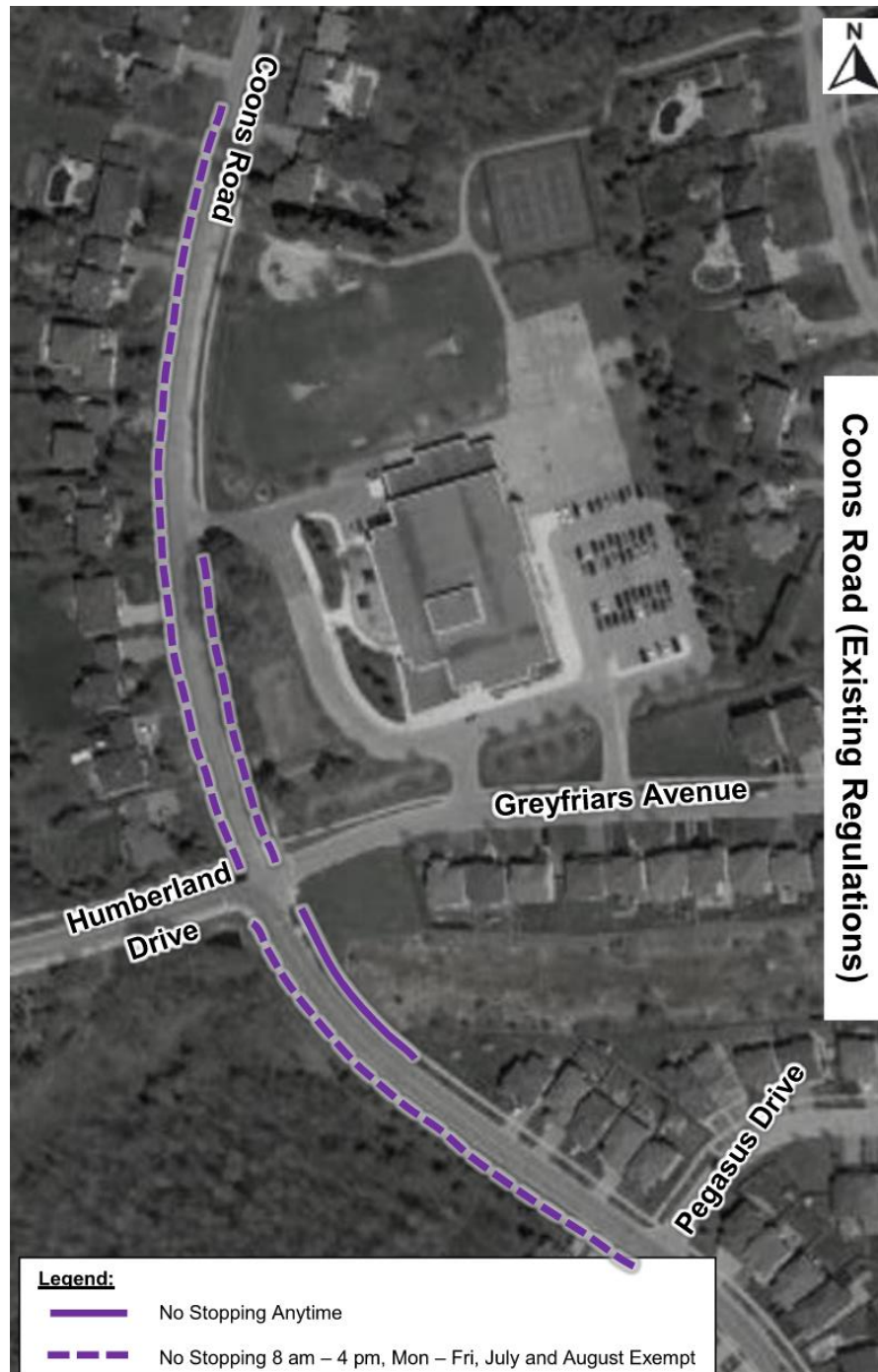
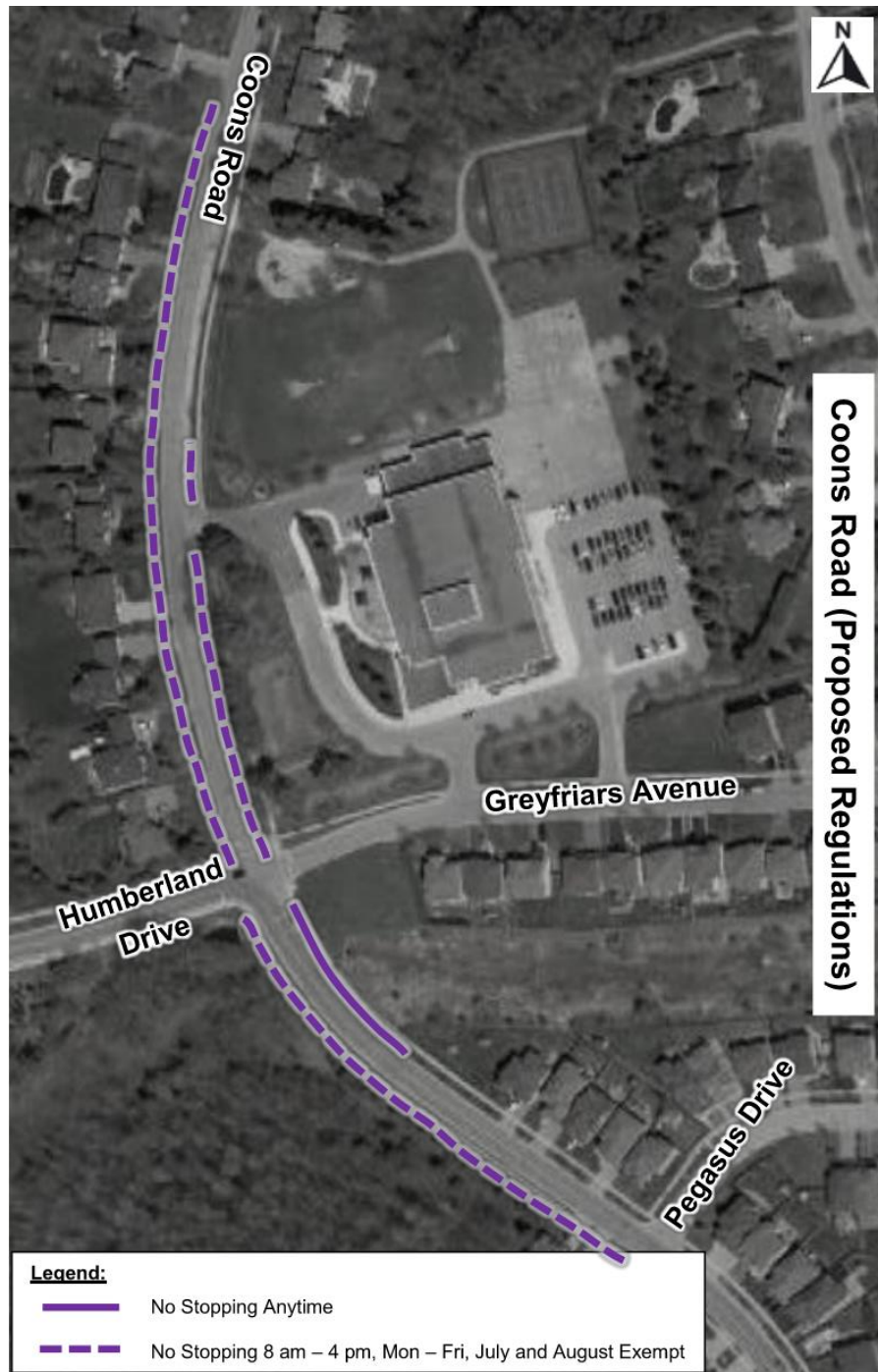


Appendix 4 of Staff Report SRPI.22.023

Coons Road is a residential, collector road extending from Yonge Street to Elm Grove Avenue, where its name changes to Parker Avenue until it reaches King Road. Currently, stopping is prohibited (8 am to 4 pm, Monday to Friday, July and August Exempt) on the east side of Coons Road, between Greyfriars Road and the driveway of Oak Ridges Public School. When drivers park immediately north of the school driveway, school buses have difficulty leaving the school parking lot by making a right-turn movement. Extending the existing No Stopping regulation an additional 35 metres to the north is recommended to ensure school buses can properly exit the school parking lot.



Appendix 4 of Staff Report SRPI.22.023



Appendix 4 of Staff Report SRPI.22.023

Mayan Avenue is a residential, local road extending from Rothbury Road to Alamo Heights Drive. There are currently no parking restrictions along this portion of Mayan Avenue. When vehicles are parked on both sides of the road (mainly from patrons of Rouge Crest Park), the width of the road is reduced to the equivalent of a single lane of traffic, which creates congestion, traffic conflicts, and prevents access to emergency services. Prohibiting parking on the north side of the road is recommended to ensure access for emergency services on Mayan Avenue.



Appendix 4 of Staff Report SRPI.22.023



Appendix 4 of Staff Report SRPI.22.023

Mill Street is a residential, collector road extending from Bathurst Street to Hall Street. Currently, stopping is prohibited on the south side of Mill Street between Trench Street/Wood Lane and Hall Street. For many years, No Parking signs have also been in place on the north side of Mill Street within the same section, however this regulation is not in the Municipal Code. The pavement width along this section of Mill Street is 8.0 metres. Given the collector function of the road (where higher traffic volumes are expected), stopped or parked vehicles on either side of the road may create congestion, traffic conflicts, and delay access to emergency services. Therefore, prohibiting parking also on the north side of the road is recommended. The section of Mill Street between Bathurst Street and Trench Street/Wood Lane has several discrepancies between the Municipal Code and No Parking and No Stopping signs that have been in place for many years. The Bylaw No. 58-22, attached to this report, will address these discrepancies.

Appendix 4 of Staff Report SRPI.22.023



Appendix 4 of Staff Report SRPI.22.023



Appendix 4 of Staff Report SRPI.22.023

Painted Rock Avenue is a residential, local road extending from Shaftsbury Avenue to Owl Ridge Drive. There are currently no parking restrictions along Painted Rock Avenue. When vehicles stop or park on both sides of the road during pick-up and drop-off activities at St. Theresa of Lisieux Catholic High School, the width of the road is reduced to the equivalent of a single lane of traffic, which creates congestion, traffic conflicts, and prevents access to emergency services and residents along the curved portion of the road. This is further aggravated in the winter season, when snow windrows are present. Prohibiting stopping on the west side, along the curved portion of the road, is recommended during school hours to ensure access and safe traffic operations.



Appendix 4 of Staff Report SRPI.22.023



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Stave Crescent is a residential, local road located west of Shaftsbury Avenue. It forms a loop that can also be access via Waterhouse Way on its west leg. The north leg of Stave Crescent is 8.0 metres wide and has stopping prohibitions on the entire south side and along a 75-metre section on the north side. During pick-up and drop-off activities at Silver Pines Public School, parked vehicles on the north leg, near its west limit (where there are no parking or stopping restrictions) can reduce the available width of the road, potentially causing congestion, traffic conflicts, and preventing access to residents and emergency services. Extending the existing stopping prohibition on the north side of the north leg of Stave Crescent to its east and west limits is recommended to ensure access and safe traffic operations.



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Stephenson Crescent is a residential, local road located north of Crosby Street. It forms a loop that can only be accessed via Stephenson Gate. There is a section, approximately 150 metres long, with Permitted Parking between 7 pm and 7 am on the south side of Stephenson Crescent, west of Stephenson Gate. Residents of Stephenson Crescent have shared concerns regarding this area, including non-residents parking overnight (including trucks), and difficulty to complete snow removal during the winter. Removing the section with Permitted Parking is recommended to prevent the issues reported by the residents.

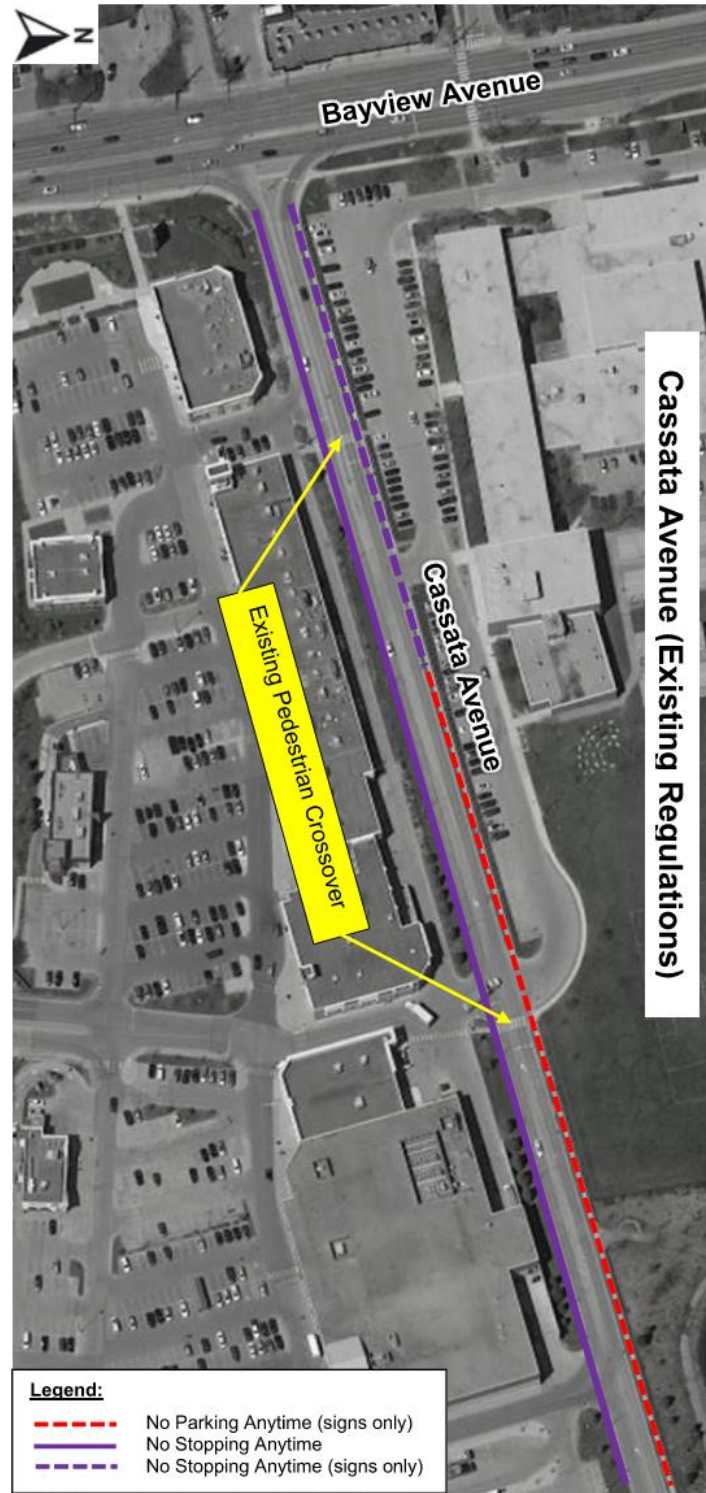


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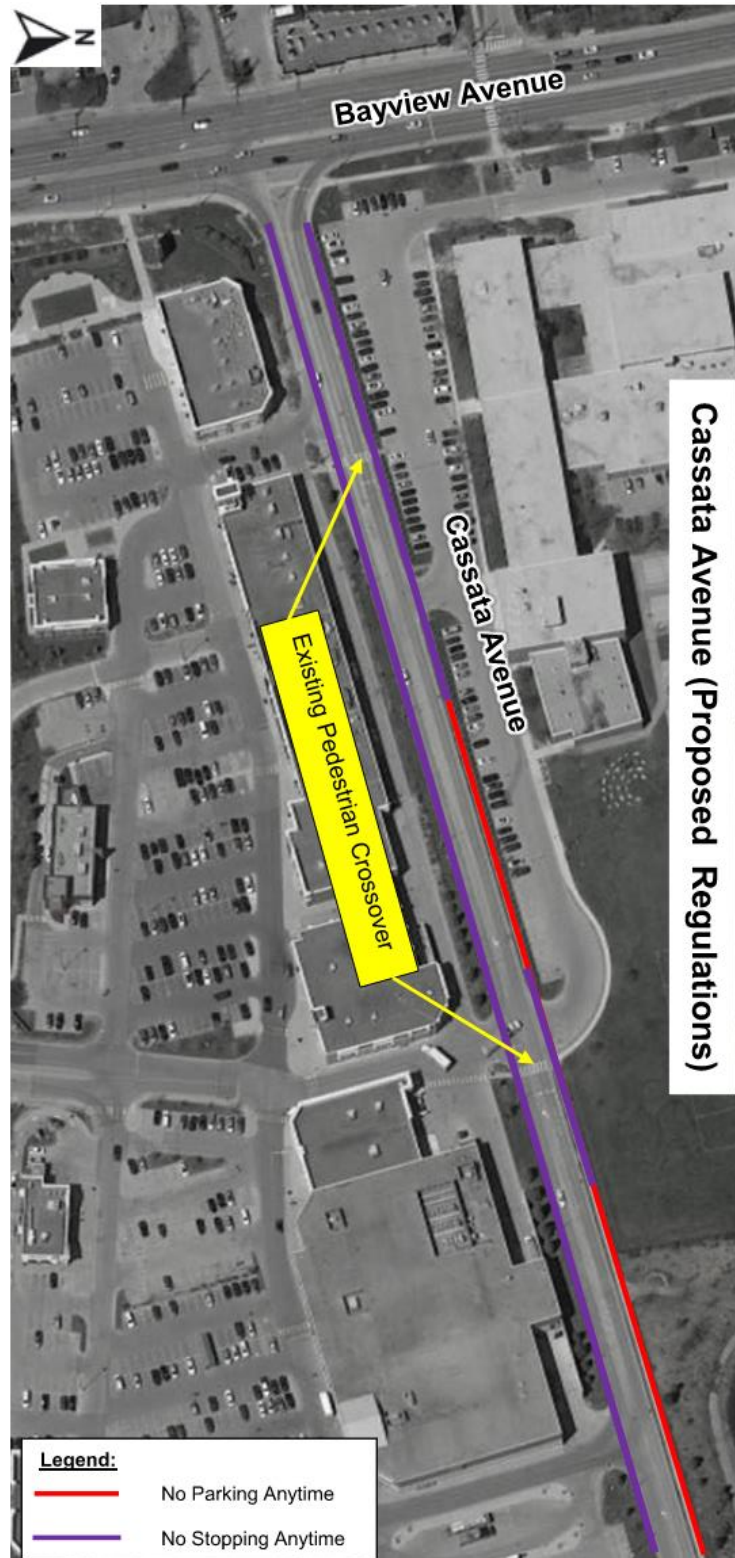


Appendix 4 of Staff Report SRPI.22.023

Cassata Avenue: Two new pedestrian crossovers (PXO) are present on Cassata Avenue, between Bayview Avenue and Frank Endean Road, adjacent to Bayview Secondary School. In order to comply with Provincial guidelines, Staff recommend stopping prohibitions be implemented on the approaches to and departures from these PXO's.



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Appendix 4 of Staff Report SRPI.22.023

Yonge Street: the jurisdiction over the section of Yonge Street between Levendale Road and Elgin Mills Road has been transferred to York Region as of May 13, 2021. As such, the City's Municipal Code must be amended to reflect the new limits of parking regulations on Yonge Street by deleting any regulations within the referred section.

