

Town of Whitby

Staff Report

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Report Title: Garden Street On-Street Parking Consideration

Report to: Committee of the Whole

Date of meeting: June 10, 2024

Report Number: PDE 06-24

Department(s) Responsible:

Planning and Development Department
(Engineering Services)

Submitted by:

Roger Saunders, Commissioner,
Planning and Development

**Acknowledged by M. Gaskell,
Chief Administrative Officer**

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1. Recommendation:

1. That Council approve the proposed amendment to the Traffic By-law 8059-24 to incorporate the following change to Schedule B: No Parking restrictions on Garden Street between Burns Street and Dundas Street East.
2. That Council provide direction to staff regarding parking opportunities to be constructed for residents whose properties have direct access to Garden Street between Dunlop Street East and Hyland Street.

2. Highlights:

- Garden Street is an arterial road and on-street parking is unexpected on a high order roadway with a four lane cross section. Staff recommend a No Parking restriction.
- 16 homes have been built with frontage on the east side of Garden Street. Some of these homes have secondary suites.

- Residents of the 16 homes have requested increased parking supply for visitors.
- The Town retained a consultant to develop potential options for alternative parking.
- Staff seek the direction of Council on providing off-street parking along the Garden Street corridor. Parking options include lay-by parking as well as new parking lots.

3. Background:

Garden Street is a major arterial road and on-street parking is unexpected for motorists. The daily volume along any road will fluctuate based on numerous factors including season, weather, construction, and incidents that may have occurred on adjacent facilities. Traffic volumes on Garden Street are in the range of 13,000-15,000 vehicles per day.

Curbside parking along Garden Street, between Dunlop Street and Hyland Street, is restricted by time of day on the east side of Garden Street between Hyland Street and Dunlop Street for the traditional peak traffic hours Monday to Friday, 6 a.m. to 9 a.m. and 4 p.m. to 7 p.m. This allows for on-street parking during off-peak periods.

There are 16 homes on the east side of Garden Street with direct access to Garden Street. Each of these homes has an attached two-car garage, and front lot driveway for two additional vehicles, providing four parking spaces per house, which exceeds the Zoning By-law requirement. Several homeowners have also widened their driveways to provide additional front lot parking. Several homes have accessory dwelling units.

In 2008 and in 2017 staff presented Council with reports related to parking on Garden Street, as follows:

- Report PW 44-08 identified that there is a safety risk by allowing on-street parking in a 4-lane cross-section arterial road. At the time it was estimated that it would cost in the order of \$60,000 to provide lay-by parking. Following this report, parking was permitted on Garden Street in the study area, however it was permitted during off peak hours only.
- In Staff Report PW 3-17 it was noted that collisions had increased in the study area. Collisions were mostly rear-end and side-swipe collision types, which could be attributed to traffic swerving or braking to avoid unexpected parked vehicles.
- In reports PW 44-08 and PW 3-17, Staff had recommended that parking on Garden Street be restricted.

4. Discussion:

Parking is currently prohibited on Garden Street as it is an arterial road, however; off-peak parking is permitted between Hyland Avenue and Dunlop Street East.

Garden Street has in the order of 13,000 to 15,000 daily vehicle trips, which is reasonable for a four-lane arterial road. It is anticipated that demand will continue to grow along the corridor, in response to the following factors:

- Should Brock Street be redesigned, some of the displaced traffic will migrate to Garden Street as an alternate route. While traffic moving from Brock Street to

Garden Street is reasonable, and Garden Street is anticipated to have adequate capacity to manage the new trips, parking along the Garden Street corridor may reduce the road’s capacity, resulting in delays and increased risks.

- To the north, Garden Street is intended to be connected to the Mid-Block Arterial road, which will provide an efficient link between Highway 401 and Brooklin. It could be anticipated that vehicles currently using Brock Street to make this trip will divert to Garden Street as it becomes the more efficient route.
- Dunlop Street is being extended to form an intersection with Garden Street. This new intersection is planned to be signalized, with construction scheduled for 2024. This signalized intersection will provide pedestrian crossing opportunities, as well as the opportunity for drivers to access Reynolds Street and the adjacent neighbourhood directly from Garden Street. A northbound left turn lane will be constructed with the signalization.

To provide residents and their visitors parking along the corridor, Chisholm, Fleming and Associates Engineering was retained to consider and evaluate alternatives to the current on-road parking issue. The objective was to provide one additional parking space per home, for a total of 16 additional spaces.

The possible parking options are outlined in Table 1 and are illustrated in Attachment No.1. It is noted that that the costs presented below are high-level estimates. The costs would be refined through the design process considering all elements needed to construct each option (e.g. Central Lake Ontario Conservation Area (CLOCA) permits and mitigation, retaining walls, illumination, drainage, etc.). Maintenance and life cycle costs are not included in the cost estimates.

Table 1 Garden Street Parking Options

Option/Location	Discussion
<p>Option 1 Parking lot south of 57 Garden Street</p>	<ul style="list-style-type: none"> • 10 parking spaces. Does not provide one additional parking space per house. • Encroachment into CLOCA regulated area. • Extensive grading required. • Potential retaining wall needed. • Tree removals required. • Inconvenient location for northerly residents. <p>Cost - \$350,000</p>
<p>Option 2 Parking lot between 67 and 71 Garden Street</p>	<ul style="list-style-type: none"> • 21 parking spaces. • Extensive grading required. • Entirely within CLOCA regulated area. • Mature tree removals. <p>Cost - \$600,000</p>

Option/Location	Discussion
<p>Option 3 Parking lot north of 89 Garden Street</p>	<ul style="list-style-type: none"> • 7 parking spaces. Does not provide one additional parking space per house. • Extensive grading required. • Encroachment into CLOCA regulated area. • Mature tree removals. • Inconvenient location for southerly residents. <p>Cost - \$300,000</p>
<p>Option 4 Lay-by parking in east side boulevard between 89 and 57 Garden Street</p>	<ul style="list-style-type: none"> • 14 parking spaces. • Boulevard utilities/conflicts. • Tree removal required. • Curb and drainage relocations may be required. <p>Cost: \$350,000</p>
<p>Option 5 Lay-by parking in west side boulevard, between 89 and 57 Garden Street</p>	<ul style="list-style-type: none"> • 16 Parking spaces. • Pedestrian connectivity (i.e. controlled crossing) required to support crossing. • Boulevard utilities/conflicts. • Multi-Use Path relocation, tree removals, and retaining wall will be required. • Curb and possibly drainage relocations may be required. <p>Cost: \$400,000</p>

The consultant has prepared preliminary sketches showing the footprint, locations, and capacity of the various options. Refer to Attachment No 1.

Given that each option offers different opportunities, risks, costs, and constructability, staff are seeking direction from Council on proceeding with a parking option. Upon receiving direction from Council, staff would proceed with design and utility considerations and finalize a budget. Of the five options, the construction of a parking lot between the homes (Option 2) would be the safest option for all road users. The cost could be reduced by reducing the number of parking spaces constructed.

With the signalization of Dunlop Street and Garden Street underway, Staff are recommending that Garden Street be restricted, with no on-street parking permitted. Refer to Attachment No. 2 for the proposed Draft Traffic By-law update.

It is noted that while parking within the driveway apron is prohibited in the Traffic By-law, it is enforced on a complaint basis when safety is a concern. Vehicles have been observed using the driveway apron to support parking needs. In addition, a No Parking

restriction allows for active loading and unloading of a vehicle so deliveries to the homes on Garden Street would not be impacted.

5. Financial Considerations:

If directed by Council to proceed with off-street parking, staff will undertake detailed design to better estimate costs of utility relocations, grading, permits, and any other elements and proceed to allocate funding in future capital and operating budgets to implement the recommendation.

The cost of the installation of the No Parking signage on Garden Street is estimated to be in the order of \$2,500 and will be funded from Account No. 40236405 – Traffic Signage and Pavement Marking Initiatives, approved through the 2024 capital budget process.

6. Communication and Public Engagement:

Residents impacted by Report PDE 06-24 have been notified of the staff report.

7. Input from Departments/Sources:

Operational Services would be requested to install the No Parking signage and Parking Services would enforce, as needed, the No Parking restriction.

Operational Services would also be consulted regarding any impacts or costs associated with the construction of an off-road parking lot or lay-by parking. Additional operating costs would also be considered through the budget process.

8. Strategic Priorities:

Report PDE 06-24 supports Pillar 1 priorities of the Community Strategic Plan. Specifically, the Pillar 1 area of focus is to support road safety through the implementation of parking solutions appropriate to the nature of Garden Street as an arterial road. In addition, sustainable transportation such as preventing congestion and idling due to traffic congestion is a sustainability principle.

9. Attachments:

Attachment 1 – Garden Street Potential Parking Options

Attachment 2 – Draft Update to Traffic By-law 8059-24