Staff Report

To	General Committee
Subject	Subdivision Parking Control – 225 Prince William Way, BEMP II / Great Gulf (9 Mile), Hewitt's Gate East, Hewitt's Gate West, Yonge GO Village Phase 1 and 2
Date	February 26, 2025
Ward	9 and 10
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV006-25

Recommendation(s):

1. That Traffic By-law 2020-107 Schedule "1" "No Parking Anytime" be amended by adding the following as approved by Council motion 23-G-208 concerning the Parking Control for New Subdivisions (Secondary Plan and Built Boundary):

    a) 225 Prince William Way, as identified in Appendix A to Staff Report DEV006-25;

    b) BEMP II / Great Gulf (9 Mile), as identified in Appendix B to Staff Report DEV006-25;

    c) Hewitt's Gate East and Hewitt's Gate West, as identified in Appendix C to Staff Report DEV006-25; and

    d) Yonge Go Village Phase 1 and 2, as identified in Appendix D to Staff Report DEV006-25.

Executive Summary:

The purpose of this staff report is to seek Council approval to amend Traffic By-law 2020-107 to implement parking controls for the new subdivisions noted in the recommendation. Council approved motion 23-G-208 providing direction for implementing parking controls for new subdivisions as follows:

"That staff in the Development Services Department proceed with the following parking control approach for new subdivisions in the secondary plan areas and the built boundary:

Street Classification	Parking Control
Laneways	Parking prohibited
Local Streets	Parking permitted on one side only
Collector Streets	Parking prohibited (DEV003-23)"

Key Findings:

As residential development progresses in the City's south end, there is a need to amend the Traffic By-law to implement planned parking controls as new subdivisions become occupied. Parking controls are based on street classifications within subdivisions**. Staff Report DEV003-23 outlines the rationale for parking controls.** In summary, the street cross-sections within the City's secondary plan areas were designed to be narrower to support an overall development approach to create a more compact built form.

Parking controls are required on laneways and local streets to provide a clear width for fire access. Parking controls are required on collector streets as they were not designed to accommodate on-street parking.

Parking controls provide the following ancillary benefits:

- Facilitates winter maintenance by providing necessary clear widths;
- Facilitates access of emergency vehicles; and,
- Allows for school buses to travel on local streets.

Parking controls will be implemented based on the developer's phasing, progression and the occupancy of the units within the subdivision. Staff will complete a mailout to property owners providing 30 days' advance notice of enforcement once no-parking signs have been installed by the developer and verified for correctness by City staff. The Ward Councillor will be notified when the mailout occurs and provided a copy of the letter. As subsequent phases within these developments are completed (and no-parking signs installed), staff will repeat the process of providing 30 days' advance notice of enforcement including notification to the Ward Councillor.

Financial Implications:

There are no costs associated with the implementation of parking control signs as they are supplied and installed by the developer. Additional By-law enforcement costs in the secondary plan areas were included in the 2021 Enforcement Services Review.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 – General Committee could choose to not implement parking controls.

> Although alternative is available, it is not recommended as the proposed parking controls are based on the design of the street cross-section. Parking controls provide minimum fire access clear width, facilitate access for waste collection, school buses, emergency vehicles and supports operation and maintenance activities.

Strategic Plan Alignment:

Affordable Place to Live		
Community Safety	**X**	The recommendation to implement parking controls will improve safety by facilitating vehicle travel, emergency and maintenance vehicle access on laneways and local streets, allow for school buses to traverse local streets where desired by the Simcoe County School Bus Consortium and accommodate installed cycling infrastructure on collector streets.
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Staff report DEV003-23 provides rationale for required parking controls.

Consultation and Engagement:

There is no public consultation required in relation to this Report. Residents will be mailed letters providing advance notice of enforcement as portions of subdivisions are occupied.

Environmental and Climate Change Impact Matters:

There are no environmental and/or climate change impact matters related to the recommendation.

Appendix:

Appendix A – 225 Prince William Way
Appendix B – BEMP II / Great Gulf (9 Mile)
Appendix C – Hewitt's Gate East and West
Appendix D – Yonge GO Village Phase 1 and 2

Report Author:

B. Gratrix, Senior Project Manager – Transportation Planning, Development Services

File #:

Not Applicable

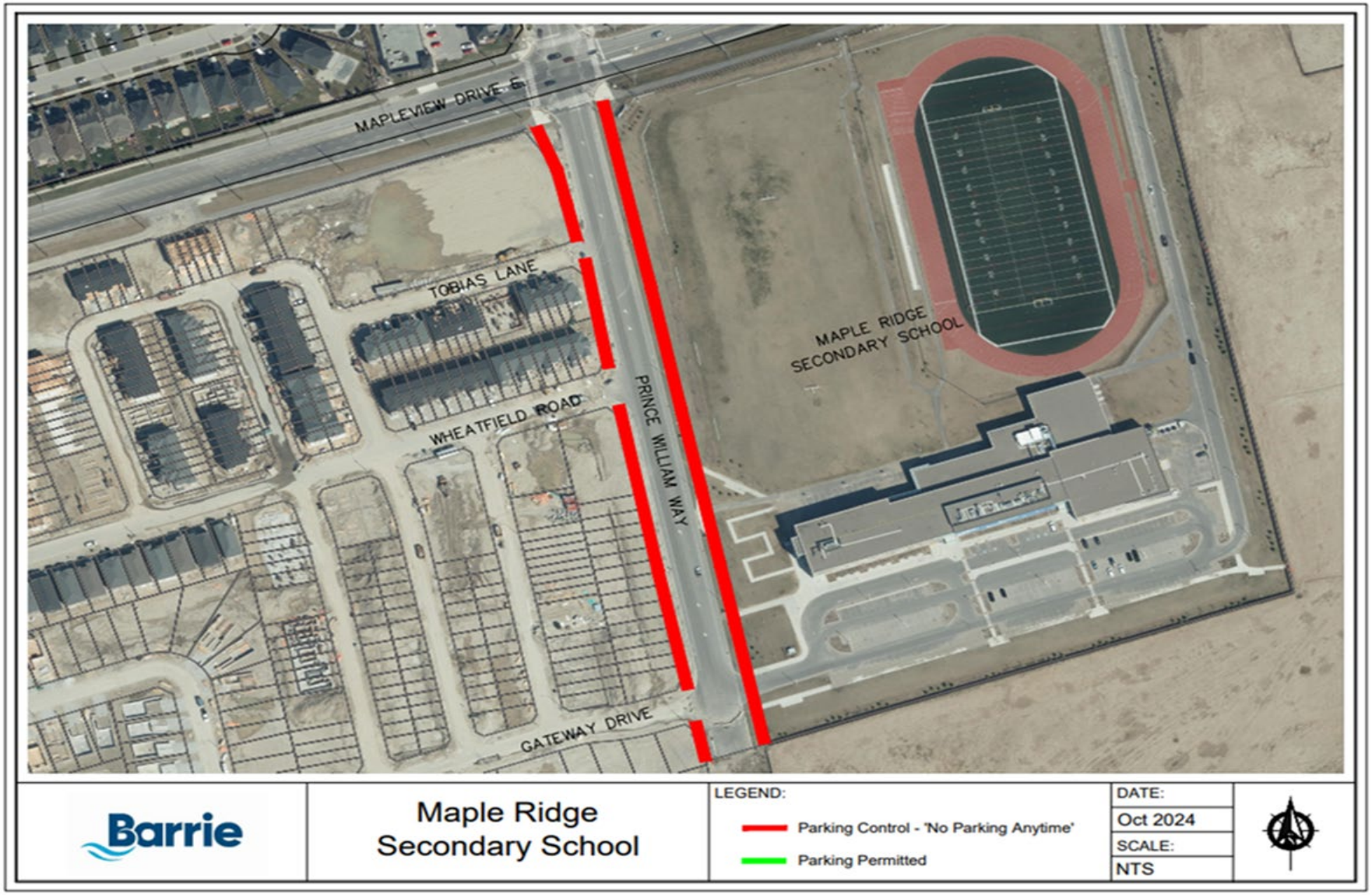
Pending #:

Not Applicable

Appendix A - 225 Prince William Way

Prince William Way	Both sides from Mapleview Drive East to Gateway Drive
Prince William Way	Both sides from Gateway Drive to a point 30 metres south thereof

Appendix A - 225 Prince William Way

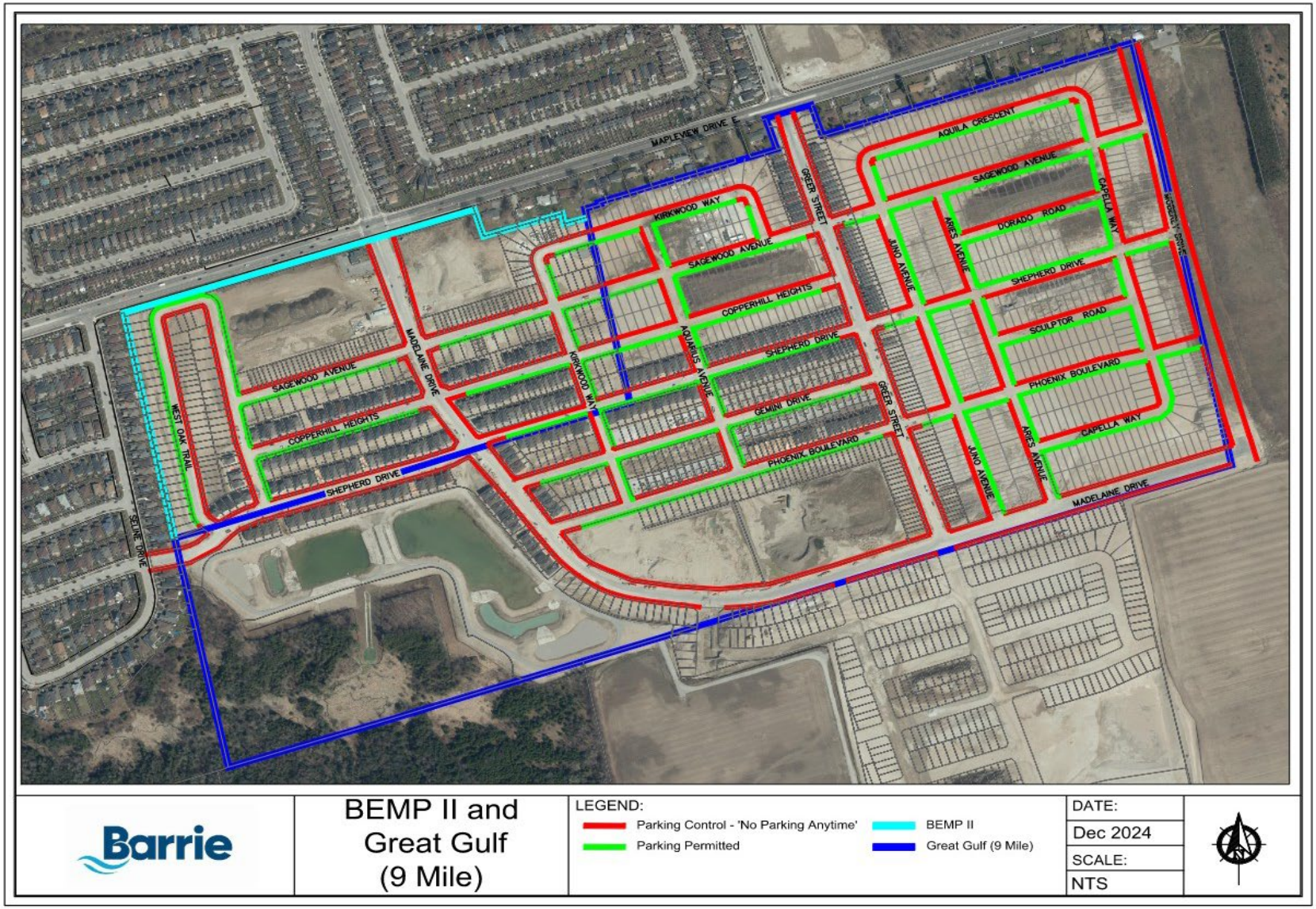


Appendix B – BEMP II / Great Gulf (9 Mile)

Aquila Crescent	North side from Sagewood Avenue (east leg) to Sagewood Avenue (west leg)
Aquarius Avenue	West side form Kirkwood Way to Phoenix Boulevard
Aries Avenue	West side from Sagewood Avenue to Madelaine Drive
Capella Way	East side form Sagewood Avenue to Phoenix Boulevard
Capella Way	North and west side from Aries Avenue to Phoenix Boulevard
Copperhill Heights	North side from West Oak Trail to Greer Street
Dorado Road	North side from Aries Avenue to Capella Way
Gemini Drive	North side from Madelaine Drive to Greer Street
Greer Street	Both sides from Mapleview Drive East to Madelaine Drive
Juno Avenue	West side from Sagewood Avenue to Madelaine Drive
Kirkwood Way	North side from Sagewood Avenue (east leg) to Sagewood Avenue (west leg)
Kirkwood Way	West side form Sagewood Avenue to Phoenix Boulevard
Madelaine Drive	Both sides from Mapleview Drive East to Moberly Drive
Moberly Drive	Both sides from a point 60m south of Mapleview Drive East to Madelaine Drive
Phoenix Boulevard	North side from Madelaine Drive to Moberly Drive
Sagewood Avenue	North side from West Oak Trail to Moberly Drive
Sculptor Road	North side from Aries Avenue to Capella Way

Shepherd Drive	South side from Aries Avenue to Capella Way
Shepherd Drive	North side from Capella Way to Moberly Drive
Shepherd Drive	Both sides from Seline Drive to Madelaine Drive
Shepherd Drive	North side from Madelaine Drive to Aries Avenue
West Oak Trail (east leg)	West side from Shepherd Drive to a point 280m north thereof
West Oak Trail (west leg)	East and south side from Shepherd Drive to a point 351m north thereof

Appendix B – BEMP II / Great Gulf (9 Mile)



Appendix C – Hewitt's Gate East and West

Hewitt's Gate East:

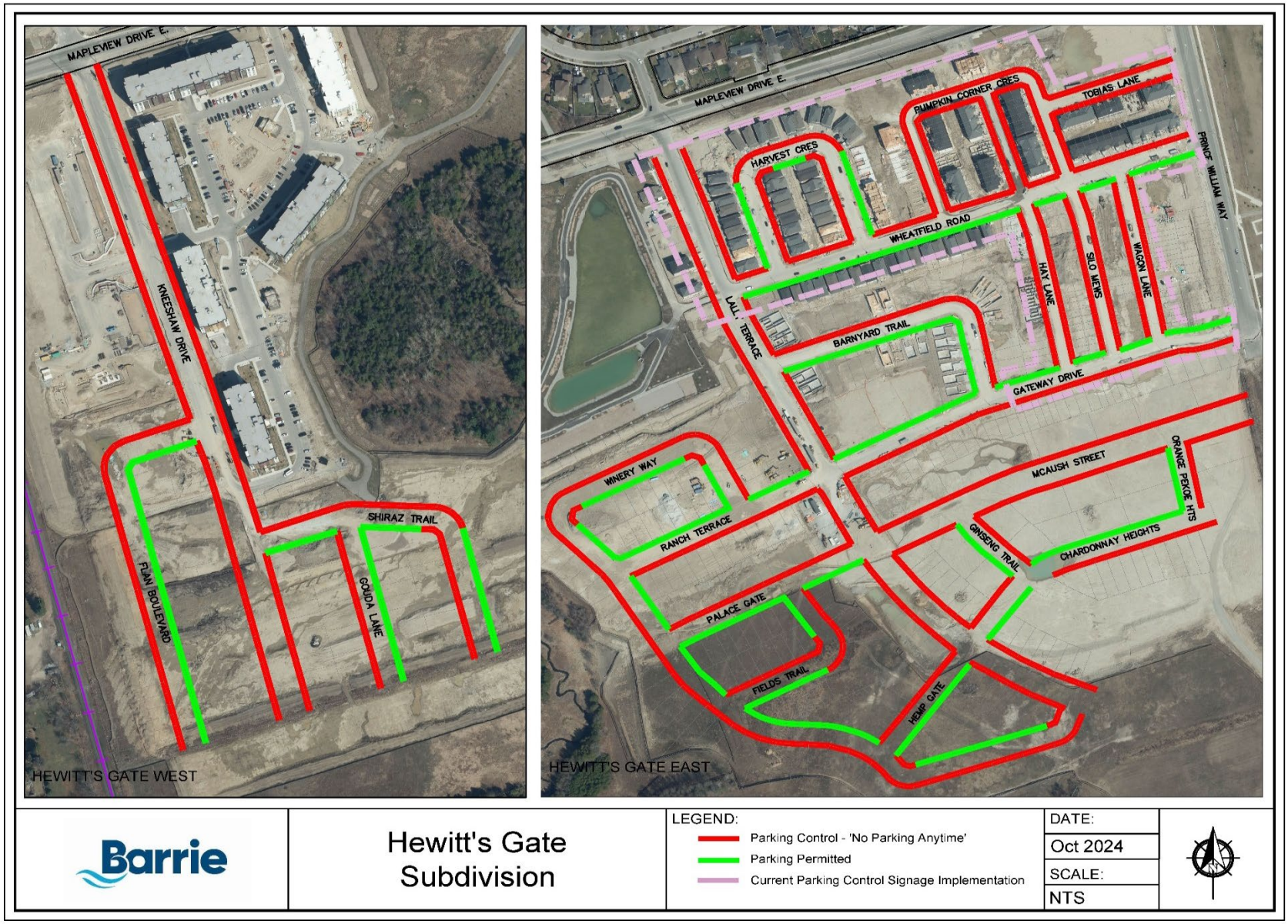
Barnyard Trail	North and east side from Gateway Drive to Lally Terrace
Chardonnay Heights	North side from Lally Terrace to Ginseng Trail
Chardonnay Heights	South side from Ginseng Trail to Orange Pekoe Heights
Fields Trail	North side from Winery Way to a point 100 metres east thereof
Fields Trail	South and east side from Palace Gate to a point 90 metres south thereof
Gateway Drive	South side from Lally Terrace to Prince William Way
Ginseng Trail	East side McAush Street to Chardonnay Heights
Harvest Crescent	North side from a point 75 metres north of Wheatfield Road to a point 105 metres east thereof
Harvest Crescent	East side (west leg) from Wheatfield Road to a point 95 metres north thereof
Harvest Crescent	West side (east leg) from Wheatfield Road to a point 95 metres north thereof
Hay Lane	Both sides from Pumpkin Corner Crescent to Gateway Drive
Hemp Gate	North side from Winery Way to Lally Terrace
Lally Terrace	Both sides from Mapleview Drive East to Winery Way
McAush Street	Both sides from Lally Terrace to Prince William Way
Orange Pekoe Heights	East side from McAush Street to Chardonnay Heights
Palace Gate	North side from Winery Way to Lally Terrace
Pumpkin Corner Crescent	Both sides from Wheatfield Road (east leg) to Wheatfield Road (west leg)

Ranch Terrace	South side from Winery Way to Lally Terrace
Silo Mews	Both sides from Wheatfield Road to Gateway Drive
Tobias Lane	Both sides from Pumpkin Corner Crescent to Prince William Way
Wagon Lane	Both sides from Wheatfield Road to Gateway Drive
Wheatfield Road	North side from Lally Terrace to Prince William Way
Winery Way	East side from Ranch Terrace (east leg) to a point 86 metre north thereof
Winery Way	West and north side from Ranch Terrace (west leg) to a point 206 metres north and east thereof
Winery Way	West side from Ranch Terrace (west leg) to Lally Terrace

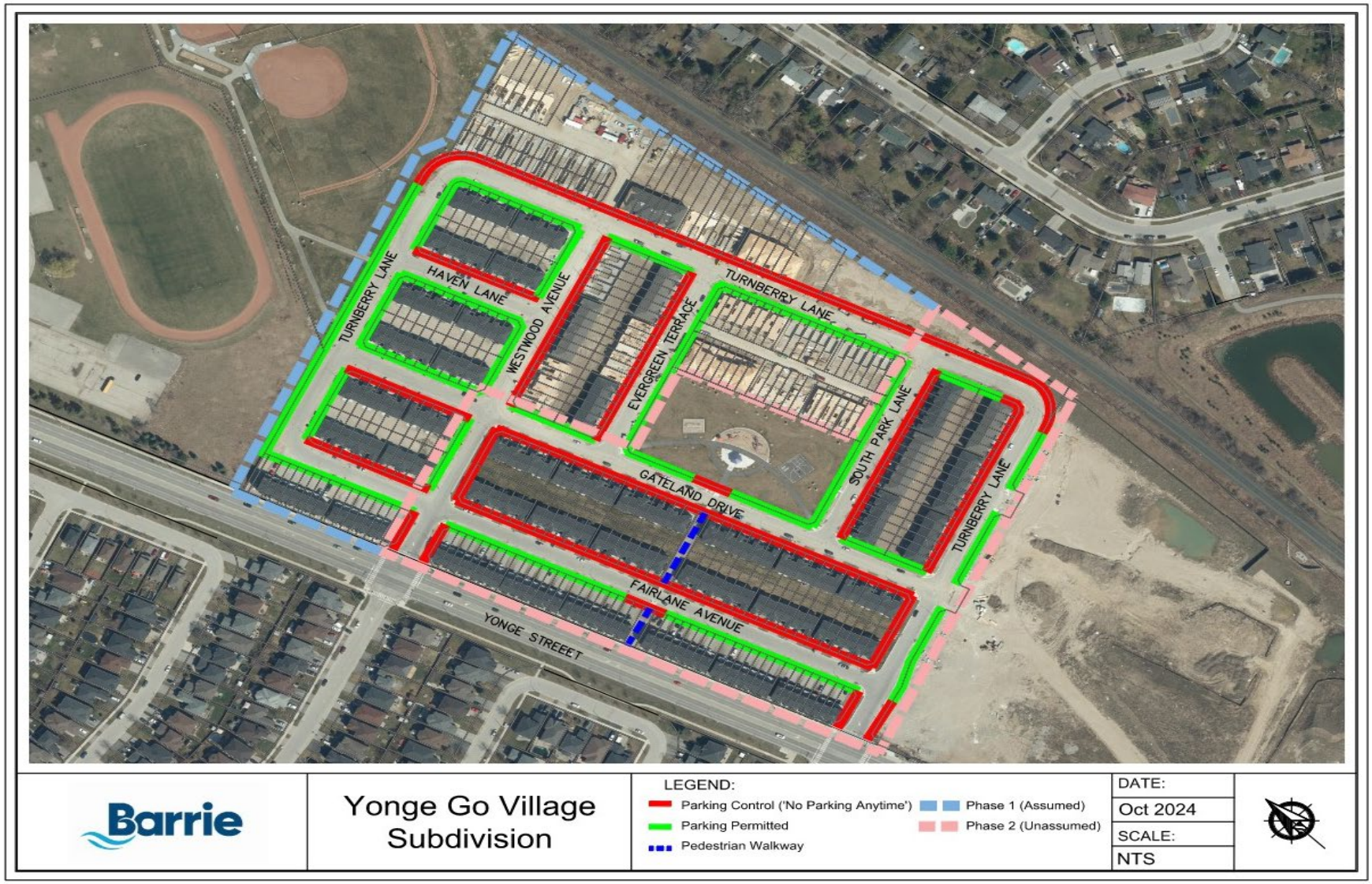
Hewitt's Gate West:

Flan Boulevard	North and West side from Kneeshaw Drive to a point 310 metres south thereof
Gouda Lane	West side from Shiraz Trail to a point 135 metres south thereof
Kneeshaw Drive	Both sides from Mapleview Drive East to a point 540 metres south thereof
Shiraz Trail	North Side from Kneeshaw Drive to a point 165 metres east thereof
Shiraz Trail	South and west side from a point 45 metres east of Gouda Lane to a point 105 metres south thereof

Appendix C – Hewitt's Gate East and West



Appendix D – Yonge GO Village Phase 1 and 2

Evergreen Terrace	North side from Gateland Drive to Turnberry Lane
Fairlane Avenue	East side from Turnberry Lane to Turnberry Lane
Fairlane Avenue	West side from a point 120 metres north of Turnberry Lane to a point 20 metres north thereof
Gateland Drive	West side from Turnberry Lane to Turnberry Lane
Gateland Drive	East side from a point 50 metres north of South Park Lane to a point 25 metres north thereof
Haven Lane	East side from Turnberry Lane to Westwood Avenue
South Park Lane	South side from Gateland Drive to Turnberry Lane
Turnberry Lane	North side from Yonge Street to a point 160 metres east of Gateland Drive
Turnberry Lane	South side from Yonge Street to Fairlane Avenue
Turnberry Lane	East side from a point 125 metres east of Gateland Drive to a point 55 metres east of Haven Lane
Westwood Avenue	South side from Yonge Street to Turnberry Lane
Westwood Avenue	North side from Yonge Street to Fairlane Avenue

Appendix D – Yonge GO Village Phase 1 and 2