



City of
Peterborough

To: Members of the General Committee

From: Cynthia Fletcher
Commissioner of Infrastructure and Planning Services

Meeting Date: December 1, 2020

Subject: Report IPSTR20-031
Changes to Parking Restrictions on Spillsbury Drive

Purpose

A report to recommend the implementation of parking restrictions on Spillsbury Drive, between Sir Sandford Fleming Drive and Airport Road.

Recommendations

That Council approve the recommendations outlined in Report IPSTR20-031 dated December 1, 2020, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That No Parking Anytime restrictions be implemented on the south side of Spillsbury Drive, between Airport Road and a point 386 m east of Airport Road;
- b) That No Parking Anytime restrictions be implemented on the north side of Spillsbury Drive, between Airport Road and a point 77 m east of Airport Road;
- c) That No Parking Anytime restrictions be implemented on the north side of Spillsbury Drive, between the east and west legs of Clancy Crescent, a distance of 65 m; and
- d) That a By-law be approved to amend the appropriate Schedules and Articles of Parking By-law 09-136 to authorize implementation of recommendations a), b) and c).

Budget and Financial Implications

Implementation of the parking restrictions on Spillsbury Drive will cost approximately \$1,500, funds for which are available in the 2020 annual sign maintenance budget.

Background

The lack of any parking restrictions on Spillsbury Drive, between Sir Sandford Fleming Drive and Airport Road continues to create operational safety concerns for City services (Waste Management and Transit) and private services with larger vehicles. The issues are created by on-street parking and the frequent parking of vehicles on both sides of the road, particularly through the curved section of Spillsbury Drive near Valleymore Park. These concerns have prompted a review of the current parking on Spillsbury Drive to improve operational safety for all users.

Site Details

Spillsbury Drive is a winding two-lane collector road that is approximately 10.0 m wide with sidewalks on both sides of the street. The speed limit is posted at 50 km/h. This area of the City is home to numerous students and seniors. The majority of the street has residential single-family homes with driveway access to Spillsbury Drive and a range of lot widths, that provides opportunity for short term on-street parking. The western section of Spillsbury Drive, approaching Airport Road, features larger apartment blocks with separate parking lots on site.

Parking Survey

In August 2020, in accordance with existing practice, staff surveyed the households on Spillsbury Drive, between Sir Sandford Fleming Drive and Airport Road, to ask residents for input on potential parking restrictions, particularly calendar parking, on their street. The survey included 159 households and the results of the survey are as follows:

| | No. of Surveys | % of Total Surveys Returned |
|----------------------------|----------------|-----------------------------|
| Implement Calendar Parking | 22 | 13.8% |
| Leave as is | 24 | 15.1% |
| Did Not Respond | 113 | 71.1% |

Typically, the criterion used to initiate parking changes on a residential street is that a minimum of 60% of the households surveyed agree to the changes. The results indicate that 13.8% of residents support Calendar Parking, and 15.1% of surveyed residents requested that the restrictions be left as is. Approximately 71% of residents surveyed did not respond. Of the residents who did respond to the survey, 52% indicated a preference to leave the parking restrictions as is. As the typical approval threshold was

not met, and the majority of respondents who responded did not support the introduction of Calendar Parking on the entire length of Spillsbury Drive, staff is not putting this forward as a recommendation.

A number of respondents did express concerns about restricted sight lines at intersections due to parked cars. Improvements can be addressed through the installation of “No Stopping” signs within 15 m of the intersections without the need for amendments to the parking by-law, as these restrictions are already covered within the Highway Traffic Act. Accordingly, staff will proceed to implement “No Stopping” signage within 15 m of the intersections of Parcels Crescent and Clancy Crescent to address these concerns.

A number of respondents to the survey also expressed concerns that the proposed Calendar Parking restrictions would unduly restrict opportunities for residents and visitors to make use of short term, on-street parking. In recognition of these concerns, and in trying to address the original operational issues faced by large vehicles, staff are recommending a limited parking restriction plan that preserves the ability for residents to utilize on street parking in front of their homes while restricting parking in the most critical locations from an operational perspective.

South Side of Spillsbury

- Between Airport Road and the west limit of Valleymore Park, there are only apartment / condominium buildings with off-street parking lots to serve these properties.
- Valleymore Park is also located along the south side of Spillsbury Drive, and there are no residential properties with direct driveway access, or the need to park on the south side of the street, at this location.

Adding a permanent No Parking Anytime restriction on the south side of this section of Spillsbury Drive, from Airport Road to the east limit of Valleymore Park, a distance of approximately 865 m, would address the issue of vehicles parked on both sides of the road through the curved portion of Spillsbury Drive. This area creates the majority of the operational safety concerns for larger vehicles.

North Side of Spillsbury

- There is a vacant lot between Airport Road and the west leg of Clancy Crescent. The property is currently zoned for future mixed-use commercial / residential land uses and would be required to provide on-site parking to suit the specific type of development proposed at the time.

Adding a permanent No Parking Anytime restriction on the north side of this section of Spillsbury Drive, from Airport Road to the west limit of Clancy Crescent, a distance of approximately 77 m, would address the issue of vehicles parked on both sides of the

road and also vehicles parked in close proximity to the transit stop on this segment of road.

- Between the west and east legs of Parcells Crescent there are no residential properties that front onto this segment of Spillsbury Drive.

Adding a permanent No Parking Anytime restriction on the north side of this section of Spillsbury Drive, from the west leg of Parcells Crescent to the east leg of Parcells Crescent, a distance of approximately 65 m, would address the issue of vehicles parked on both sides of the road and would not restrict on street parking opportunities for residents of this block.

A map of the proposed parking restriction plan is illustrated in Appendix A.

Summary

A neighbourhood parking survey was undertaken to seek feedback on a proposal to implementing Calendar Parking on Spillsbury Drive to improve the operational safety for large vehicles. The parking survey results did not meet the minimum criteria to implement changes to parking restrictions on a residential street. In order to address the operational and safety concerns being experienced by larger vehicles when vehicles are parked on both sides of Spillsbury Drive, while respecting the concerns expressed by residents who participated in the parking survey, a targeted parking restriction plan is recommended to address the key concerns raised.

Submitted by,

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Commissioner, Infrastructure and Planning Services

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Attachments:

Appendix A: Spillsbury Drive Study Area

Appendix A - Spillsbury Drive Study Area

