



City of  
**Peterborough**

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**To:** Members of the General Committee

**From:** Cynthia Fletcher  
Commissioner of Infrastructure and Planning Services

**Meeting Date:** October 4, 2021

**Subject:** Report IPSTR21-016  
Changes to Various Neighbourhood Parking Restrictions

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## **Purpose**

A report to recommend the implementation of parking restrictions on portions of Bellaire Street, Hewitt Drive, Humber Road, and Frank Street.

## **Recommendations**

That Council approve the recommendations outlined in Report IPSTR21-016 dated October 4, 2021, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That No Parking Any Time restrictions be implemented on both sides of Bellaire Street from 75 m west of Monaghan Road, westerly for 70 m;
- b) That Calendar Parking restrictions be implemented on both sides of Hewitt Drive from 10 m east of Brealey Drive to 10 m west of Denure Drive;
- c) That No Stopping restrictions be implemented both sides of Hewitt Drive from Brealey Drive easterly for 10 m, and from Denure Drive westerly for 10 m;
- d) That Calendar Parking restrictions be implemented on both sides of Humber Road, between the south side of Saugeen Crescent and 536 Humber Road;
- e) That Calendar Parking restrictions be implemented on both sides of Frank Street from 10 m east of High Street to 10 m west of Monaghan Road;

- f) That No Stopping restrictions be implemented both sides of Frank Street from High Street easterly for 10 m;
- g) That the 1-Hour Parking restriction on both sides of Frank Street be eliminated; and
- h) That Parking By-law 09-136 be amended to authorize implementation of Recommendations a-g).

## **Budget and Financial Implications**

Implementation of the parking restrictions on Bellaire Street, Hewitt Drive, Humber Road, and Frank Street will cost approximately \$4,000, funds for which are available in the 2021 annual sign maintenance budget.

## **Background**

### **Bellaire Street Parking Concerns**

Bellaire Street is a local road that runs east-west between Monaghan Road and a point just west of Shirley Avenue, where it terminates in a cul-de-sac. There are sidewalks on both sides of Bellaire Street, including the western section that ends at the cul-de-sac. At the end of the cul-de-sac, there is a walking foot path leading to Roger Neilson Public School. Use of the foot path is popular for students of Roger Neilson Public School, and as a result, the west end of Bellaire Street is also popular as a parent drop off and pick up zone during the morning and afternoon school periods. There are no parking restrictions on Bellaire Street, other than the default 3-hour parking time limit which is applicable on all streets across the City unless a by-law is in place to implement other restrictions.

In response to parking and safety concerns raised by members of the neighbourhood, staff undertook a parking survey to obtain feedback on a request to implement Calendar Parking on both sides of Bellaire Street. The survey included 47 households and the results of the survey are summarized in Table 1, as follows:

**Table 1 – Parking Survey Summary – Bellaire Street**

	<b>No. of Surveys</b>	<b>Percentage of Total Surveys/Returned</b>
Implement Calendar Parking	12	25% / 48%
Leave as is	13	28% / 52%
Did Not Respond	22	47%

Typically, the criterion used to initiate parking changes on a residential street is minimum of 60% of the households surveyed agree to the changes. The results indicate that approximately 25% of residents support Calendar Parking, and 28% of surveyed residents requested that the restrictions be left as is. Approximately 47% 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 Bellaire Street, staff is not putting this forward as a recommendation.

Neighbourhood concerns with the current parking situation were initially raised for the curved section of Bellaire Street, where parking on both sides of the roadway made navigation through the curved area more difficult, and potentially dangerous. A review of collision data between 2014 and 2019 indicated one sideswipe collision with a parked car on this curved portion of the roadway. Discussions with Peterborough Fire staff indicated that cars parked on both sides of Bellaire Street can cause issues with delivery of City services at times, particularly through the curved section of the roadway.

To address these issues, it is recommended that a “No Parking Any Time” restriction be put in place on both sides of Bellaire Street, from a point 75m west of the west curb line of Monaghan Road, westerly for 70 m. This will restrict parking on the curved portion of the roadway without impeding the ability for residents to utilize on street parking as they do today.

A map illustrating the proposed parking restrictions for Bellaire Street is included in Appendix A.1.

### Hewitt Drive Parking Concerns

Hewitt Drive is a local road that runs east-west between Brealey Drive and Denure Drive. There are sidewalks on both sides of Hewitt Drive. At Brealey Drive, there is an all-way stop and the exit from James Strath Public School forms the fourth leg of the intersection. The all-way stop control provides a protected pedestrian crossing of Brealey Drive and an adult crossing guard is on duty during busy crossing times to provide additional safety for children crossing to the school. Given the location of the protected crossing, and the limited on-site space in school parking lot, many parents use Hewitt Drive for short term parking during school pick-up and drop-off periods.

There are no parking restrictions on Hewitt Drive, other than the default 3-hour parking time limit which is applicable on all streets across the City unless a by-law is in place to implement other restrictions.

In response to parking and safety concerns raised by members of the neighbourhood, staff undertook a parking survey to obtain feedback on a request to implement Calendar Parking on both sides of Hewitt Drive. The survey included 20 households and the results of the survey are summarized in Table 2, as follows:

**Table 2 – Parking Survey Summary – Hewitt Drive**

	<b>No. of Surveys</b>	<b>Percentage of Total Surveys / Returned</b>
Implement Calendar Parking	12	60% / 80%
Leave as is	3	15% / 20%
Did Not Respond	5	25%

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 60% of residents surveyed support Calendar Parking, and 80% of residents who did respond to the survey, indicated a preference for Calendar Parking. As the typical approval threshold was met, staff are recommending that Calendar Parking restrictions be implemented on Hewitt Drive, from 10m east of Brealey Drive to 10 west of Denure Drive.

No Stopping signs are also recommended to be installed on Hewitt Drive within 10 m of the Brealey Drive and Denure Drive intersections, in accordance with the existing parking by-law, to ensure visibility for traffic at the intersections.

A map illustrating the proposed parking restrictions for Hewitt Drive is included in Appendix A.2.

### Humber Road Parking Concerns

Humber Road is a local road that runs north-south from Southlawn Drive and east-west along the north side of Otonabee Valley Public School, where it terminates in a cul-de-sac. There is a sidewalk on the east side of Humber Road, from Southlawn Drive south to a point just south of Saugeen Crescent. Where Humber Road turns to the east, there is a walking foot path connection that leads to Otonabee Valley Public School. On the east-west portion of Humber Road there are sidewalks on both sides of the roadway. Use of the foot path is popular for students of Otonabee Valley Public School, and as a result, the east-west portion of Humber Road is also popular as a parent drop off and pick up zone during the morning and afternoon school periods. There are no parking restrictions on Humber Road, other than the default 3-hour parking time limit which is applicable on all streets across the City unless a by-law is in place to implement other restrictions.

In response to parking and safety concerns raised by members of the neighbourhood, staff undertook a parking survey to obtain feedback on a request to implement Calendar Parking on both sides of Humber Road. The survey included 44 households and the results of the survey are summarized in Table 3, as follows:

**Table 3 – Parking Survey Summary – Humber Road**

	No. of Surveys	Percentage of Total Surveys / Returned
Implement Calendar Parking	12	27% / 55%
Leave as is	10	23% / 45%
Did Not Respond	22	50%

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 approximately 27% of residents support Calendar Parking, and 23% of surveyed residents requested that the restrictions be left as is. Approximately 50% of residents surveyed did not respond. Of the residents who did respond to the survey, 55% indicated a preference for Calendar Parking and 45% preferred 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 Humber Road, staff is not putting this forward as a recommendation.

On a geographical basis, the majority of households (8 of 12) that supported the Calendar Parking option were located south of Saugeen Crescent and on the east-west portion of Humber Road. This area also had fewer households preferring to leave parking as is, with only 4 households selecting this option. This area is the busiest for school pick up and drop off activity as well.

As the neighbourhood is almost equally split between wanting Calendar Parking and leave as is, it is recommended that Calendar Parking be implemented on a limited basis for the short section of Humber Road, from Saugeen Crescent to end of the cul-de-sac on Humber Road. This limited restriction will address concerns with cars parked on both sides of the road during student drop off and pick up periods blocking access to other road users and important neighbourhood services, such as garbage collection and snow clearing. The Calendar parking restriction will leave space for approximately 15-17 on-street parking spaces to support the parking needs of residents on this section of Humber Road.

A map illustrating the proposed parking restrictions for Humber Road is included in Appendix A.3.

### **Frank Street Parking Concerns**

Frank Street is a local road that runs east-west between Monaghan Road and High Street, and then continues west to Western Ave. The portion of Frank Street, between Monaghan Road and High Street has sidewalks on both sides of the road and a 1-hour parking restriction is in place on both sides of the road. Residents had expressed concerns with the current restrictions which allow parking on both sides of the road and requested consideration for Calendar Parking.

In response to parking and safety concerns raised by members of the neighbourhood, staff undertook a parking survey to obtain feedback on a request to implement Calendar Parking on both sides of Frank Street. The survey included 34 households and the results of the survey are summarized in Table 4, as follows:

**Table 4 – Parking Survey Summary – Frank Street**

	<b>No. of Surveys</b>	<b>Percentage of Total Surveys / Returned</b>
Implement Calendar Parking	13	38% / 76%
Leave as is	3	9% / 18%
No Preference	1	3% / 6%
Did Not Respond	17	50%

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 38% of residents surveyed support Calendar Parking, and 76% of residents who did respond to the survey, indicated a preference for Calendar Parking. While the typical approval threshold was not met, a clear majority of residents who responded to the survey (76%) preferred the Calendar Parking Option. Staff are therefore recommending that Calendar Parking restrictions be implemented on Frank Street, from 10m east of High Street to 10 west of Monaghan Road.

No Stopping signs are also recommended to be installed on Frank Street within 10 m of the Monaghan Road and High Street intersections, in accordance with the existing parking by-law, to ensure visibility for traffic at the intersections.

In responses received during the survey, a number of residents also requested consideration for removing the 1-hour parking limit that currently exists on Frank Street, preferring to revert to the default 3-hour time limit for on-street parking. This restriction has been in place for a number of years and may have been related to overflow parking at the GE site, when employment levels were much higher than they are today. There is no current reason to restrict on-street parking to the 1-hour limit, and therefore it is recommended that the current 1-hour parking restriction be removed, and that the parking time limit revert to the current default 3-hour parking time in place across the City.

A map illustrating the proposed parking restrictions for Frank Street is included in Appendix A.4.

## Summary

In response to various requests for changes to on street parking regulations received over the past 6 months in various neighbourhoods, staff have completed parking reviews and neighbourhood surveys on Bellaire Street, Hewitt Drive, Humber Road, and Frank Street. For the Hewitt Drive and Frank Street areas, there was neighbourhood concurrence with the implementation of Calendar Parking restrictions. On Bellaire Street and Humber Road, the neighbourhood was split on the need for Calendar Parking, however staff have reviewed the neighbourhood surveys and other feedback received and proposed alternate recommendations to address the key concerns raised, as described in this report.

Submitted by,

Cynthia Fletcher  
Commissioner, Infrastructure and Planning Services

**Contact Name:**

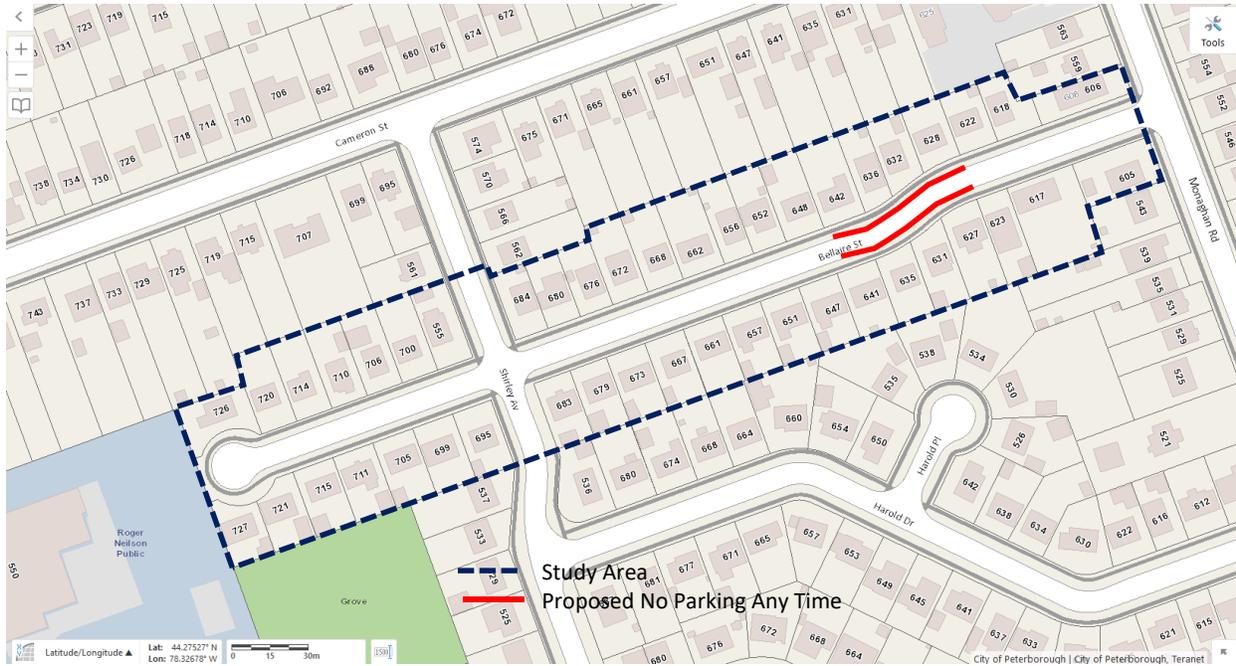
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**Attachments:**

Appendix A – Study Area Maps and Proposed Parking Restrictions

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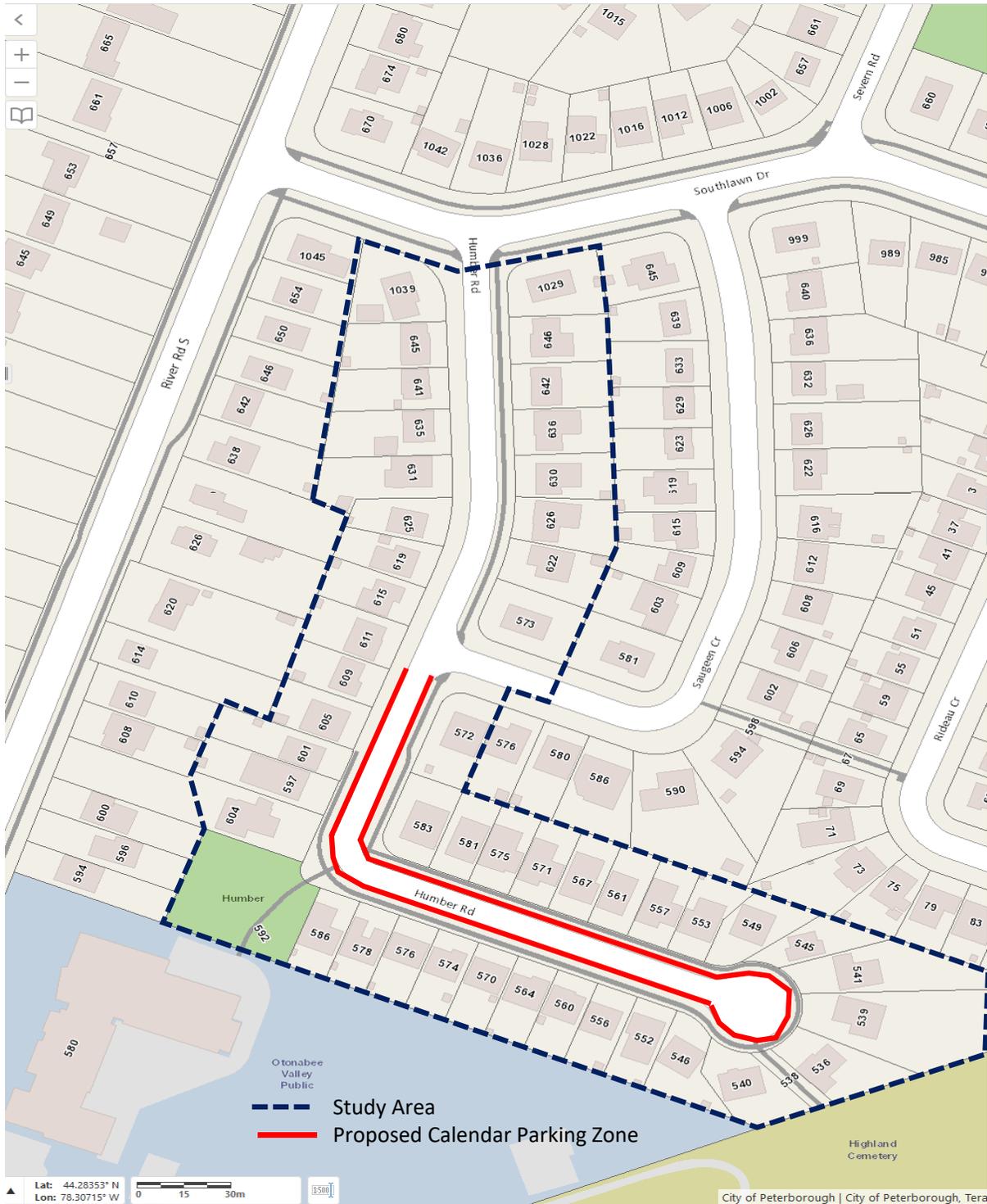
### Appendix A.1 – Bellaire Street Parking Restrictions



### Appendix A.2 – Hewitt Drive Parking Restrictions



### Appendix A.3 – Humber Road Parking Restrictions



### Appendix A.4 – Frank Street Parking Restrictions

