



Town of Newmarket
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Krista Court Parking Review Staff Report to Council

Report Number: 2023-05

Department(s): Engineering Services

Author(s): M. Kryzanowski, Manager, Transportation Services

Meeting Date: January 30, 2023

Recommendations

1. That the report titled Krista Court Parking Review dated January 30, 2023 be received; and,
2. That the parking restriction noted in Appendix A be adopted; and,
3. That No Parking signs be installed in the cul-de-sac; and,
4. That the 2-year moratorium on parking reviews for Krista Court, as noted in the Parking Policy, be lifted; and,
5. That the School Boards be sent copy of this report for their consideration and action; and,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose of this report is to outline the findings of the Krista Court parking review, as initiated by a community petition. The report will outline recommendations and next steps.

Background

At the regular meeting on August 22, 2022, the Committee of the Whole received a community petition requesting parking restrictions on Krista Court. This petition was to address the school parking demand and operation on the court (agenda item #10.1).

This review is undertaken in accordance with the Town's Parking Policy and Public Consultation and Support Policy.

St. Elizabeth Seton CES property is connected to Krista Court via a pathway. Further, this school is part of the Active School Travel Pilot project initiated by York Region and the School Boards (York Catholic District School Board and York Region District School Board).

Finally, at the regular meeting on March 1, 2021, Town Council dealt with a similar type of request on Clematis Road for the same reason in relation to the same school (agenda item #9.3.12).

Discussion

Krista Court is a short local residential street that runs from Luesby Lane and terminates in a cul-de-sac. Krista Court has no sidewalks on either side of the street, and the terminus of Krista Court does provide access to the school via a walkway.

A petition was received to address the parking demand and operations resulting from the school. The petition requested No Parking in the cul-de-sac, and parking restrictions on the east/north side of the street from Monday to Friday, 8:00 a.m. to 4:00 p.m.

In terms of policy conformance, Krista Court has 21 households. The petition requesting the parking restrictions came from six households (29% - 25% required). With the petition and community consultation, the Town received input from eleven households (52% - 50% required). The responses include the original six (6) households from the petition plus an additional household supporting the parking restrictions in the petition, for a total of 7. As well, two households supported both the parking restriction in the petition, and would also support additional restrictions. Finally, two households suggested that the parking restrictions need to be increased to cover both sides of the street. See the table below of a breakdown of responses.

	Supports			No Response
	Petition Request	Petition Request and/or both sides	Both sides of the Court	
Krista Court 21 Households	7 33%	2 10%	2 10%	10 48%
Response 11 households	64%	18%	18%	

Therefore, the consultation and community support meets the policy requirements.

Further to the street specific parking review, staff undertook an investigation into why parking supply and parking operations have become an issue at St. Elizabeth Seton CES. This school, like many, had typical issues with traffic and parking operations directly in front of the school; however, only recently parking issues have extended into the community. St Elizabeth Seton CES is one of the six schools in the Active School Transportation (AST) pilot program; therefore, there is additional data and observations at this school.

The school offers two programs and the table below indicates the number of students enrolled in each. A typical elementary school can accommodate approximately 500 students; therefore, the school may be considered 'at/near capacity'. Currently, about 2/3 of the student population is part of the French immersion program.

Program	Inside Boundary	Outside Boundary	Total
Regular	134	53	187
French Imm.	328	10	338
TOTAL	462	63	525

Source: School Board

The other salient point is the school boundary. The regular school boundary is generally from the north Town border to Srigley Street and Main Street to Highway 404. The school is located in the northern part of the boundary area. It should be noted that 53 children (about 40%) of the regular school population attend this school from outside of the boundary area. The French immersion program has been assigned a different boundary area. This area is regional in nature spanning from approximately St. John's Sideroad to Ravenshoe Road and to the west and east boundaries of York Region.

The local vehicular provisions at this school, which include parking areas and pick-up/drop-off operations, would not be sufficient to accommodate the large number of students travelling from a longer distance. These students would normally be commuting by car or bus; however, due to the current pandemic situation bus usage has decreased and car usage has increased. This would create additional demand on the school parking supply and impact the operations to accommodate more vehicles on the community streets.

Since this school is part of the Active School Travel (AST) pilot program, Krista Court was part of the field observation. During the field reviews, every morning and afternoon, it was noted that approximately 15 to 20 cars accessed the court. It was also noted that a number of pedestrians walked through the court to Luesby Lane. While the Town encourages the "Walk a Block" initiative, it is a safety concern given the number of cars and pedestrians on the street at the same time with no access to a sidewalk (similar to Clematis Road).

In summary and based on the findings of the review, it is recommended that the parking restrictions requested in the petition be adopted by Council. As well, it is recommended that both School Boards be contacted to request information on the nature and boundaries for each school. The School Boards are to also advise what is being done to accommodate large non-community or Regional catchment areas. The Town cannot solve this issue alone, nor should communities in close vicinity to the schools be affected by this issue.

Conclusion

The petition request and subsequent consultation supports the No Parking signage in the cul-de-sac and the restrictive time period parking (Monday to Friday, 8:00 a.m. to 4:00 p.m.) on the north/east side of the street.

It is further recommended that the standard 2-year moratorium on revisiting parking issues on this street be lifted and the street monitored. There is a significant percentage of households on this street that wished to see restrictive parking on both sides, rather than just one requested in the petition. If problems persist on Krista Court, this may be the next practical step.

Finally, it is recommended that this report be forwarded to both School Boards. It would be requested that both School Boards provide information on schools with boundaries extending outside of the local area (Town). Also, the School Boards are requested to provide what active and positive measures that are being undertaken to lessen the impact faced by communities surrounding the schools.

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.

Consultation

The Town received a petition from approximately 25% of the households on Krista Court (six in total). Transportation staff consulted with all 21 households that would be impacted by the requested parking changes. Each household was issued a letter (dated September 13, 2022) by the Town requesting their input. The purpose was to solicit any additional comments or new comments from the community. The results of the study communication are noted above.

To further communicate the findings and invite more feedback, all households within the study area will receive a copy of this report. A notice will follow indicating the date and time of the Committee of the Whole meeting at which the matter will be heard. Residents who wish to address the Committee will have the opportunity to do so at that time.

Human Resource Considerations

None.

Budget Impact

Funds for the required signage would come from the Regulatory Signs – Engineering line from the Operating Budget. The cost would be approximately \$1,000.00 for the required signage. There are sufficient funds in this account to cover the cost.

Attachments

Appendix A – Proposed Parking Bylaw Amendment

Appendix B – Area Map

Approval

Sepideh Majdi, Acting Director, Engineering Services

Peter Noehammer, Commissioner, Development & Infrastructure Services

Contact

For more information or questions regarding this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-895-5193 extension 2508 or MKryzanowski@newmarket.ca