



100 John West Way  
Aurora, Ontario  
L4G 6J1  
(905) 727-3123  
aurora.ca

Town of Aurora

# General Committee Report

No. PDS23-008

Attachment 1

---

**Subject:** Request for a Parking By-law Amendment on Benville Crescent

**Prepared by:** Michael Bat, Traffic/Transportation Analyst

**Department:** Planning and Development Services

**Date:** March 7, 2023

---

## Recommendation

1. That Report No. PDS23-008 be received; and
2. That a by-law to amend Parking By-law No. 4574-04.T be enacted to prohibit parking at any time on both sides of Benville Crescent from Bayview Avenue to house no. 86/87.

## Executive Summary

A petition was submitted by area residents on May 26, 2021, with a request to consider implementing on-street parking restrictions due to safety related concerns. Currently, on-street parking is permitted on both sides of the street, which reduces the effective pavement width required to accommodate two-way traffic flows.

The report can be summarized as follows:

- The existing road conditions of Benville Crescent are generally consistent with the Town's design standards for a local public road;
- Pre-policy road conditions are grandfathered unless issues are identified;
- A poll was initiated on January 11, 2022, by staff to gather opinions from residents and the results are generally in support of Option Three: Implement on-street parking restrictions on both sides of the street from Bayview Avenue to house no. 86/87; and,
- On-street parking is currently permitted on both sides of Benville Crescent which reduces the pavement width required to accommodate two-way traffic.

## Background

A staff report to Council was presented on September 7, 2021. On September 28, 2021, Council passed the following motion:

“That staff monitor the on-street parking activity on Benville Crescent around Evans Park, survey the residents, and report back to a future General Committee meeting with the results and recommendations.”

Under existing parking allowance conditions, vehicles are permitted to park on both sides of Benville Crescent. As a result, the following general concerns were raised by area residents:

- Impact on two-way traffic flows resulting from visitor parking their vehicles on Benville Crescent to access Evans Park and the Holland River Valley trail;
- Reduce maneuvering area particularly when exiting private property onto Benville Crescent; and,
- Concerns with accessibility for emergency response vehicles.

In response, Town staff investigated Benville Crescent with regards to potential conflicts and safety concerns resulting from existing on-street parking conditions. The subject location is illustrated in Figure 1.

## Analysis

**The existing road conditions of Benville Crescent are generally consistent with the Town’s design standards for a local public road**

Benville Crescent: is a two-lane local road with single lane per travel direction. It has a semi-urban cross-section with paved shoulders on both sides of the road and no sidewalks. The existing pavement is measured 7.0 metres wide with a 23.5 metre ROW width. In accordance to the Town Parking By-law No. 4574-04.T the posted speed limit is 40 km/h.

**Pre-policy road conditions are grandfathered unless issues are identified**

The Town’s parking policy is applicable to any new roads that were in the approval process at the time or after the policy was adopted. Retroactive application is only considered when an issue is identified or raised by the community as is permitted by

the policy. The received requests are sufficient to respond to the proposed amendments and is aligned with the policy.

**A poll was initiated on January 11, 2022, by staff to gather opinions from residents and the results are generally in support of Option Three: Implement on-street parking restrictions on both sides of the street from Bayview Avenue to house no. 86/87**

A letter dated January 11, 2022, was sent to the residents on Benville Crescent and a poll was initiated with the following options:

- Option #1: No parking restrictions (i.e. existing condition);
- Option #2: Implement on-street parking restrictions on one side of the street (east side); or
- Option #3: Implement on-street parking restrictions on both sides of the street from Bayview Avenue to house no. 86/87.

The results are summarized in Table 1.

**Table 1 – Poll Results Summary**

Options		
One	Two	Three
No parking restrictions	Implement on-street parking restrictions on one side of the street (east side)	Implement on-street parking restrictions on both sides of the street from Bayview Avenue to house no. 86/87
4 (33%)	1 (8%)	7 (59%)
Total Received		12
Total Sent		41
Response Rate		29%

A total of 12 responses were received (or approximately 29% response rate). The Town does not have any guidelines and/or requirements on minimum response rate. The City of Toronto will consider a poll as positive if the response rate is above 25%.

Approximately 59% of the 12 responses selected Option Three: Implement on-street parking restrictions on both sides of the street from Bayview Avenue to house no. 86/87.

As a result of the preferred option, an estimated 15 existing on-street parking spaces will be eliminated. It should be noted that the majority of homes on the street have two car garages and deep driveways with no sidewalks on either side of the road.

**On-street parking is currently permitted on both sides of Benville Crescent which reduces the pavement width required to accommodate two-way traffic**

Analysis was undertaken by Town staff to review the potential impact on two-way traffic flows resulting from parked vehicle(s) fronting both sides of Benville Crescent.

The existing pavement width on Benville Crescent is measured at 7.0 metres wide plus 1.5 metres of paved shoulders on both sides of the road. A standard passenger vehicle has an assumed width of 2.0 metres as per the ‘Geometric Design Guide for Canadian Roads’ published by the Transportation Association of Canada, plus approximately 0.5 metres of clearance area.

Table 2 summarizes the impact of two-way traffic operations under existing and recommended parking allowance conditions.

**Table 2: Benville Crescent Two-Way Traffic Flow Review**

On-Street Parking Allowance	Pavement Width		Two-Way Traffic	
	Available	Effective	Preferred	Yes / No
Single Side (Recommended)	7.0 metres plus 1.5 metres paved shoulder on both sides	Approx. 6.0 metres <sup>1</sup>	Approx. 6.0 metres	Yes
Both Sides (Existing)		Approx. 5.0 metres <sup>2</sup>		No

1. The available pavement width is: 7.0 metres (pavement width) plus 1.5 metres (paved shoulder for single side) = 8.5 metres. On-street parking will occupy 2.5 metres. Therefore, the effective pavement width is 6.0 metres; and,
2. The available pavement width is: 7.0 metres (pavement width) plus 3.0 metres (paved shoulder for both sides) = 10.0 metres. On-street parking will occupy 5.0 metres (at 2.5 metres per side). Therefore, the effective pavement width is 5.0 metres.

Under existing parking allowance conditions (permitted on both sides), unimpeded two-way traffic flows cannot be achieved based on the current pavement width. The cause of this appears to be a result of a high number of visitors parking their vehicles on both sides of Benville Crescent to access Evans Park and the entrance to the Holland River Valley trail.

In addition, Town’s Operations Services has expressed concern regarding snow plow navigating around the angle bend when vehicles are parked on both sides.

## **Advisory Committee Review**

Not applicable.

## **Legal Considerations**

None.

## **Financial Implications**

The estimated cost for the installation of the “No Parking” signs is \$1,000 to be funded from the Operations Services Department’s existing 2023 operating budget.

## **Communications Considerations**

Area residents were informed by mail on February 14, 2023, that this staff report is to be presented to the General Committee meeting of March 7, 2023. The Town will also inform residents of the information contained in this report by posting it to the Town’s website.

## **Link to Strategic Plan**

This report supports the Strategic Plan goal of Support an Exceptional Quality of Life for All by examining traffic patterns and identify potential solutions to improve movement and safety at key intersections in the community.

## **Alternative(s) to the Recommendation**

1. That Council provide direction.

## **Conclusions**

The Town received a signed petition on May 26, 2021, from residents on Benville Crescent requesting for the implementation of on-street parking restrictions due to safety related concerns.

Based on the analysis presented herein, vehicle accessibility is effectively impacted when vehicles are parked along both sides of Benville Crescent largely due to visitors accessing the park and trail entrance. A poll was initiated on January 11, 2022, by staff to gather opinions from residents and the results are generally in support of Option

Three: Implement on-street parking restrictions on both sides of the street from Bayview Avenue to house no. 86/87.

As a result of the preferred option, an estimated 15 existing on-street parking spaces will be eliminated.

## **Attachments**

Figure 1: Location Map

## **Previous Reports**

General Committee Report No. PDS21-091, dated September 7, 2021.

## **Pre-submission Review**

Agenda Management Team review on February 16, 2023

## **Approvals**

**Approved by Marco Ramunno, MCIP, RPP, Director, Planning and Development Services**

**Approved by Doug Nadorozny, Chief Administrative Officer**

Figure #1

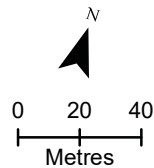


# LOCATION MAP

## Proposed Parking By-law Amendment on Benville Crescent

--- SUBJECT LOCATION

--- OPTION #3



PDS23-008