

REPORT NO. 335 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held January 20, 2016

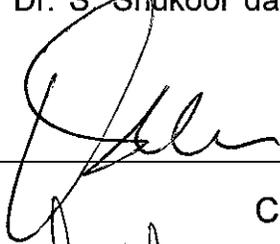
Present: Councillor Fred Francis
Councillor Chris Holt
Councillor Bill Marra (Chair)
Councillor Hilary Payne
Councillor Paul Borrelli

That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED**:

Moved by Councillor Francis, seconded by Councillor Payne,
That the current level of on-street parking regarding Centre Lake Drive
and Cranston Court **BE MAINTAINED** at status quo; and
That the administrative recommendation **BE NOT APPROVED**.
Carried.

S 43/2015 ACO/11248 ST2015

Clerk's Note: The report of the Policy Analyst dated November 6, 2015 entitled "M331-2012 Centre Lake Drive and Cranston Court On-Street Parking Petition" is **attached** as background information. Also attached is an email from Dr. S. Shukoor dated January 18, 2016.

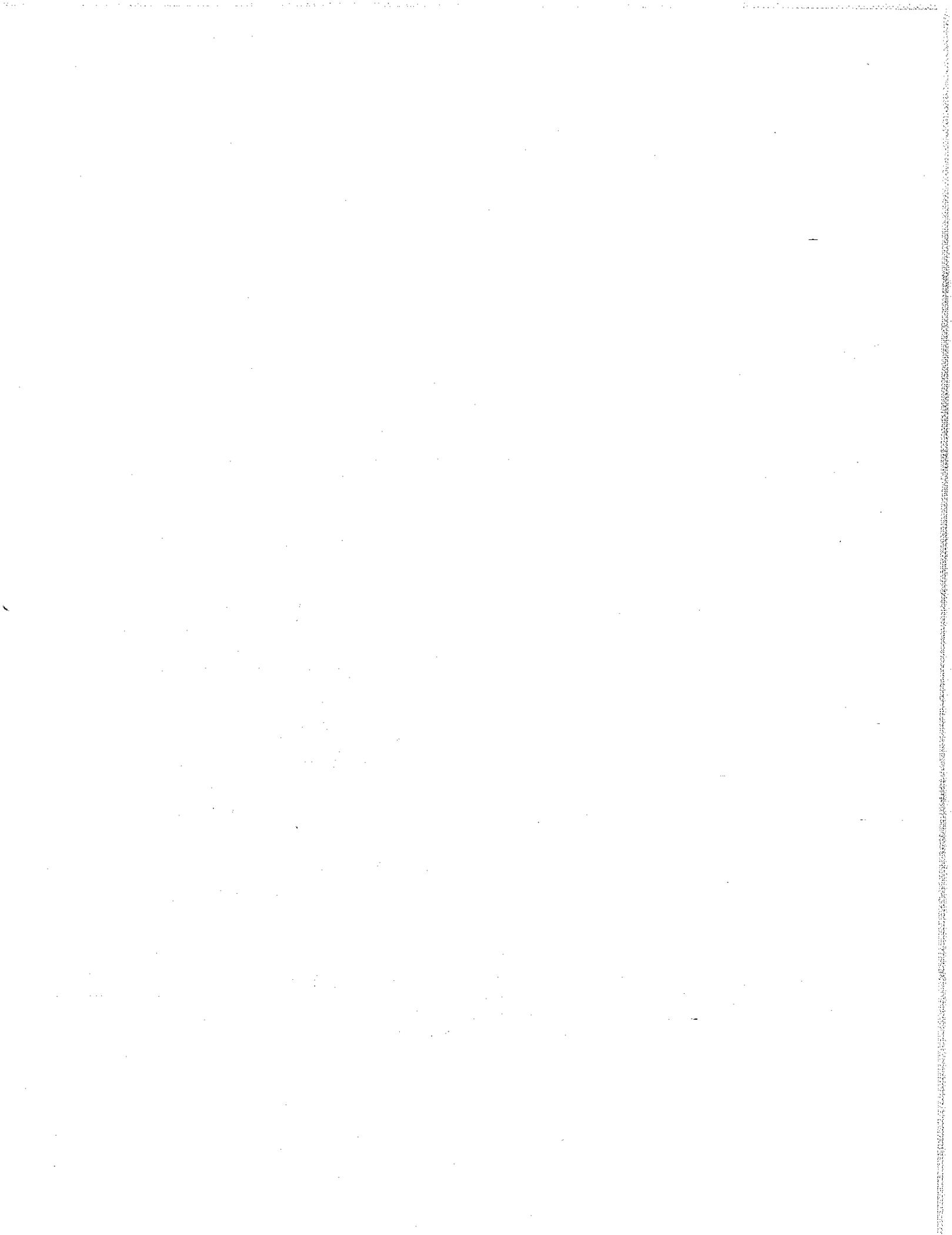


CHAIRPERSON



SUPERVISOR OF COUNCIL SERVICES

NOTIFICATION:	
NAME	CONTACT INFORMATION
Dr. S. Shukoor, Resident	sshukoor@hdgh.org sajid.shukoor@wrh.on.ca





Public Works - Operations

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 43/2015	Report Date: 11/6/2015
Author's Contact: Jeff Hagan Policy Analyst 519-255-6247 ext. 6003 jhagan@citywindsor.ca	Date to Council: 12/23/2015
	Clerk's File #: ACO/11248 ST2015

To: Mayor and Members of City Council

**Subject: M331-2012 Centre Lake Drive and Cranston Court On-Street Parking
Petition - Ward 1**

RECOMMENDATION:

1. That Parking By law 9023 **BE AMENDED** as listed and attached in Appendix 1 of this report, and
2. That the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by law.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

In early 2012, in response to safety concerns received from residents, Administration carried out a review of on-street parking on Centre Lake Drive and Cranston Court. As a result of this review, Administration recommended removal of parking from the west side of Centre Lake Drive and the outside perimeter of Cranston Court. An area map showing the parking changes that were recommended at the time is provided as Figure 1.

CENTRE LAKE DRIVE

NORTH TALBOT ROAD TO CRANSTON CT



■ "No Parking" signs to be erected

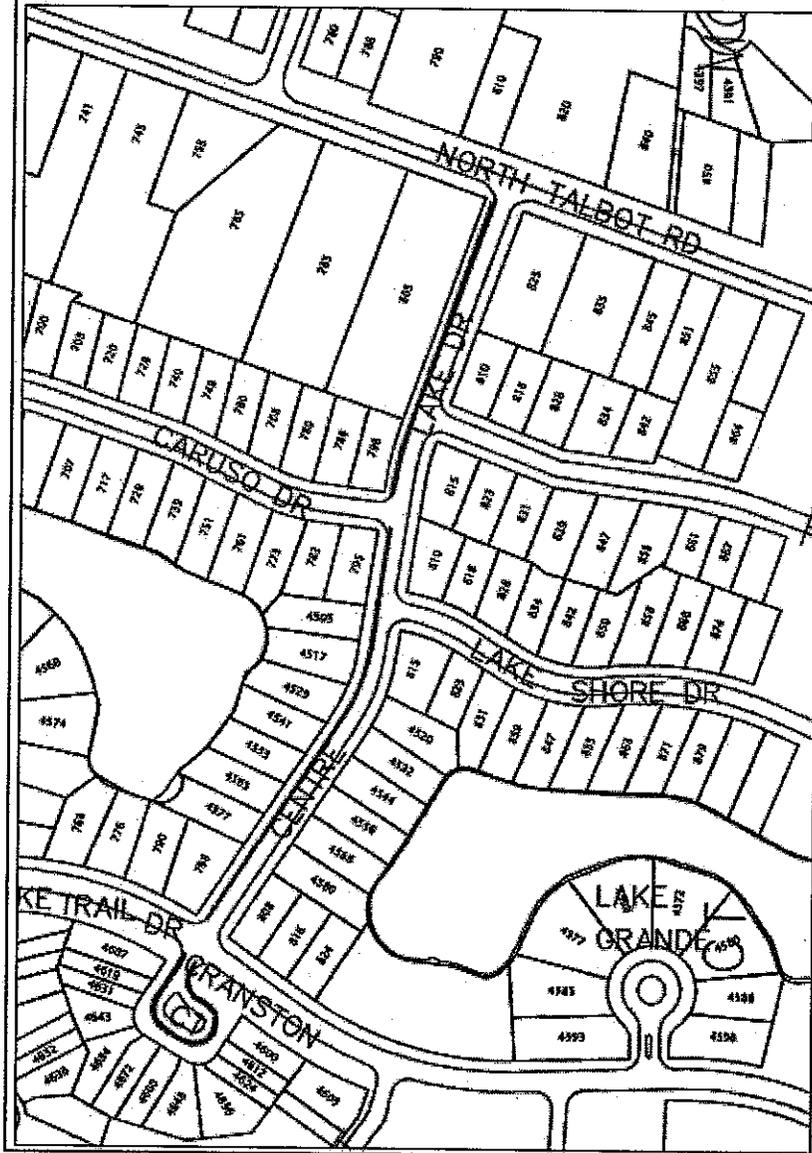


Figure 1: 2012 On-Street Parking Recommendations

Note: this figure does not reflect current recommendations – please see the Discussion section below.

These recommendations were communicated to residents in the affected area in a May 3, 2012 letter (Appendix 2). The letter requested resident comments by June 8, 2012; as noted in the letter, no response was considered support for the recommendation.

The feedback received during the comment period is summarized in Table 1.

Table 1: Summary of Responses - Centre Lake Drive and Cranston Court On-street Parking Recommendations

Response	Number of Properties (Percent of Total)		
	Centre Lake Drive	Cranston Court	Entire Area
Support Recommendation	0 (0%)	2 (17%)	3 (8%)
No Response (Deemed Support)	18 (75%)	9 (75%)	27 (75%)
Oppose Recommendation	5 (21%)	0 (0%)	5 (14%)
Other [Note 1] [Note 2]	1 (4%)	1 (8%)	2 (3%)
Total	24 (100%)	12 (100%)	36 (100%)

Notes:

1. One Centre Lake Drive resident expressed agreement with restricting parking to one side, but not on the side that was proposed.
2. One Cranston Court resident expressed support for the parking recommendations on Centre Lake Drive, but not on Cranston Court.

After the end of the comment period, a resident petition was submitted to Councillor (now Mayor) Dilkens, who presented it to Council at the July 23, 2012 meeting of Council. This petition (provided as Appendix 3) expressed opposition to the recommended parking changes and was signed by 29 residents representing 24 properties (67% of properties in the response area). A breakdown of the responses by street is provided as Table 2.

At this meeting, the following motion was adopted by Council:

M331-2012

"That the petition presented by Councillor Dilkens from residents on Centre Lake Drive regarding proposed parking changes to Centre Lake Drive and Cranston Court BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Executive Director of Operations

for the purpose of an examination of the requested works or undertakings; and further that a report BE PROVIDED consistent with the direction provided.”

This report provides a summary of the requested examination.

Table 2: Properties represented by petition

Response	Number of Properties (Percent of Total)		
	Centre Lake Drive	Cranston Court	Entire Area
Represented on Petition	19 (79%)	5 (42%)	24 (67%)
Not Represented on Petition	5 (21%)	7 (58%)	12 (33%)
Total	24 (100%)	12 (100%)	36 (100%)

Key Roadway Characteristics

Key characteristics of Centre Lake Drive and Cranston Court are summarized in Table 3.

Table 3: Key Roadway Characteristics

Item	Centre Lake Drive	Cranston Court
Road Classification	Local	Local
Speed Limit	50 km/h	50 km/h
Truck Route?	No	No
Transit Route?	No	No
Existing On-Street Parking	Allowed both sides	Outside perimeter: allowed Next to median: prohibited [Note 1]

Notes:

1. *Parking By-Law 9023 prohibits on-street parking adjacent to medians City-wide. Signing is not generally provided nor required for this restriction to be enforceable.*

DISCUSSION:

Since the 2012 review of Centre Lake Drive and Cranston Court, Administration has developed recommendations for a consistent approach when responding to service requests for parking removal due to concerns of insufficient clear width.

Centre Lake Drive

Based on the current approach for developing recommendations for parking changes, Centre Lake Drive (a low-volume local road with existing parking on both sides, not a transit or truck route) would need a minimum pavement width of 8.4 m on straight sections to allow parking on both sides while maintaining minimum clear width for access.

This minimum pavement width is based on the clear width required to allow passage by a standard City snow plow. It is not sufficient to allow traffic in opposing directions to pass when parking on both sides is occupied. In this "obstructed flow" condition, it is assumed that opposing drivers will turn out at driveways or other gaps in on-street parking to yield the single through lane to each other. This condition is considered acceptable only for low-speed, low-volume local roads.

The existing pavement width on Centre Lake Drive is 8.5 m; **therefore, the pavement width on Centre Lake Drive is sufficient to allow parking on both sides provided that obstructed flow conditions can be tolerated.**

Based on this finding, **Administration recommends that on-street parking not be removed from Centre Lake Drive at this time.**

Should the residents on Centre Lake Drive support the removal of on-street parking in future, they would be able to demonstrate support for the change by submitting a petition prepared in accordance with the Parking Control Changes Policy and meeting the required level of support (i.e. 60% of affected properties).

Cranston Court

Due to the short spacing between driveways on Cranston Court (visible in Figure 2), most of the perimeter of Cranston Court is effectively no parking at present. The removal of parking from the outside perimeter of Cranston Court will result in the removal of the equivalent of approximately five (5) on-street parking spaces. As can be seen in Figure 2, all residences on Cranston Court have available off-street parking for multiple vehicles.

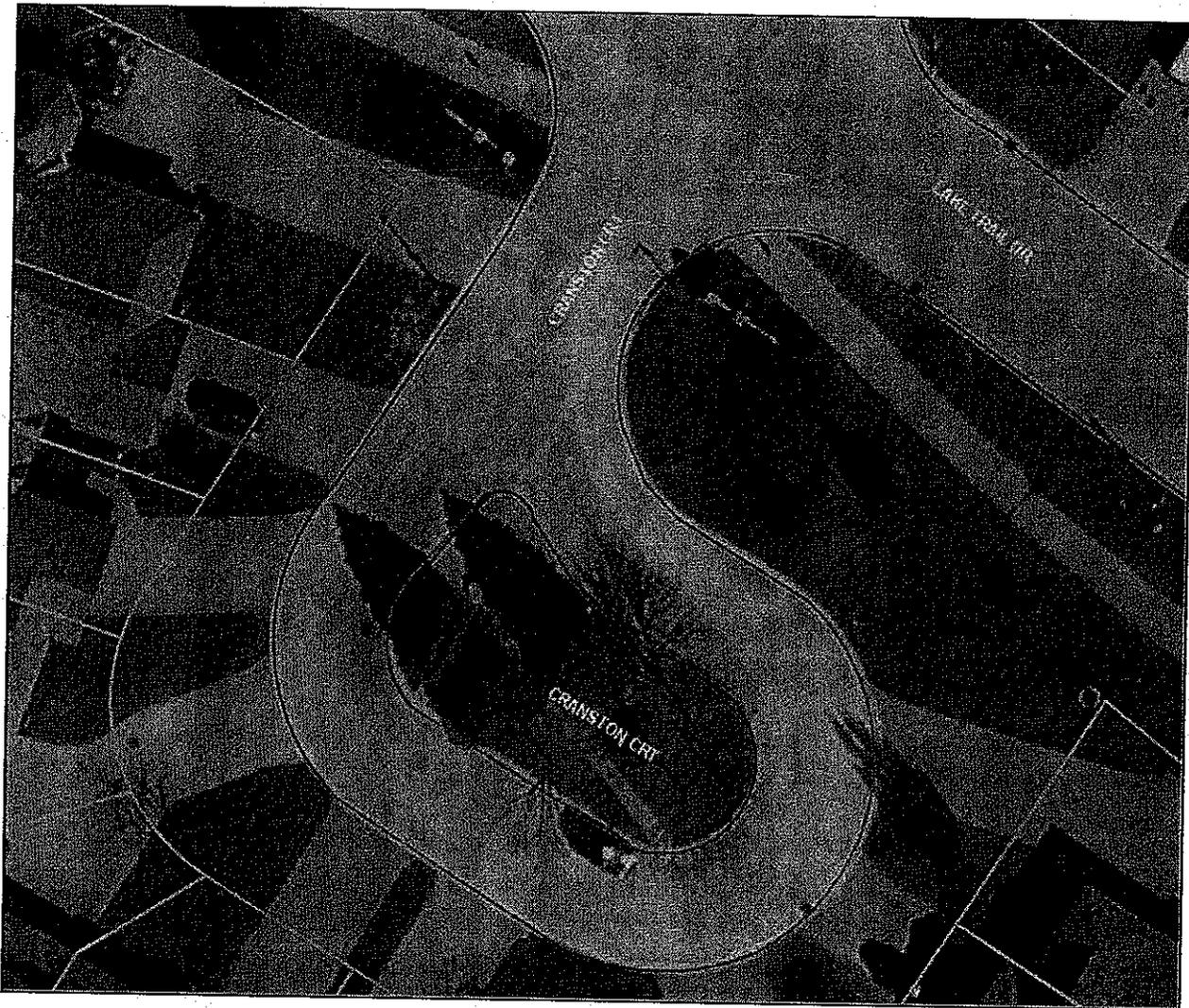


Figure 2: Cranston Court

Cranston Court was reviewed against the turning requirements for design vehicles representing a waste collection vehicle (SU-9) and a fire apparatus (B-12). In both cases, any vehicles parked on-street on Cranston Court would conflict with the swept path of the larger vehicle as it negotiates its turns. **Therefore, Administration recommends that on-street parking not be allowed on Cranston Court.**

Under existing conditions, parking is already prohibited adjacent to the median island on Cranston Court, as Parking By-law 9023 prohibits parking adjacent to median islands City-wide. **Administration recommends that Parking By-Law 9023 be amended so that on-street parking is also prohibited on the outside perimeter of Cranston Court.** As noted above 42% (5 out of 12) of the residents on Cranston Court signed the petition opposing changes to existing on-street parking.

RISK ANALYSIS:

A risk chart is provided in Appendix 4.

FINANCIAL MATTERS:

The cost to supply and install the required signs and stanchions for Cranston Court is \$574. This cost is a routine expense that can be accommodated in the Signs and Markings budget.

CONSULTATIONS:

Todd Welsh, Environmental Services

Bill Kralovensky, Parking Enforcement

CONCLUSION:

Administration recommends the removal of on-street parking from Cranston Court to ensure adequate clear roadway width for emergency response, waste collection, and maintenance.

Administration does not recommend the removal of on-street parking from Centre Lake Drive at this time, as the existing available clear width is sufficient for a low-speed, low-volume local road where obstructed flow conditions can be tolerated.

PLANNING ACT MATTERS:

N/A

APPENDICES:

1. Table of Amendments to Parking By-Law 9023
2. Letter to Residents May 3, 2012
3. Resident Petition
4. Risk Chart

AMENDMENTS TO PARKING BY LAW 9023

ITEM	REGULATION	SECTION	STREET	LOCATION	DESCRIPTION	REASON
<i>1</i>	Schedule "C" No Parking ADD	C(31A)(a)	Cranston Court	Outside perimeter	From Lake Trail to Lake Trail	Emergency and maintenance access



THE CORPORATION OF THE CITY OF WINDSOR
OFFICE OF THE CITY ENGINEER

Mario Sonogo, P. Eng.,
City Engineer
1266 McDougall Street
Windsor, Ontario, N8X 3M7
(519) 255-6248 Fax (519) 973-5476
msonogo@city.windsor.on.ca

May 3, 2012

Dear Homeowner / Resident:

RE: CENTRE LAKE DRIVE -PARKING RESTRICTIONS

As a result of safety concerns on Centre Lake Boulevard, the City of Windsor Administration has conducted a review of on-street parking on the Centre Lake Drive. The existing pavement width is insufficient to allow for parking on both sides of the street on Centre Lake Drive for safe and efficient access by emergency vehicles as well as Public Works Operations for refuse collection and snow removal.

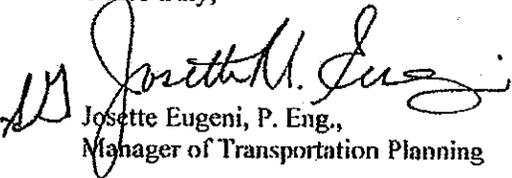
In the interest of neighbourhood safety, we recommend the following restrictions as illustrated on the attached sketch.:

- "No Parking"
 - West side of Centre Lake Drive from Lake Trail Drive to North Talbot Road
 - West side of Cranston Court from Lake Trail Drive to and including the cul-de-sac.

If you have any questions and/or concerns, please do not hesitate to contact Shari Gabriele, Transportation Technologist, at (519) 255-6247 ext 6102 on or before Friday, June 8, 2012 prior to 4:30 p.m. Please note that no response is considered support for the above mentioned recommendation.

The City of Windsor will be erecting "NO PARKING" signs on Centre Lake Drive within 6 to 8 weeks time, contingent on co-operative weather.

Yours truly,


Josette Eugeni, P. Eng.,
Manager of Transportation Planning

SG/pg

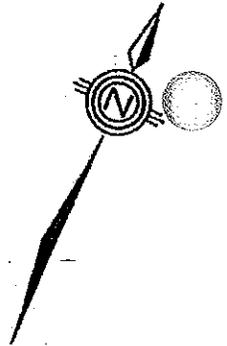
Attachment

c.c. Executive Director of Operations
Councillor Drew Dilkens
Manager of Traffic Operations

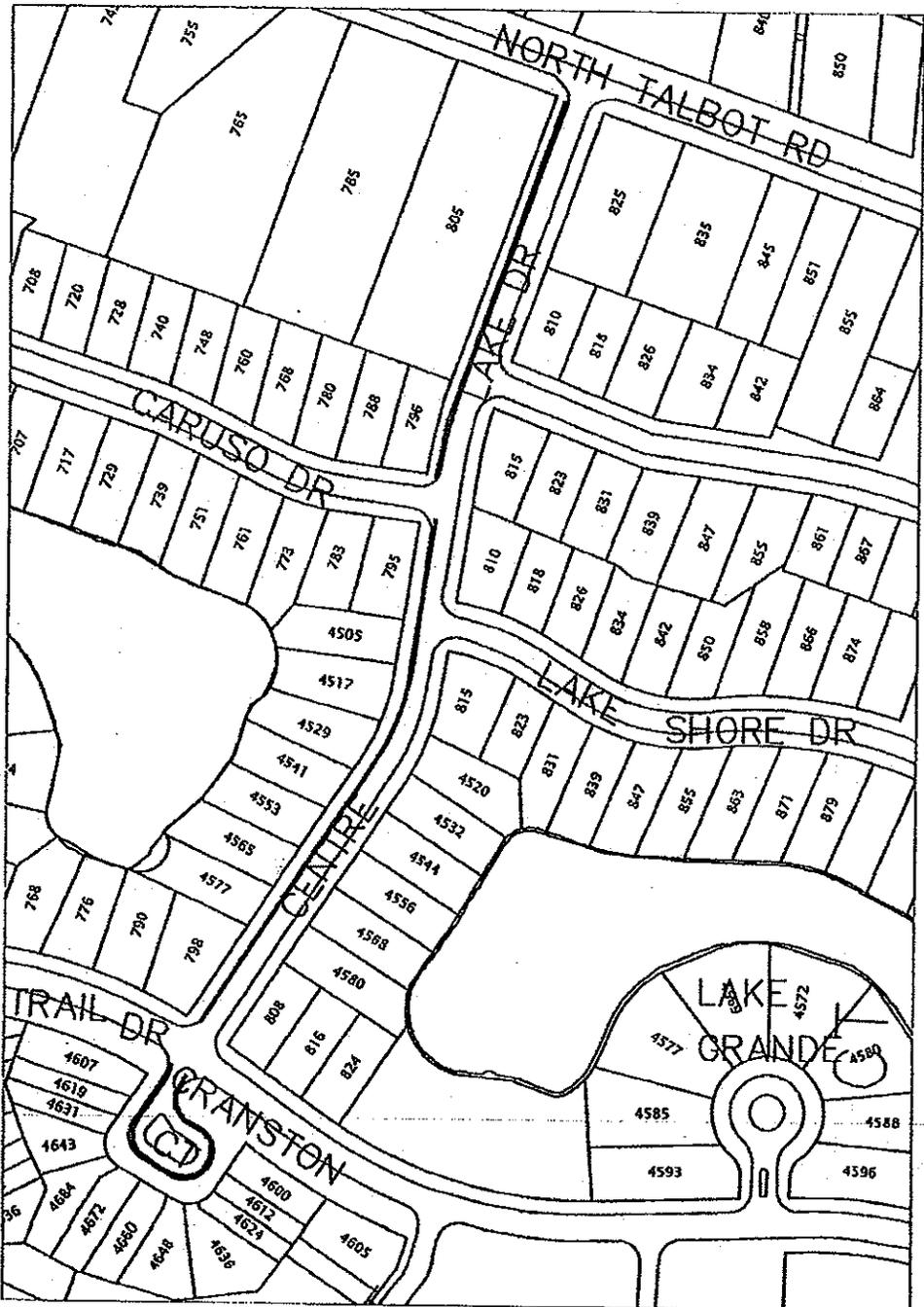
RESIDENTCENTRELAKEDRIVEPARKINGRESTRICTIONS

CENTRE LAKE DRIVE

NORTH TALBOT ROAD TO CRANSTON CT



■ "No Parking" signs to be erected



PETITION

Subject Matter: Proposed Parking changes to Centre Lake Dr. and Cranston Ct.

Propose: MY SIGNATURE BELOW INDICATES THAT I AM NOT IN FAVOUR OF ANY PARKING CHANGES ON CENTRE LAKE DR AND CRANSTON CT.

Proposed Action: Signatures obtained from residents being affected by the proposed City of Windsor Parking Restrictions, as outlined in the letter that was sent out to each resident by the City, ARE NOT IN AGREEMENT AS EVIDENCE BY THEIR SIGNATURE ON THIS PETITION, will be presented to City of Windsor Administration and/or City Council to have no parking restrictions placed on these streets that is consistent within the Southwood Lakes subdivision

	Name	Address	Signature	Date
1	Sam Baioff	4556 Centre Lake Dr.	[Signature]	July 12/12
2	Brenda Baioff	4550 Centre Lake Dr	B. Baioff	7-12-12
3	Anna Pelle	4553 Centre Lake Dr	Anna Pelle	7/12/12
4	Tony Pelle	4553 Centre Lake Dr	Tony Pelle	
5	Alfred King	4568 CENTRE LAKE DR	[Signature]	7/12/12
6	Xiaodong Liu	4550 Centre Lake Dr	[Signature]	7/12/12
7	Rosanne Herold	4631 CRANSTON CT	Rosanne Herold	7/12/12
8	Joseph Maccione	4532 Centre Lake Dr	[Signature]	7-12-12
9	MIKE STANKO	4577 CENTRE LAKE DR	Mike Stanko	7-12-12
10	Joseph Stanko	4517 Centre Lake Dr	[Signature]	7-12-12
11	Ayesha Shakoor	4529 Centre Lake Dr	[Signature]	7-12-12
12	Steve Vasilidis	4505 Centre Lake Drive	Steve Vasilidis	7-12-12
13	BILL MACKLEM	795 CARLSON	Bill Macklem	7-12-12
14	PHU NGUYEN	790 CARLSON	[Signature]	7/12/12
15	GABRIEL VAN ESBEEK	810 PAVAN STREET	Gabriel Van Esbeek	7/12/12
16	BRENDA KING	4568 Centre Lake	Brenda King	7/12/12

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	Name	Address	Signature	Date
17	Theresa Jones	4520 Centre Lake Dr		July 13/12
18	Yvonne Bailey (Jud Bailey)	" " " "		"
19	Janet Hodges	4544 " " "		"
20	JOHN SKLADANOWSKI	810 LAKE SHORE DR		
21	MURIEL DACKA	4619 Cranston Court		July 13/12
22	DAVE ZARANKIN	825 North Talbot		
23	RAFFAELE RABERI	815 PAVAN ST		
24	PAUL RYAN	4143 CRANSTON COURT		
25	ELIZABETH TARR	468 Cranston Court	Elizabeth Tarr	
26	Harriet Stone	4607 Cranston Court	Harriet Stone	July 14/2012
27	Angelo Sacilotto	815 Lakeshore	x Angelo Sacilotto	
28	ROSARIO COSCO	805 NORTH TALBOT RD.		July 16/12
29	HO. Shuk Ming	808 Lake Trail Dr.		July 16/12
30				
31				
32				

Risk Chart – M331-2012 Centre Lake Drive and Cranston Court On-Street Parking Petition

Risk Description	Impacted Objective(s)	Risk Level	Mitigating Strategy / Status	Responsibility
<i>Risks associated with accepting the report recommendations:</i>				
Reputational impact: removal of on-street parking from Cranston Court could result in negative impacts to the way residents on the street view the City	Make Services Responsive	Moderate	Provide clear information to residents outlining the reasons for the removal of on-street parking.	City Engineer
<i>Risks associated with not accepting the report recommendations:</i>				
Health & Safety impact: on-street parking on Cranston Court could delay or impede emergency response	Stay Safe	Moderate	No mitigating strategy identified (apart from the removal of on-street parking).	N/A
Operational impact: on-street parking on Cranston Court interferes with the delivery of City services (waste pickup, winter maintenance, etc.)	Make Services Responsive	Moderate	No mitigating strategy identified (apart from the removal of on-street parking).	N/A

JAN 20 2016

From: Sajid Shukoor
Sent: Monday, January 18, 2016 5:04 PM
To: Stuart, Kelly
Cc: Hagan, Jeff
Subject: RE: Parking Petition File # ACO/11248 ST2015

**ADDITIONAL
INFORMATION**

ITEM NO. 8.5

Dear Kelly,

Please convey my following concern to the responsible city committee meeting on Wednesday January 20, 2016:

Centre Lake Drive does not require any changes to its existing parking laws, since the road is not too busy and wide enough for parking of the motor vehicles on the both sides without any obstruction to the oncoming traffic ! Therefore, my opinion and request to the committee is of Status Quo to the existing rules and regulations !!

Sincerely,

Dr. Sajid Shukoor
Resident
Southwood Lakes area, Windsor.