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## Church Street Parking Review Staff Report to Council

Report Number: 2024-22

Department(s): Engineering Services

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

Meeting Date: April 29, 2024

### Recommendations

1. That the report entitled Church Street Parking Review dated April 29, 2024 be received; and,
2. That the Parking Bylaw amendments noted in Appendix A be approved; and,
3. That staff consider Category 1 traffic calming measures in 2024 for Church Street; and,
4. That the on-street parking situation be monitored and reviewed after the Downtown Parking Structure is completed; and,
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

### Purpose

This report outlines the results of a review of possible short-term parking options on the east side of Church Street between Millard Avenue and Eagle Street as shown on the map in Appendix B. It also includes recommendations regarding this matter.

### Background

At its regular meeting of October 10, 2023, the Town Council discussed the parking shortages on Main Street and added the following recommendation:

**That Staff be directed to look at possible short-term parking options on the east side of Church Street from Eagle Street to Millard Street.**

Currently, parking is limited on Church Street, except on Sundays. The request is to review parking restrictions on the east side of Church Street from Millard Avenue to Eagle Street to determine if additional on-street parking can be added. This is necessary to mitigate peak parking demand during Main Street events.

## **Discussion**

Church Street is a residential collector road with a two-lane cross-section and sidewalks, running from north to south from Eagle Street and merging into Millard Avenue north of Park Avenue. The street presents two unique aspects. Firstly, it features an overly wide asphalt road surface with smaller boulevards in certain sections, particularly in the northern part between Millard Ave and Park Ave. Secondly, its land use consists of a mix of residential homes, commercial establishments (such as a dental clinic and a daycare), and institutional facilities (such as the Gorman Pool and the Veterans Memorial Cenotaph).

Currently, parking is limited, except on Sundays. There are 2-hour restrictive parking zones in some areas on the west side north of Botsford Avenue, and a No Stopping zone exists on the east side between Park Avenue and Botsford Street, as indicated on the map in Appendix B.

Given that parking is allowed on both sides of the street on Sundays, it is common to find cars parked along both sides of Church Street. Therefore, it is recommended to increase parking availability on the east side, aligning with the street parking regulations on the west side, which include a 2-hour limit. However, there are two areas that should be exempted from this regulation:

### **Church Street between Millard Avenue and Park Avenue:**

This area is scheduled for road rehabilitation, which involves maintaining a reduced width of the street to accommodate existing utilities properly. With the existing 2-hour parking on the west side and the narrowed paved width (less than 8.0 meters), adding additional on-street parking may create traffic operation issues. Therefore, it is recommended that the No Parking zone on the east side remains, including Sundays. However, the on-street parking situation will be revisited once this section of Church Street has been rehabilitated.

### **Church Street between Park Avenue and Botsford Avenue:**

Currently, a 2-hour parking limit zone is in place on the west side, while a No-Stopping zone exists on the east side. The No-Stopping zone was established due to the daycare operations at 179 Church St. It is recommended that the 2-hour parking limit be allowed outside of the No-Stopping zone timeframes, and all-day Sunday parking be maintained.

### **Church Street between Botsford Avenue and Eagle Street:**

Currently, there is no parking allowed on both sides of the street, except for Sundays. To enhance on-street parking availability on Church Street, it is recommended to implement 2-hour parking restrictions from Monday to Saturday on the east side, while retaining all-day Sunday parking on that side. Appendix A and B contain the details and maps of the proposed Parking By-law amendments.

Also, since this initiative originated from the Town rather than being community-initiated, it was important to reach out to residents and business owners to gather their opinions, issues, and concerns. As part of this parking study, letters dated January 26, 2024, were individually mailed to thirty-eight members of the community that could be affected by the proposed changes. The Town received input from seven residential households. While many residents expressed support for the additional parking, some have reservations. Below is a compiled list of issues/concerns directly related to increasing parking on the east side of Church Street from the community consultation along with corresponding responses.

#### Alternative/Better Locations:

Several residents suggested alternative locations for increased parking, primarily off-street. The proposed parking on the east side of Church Street aims to offer a low-cost temporary solution for parking demand during downtown events. The Town has initiated a parking structure project for downtown at the current location of the tennis courts. The parking structure is scheduled to be completed in 2025. This structure is expected to provide more than 200 additional parking spaces.

Upon the successful completion of the proposed parking structure in the downtown area in 2025 an anticipated addition of approximately 200 parking spaces for the downtown area will be achieved, which will be much closer to programmed events and parking demands stemming from the downtown area. The on-street parking situation will be monitored and reviewed after the Downtown Parking Structure is completed.

#### Traffic Safety – Design and Operations:

While the focus of this review was primarily on on-street parking rather than traffic, some members of the public raised concerns about the road geometrics, speeding, sight visibility, and pedestrian safety.

Church Street follows an older road design that is typical of the in original part of Town in the immediate area. The reconstruction of Millard Avenue/Church Street (north of Park Avenue) is scheduled for 2024 to 2025. The reconstruction aims to enhance road conditions by reducing the asphalt width and providing more boulevard space for trees and utility services. These improvements will enhance road safety, visibility, and restore some of the street's character. The on-street parking situation will be revisited once this section of Church Street has been rehabilitated.

An examination of existing traffic data revealed that the operating speed was not excessive (approximately 45 km/h), and there were only three collisions in the last five years. Some of these concerns can be addressed through design changes during reconstruction, such as implementing a narrower road platform, tighter turn radii, and improved slopes, among others. However, in the interim, category 1 traffic calming measures can be implemented, such as a wider center median or urban shoulders and installing on-street bollards. Additionally, some comments suggested reducing the speed limit. Regarding the request to reduce the posted speed limit to 30km/h, the Town does not yet have a policy in place to support this change. The speed limit reduction to 30km/h on Lorne Avenue was supported as a pilot project and it is currently being monitored and reviewed to determine whether a lower posted speed limit policy should be recommended to Council for implementation. If such a policy is developed, Church Street could be evaluated to see if it falls within the policy for such a change.

### Time Limits:

Requests were made for longer time frames, extending hours (from 2 to 3), and reducing time frames. The proposed time frames and permitted hours generally align with those in the area and facilitate more uniform and consistent enforcement of on-street parking. Enforcement was identified as an issue, as cars occasionally remain parked all day in the current 2-hour parking areas in this vicinity. Enforcement concerns will be communicated to Legislative Services.

## **Conclusion**

It is recommended that:

1. On-street parking be allowed for 2 hours from Monday to Saturday, with maintaining all-day Sunday parking for the east side of Church Street from Botsford Street to Eagle Street.
2. On-street parking be allowed for 2 hours from Monday to Friday, between 5pm to 11pm only, and all-day Saturday, with maintaining the all-day Sunday no-maximum hour parking for the east side of Church Street from Park Avenue to Botsford Street.
3. No Parking be maintained on the east side of Church Street from Millard Avenue to Park Avenue, including Sundays.
4. Church Street be considered for Category 1 traffic calming measures in 2024.
5. The on-street parking situation will be monitored, and a review will be conducted once the Downtown Parking Structure is constructed.

## **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**

Consultation was carried out with thirty-eight members of the community that could be affected by the proposed changes. Residents, institutions, and retail establishments were invited to share their feedback by letters mailed to them on January 26, 2024. The community will have a second opportunity to comment by providing a written, electronic, or in-person deputation to the Committee of the Whole when this matter is heard. The community will receive a copy of this report along with the date and time of the Committee of the Whole session during which they can provide a deputation.

## **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 Amendments

Appendix B –Existing and Proposed Parking Bylaw Amendments Maps

## **Approval**

S. Majdi, M.Sc., P.Eng., Strategic Business Leader, Engineering Services

Peter Noehammer, P.Eng., 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](mailto:MKryzanowski@newmarket.ca)