



DEVELOPMENT & INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
TOWN OF NEWMARKET
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January 8, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT
ENGINEERING SERVICES 2015-04**

TO: Committee of the Whole
SUBJECT: Heddle Crescent – East-end Parking Review
File No.: T08 T.30 Heddle Crescent
ORIGIN: Director, Engineering Services

RECOMMENDATIONS

THAT Development and Infrastructure Services Report – ES2015-04 dated January 8, 2015 regarding Heddle Crescent – East-end Parking Review, be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by deleting the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Heddle Crescent	East/ South	McBean Avenue to the westerly limit of 546 Heddle Crescent	Anytime
Heddle Crescent	South	McBean Avenue to the easterly limit of 533 Heddle Crescent	Anytime

2. AND THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Heddle Crescent	West/ South	McBean Avenue to the southerly flankage of 517 Heddle Crescent	Anytime
Heddle Crescent	South	McBean Avenue to the westerly limit of 520 Heddle Crescent	Anytime

3. AND THAT the necessary By-laws be prepared and submitted to Council for their approval.

COMMENTS

The Ward Councillor brought this matter to the attention of the Engineering Services Department. The east end of Heddle Crescent was lacking parking signage for several years. As a result, drivers became accustomed to parking their vehicles in the un-signed no-parking areas without any consequences. Once the Town was made aware of the missing signs, the proper by-law signage was installed in the fall of 2014.

After the signs went up and parking was no longer an option along this section of road, some residents indicated that the pre-sign conditions were the community's preferred option because they gave residents the benefit of being able to park on the east side of Heddle Crescent (parallel to Bayview Avenue). To respond to the residents' concerns, Engineering Services put into action the procedures of the Corporate Parking Policy to obtain community feedback. The primary action was a mail-out to the households impacted to determine their opinion (see the options presented in the map on page 4 of this report). It was concluded that the majority of the community was in support of moving the No Parking zone to the west side.

Therefore, it is recommended that the No Parking zone be shifted from the east side of Heddle Crescent (in the area parallel to Bayview Avenue) to the west side (see map on page 4 of this report).

PUBLIC CONSULTATION

On October 3, 2014, Engineering Services contacted the Heddle Crescent community. Twenty (20) households which directly fronted or flanked the proposed area of study were subject to the mail-out. The Town received five (5) responses (20%) in favour of the proposed shift of the No Parking Zone.

A copy of this report will be forwarded to affected residents prior to the Committee of the Whole Meeting so that residents may attend the Committee of the Whole meeting or present a deputation if they so wish.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

- Well-planned and connected...strategically planning for the future to improve information access and enhance travel to, from and within Newmarket.

HUMAN RESOURCE CONSIDERATIONS

No impact to current staffing levels.

IMPACT ON BUDGET

Operating Budget (Current and Future)

No impact to the Operating Budget.


Capital Budget

There is a small impact to the Capital budget (less than \$1,000.00) for the parking restriction signage.


CONTACT


For more information on this report, please contact Mark Kryzanowski at 905-895-5193 extension 2508; mkryzanowski@newmarket.ca.

Prepared by:

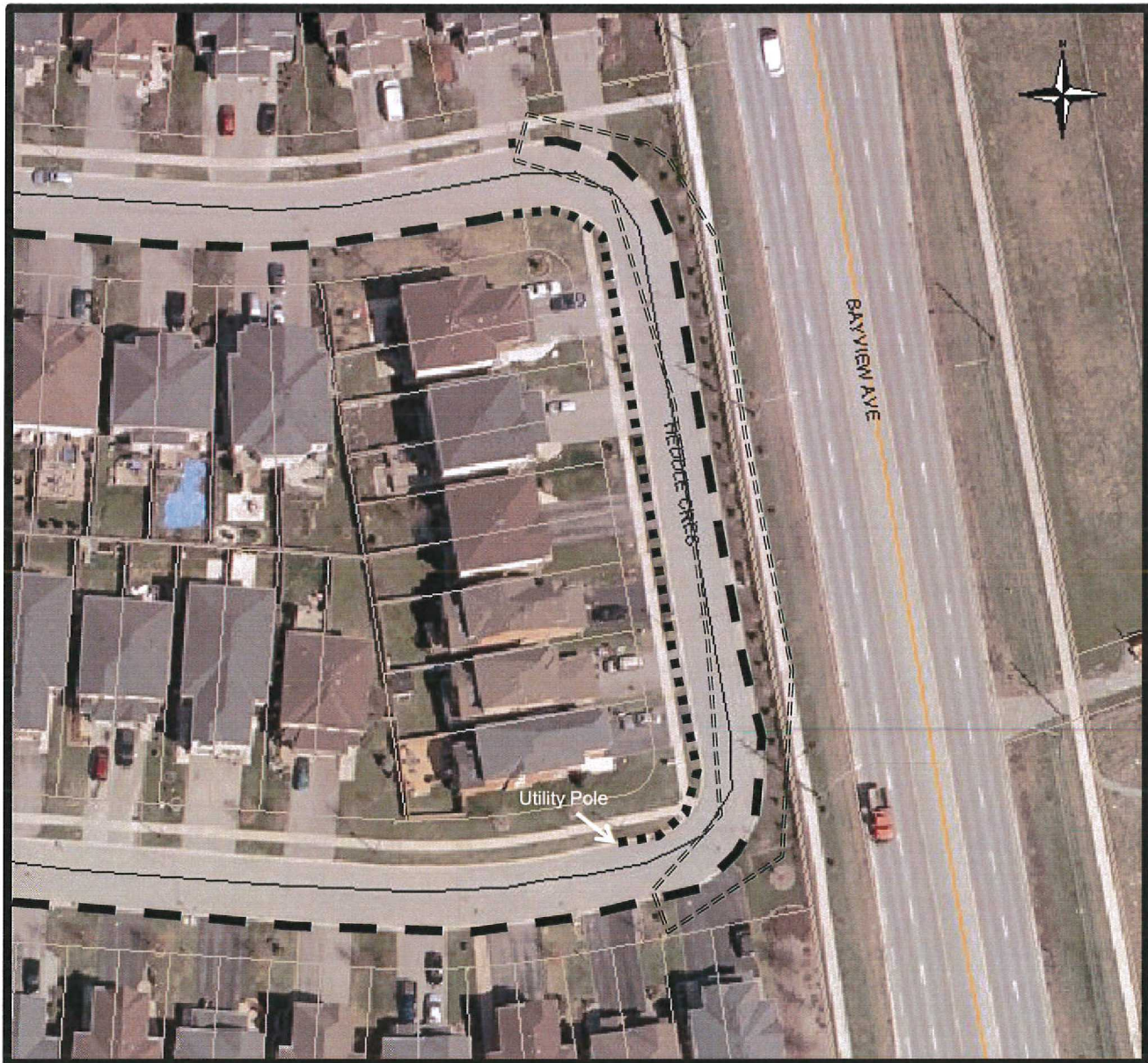

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Director, Engineering Services


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Development & Infrastructure Services

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— — — — — Maintain Existing No Parking Zone

..... Proposed New No Parking Zone

== -- == -- == Proposed Removal of Current No Parking Zone
(highlighted and runs parallel to Bayview Avenue)