

## COMMITTEE OF THE WHOLE – FEBRUARY 21, 2005

### MAXWELL COURT PARKING CONCERNS

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

That parking of vehicles in the centre of cul-de-sac bulbs not be permitted.

#### Purpose

To review the feasibility of permitting the parking of vehicles in the centre of the cul-de-sac bulb on Maxwell Court, in response to a deputation received from an area resident.

#### Background - Analysis and Options

At its meeting on October 12, 2004 Council directed:

**“The Committee of the Whole recommends that the deputation of Mr. Jason Kendal, 109A Rose Green Drive, Thornhill, L4J 4R6, and written submission, dated September 13, 2004, photographs and petition, be received and referred to staff to review and report on the issues raised regarding the Parking By-Law and to explore alternatives similar to Richmond Hill with respect to parking and access to mail box locations.”**

Maxwell Court is a local residential cul-de-sac roadway. The speed limit on the roadway is a statutory 50 km/h. The area is shown on Attachment No. 1.

The deputation details a request to amend Parking By-Law 1-96, Part 4 (7)(m). This section of the Parking By-Law reads “No person shall park a vehicle on a highway in such a manner as to interfere with the movement of traffic or the clearing of snow from the highway.”

The deputation requests that on-street parking be permitted in the centre of the cul-de-sac bulb on Maxwell Court, and further to this request, painted lines be provided in the centre of the cul-de-sac bulb for approximately five vehicles.

Staff consulted with Fire and Rescue Services and received an email response stating that parking in the centre of the cul-de-sac bulb should not be permitted, as the entire roadway would be required for fire apparatus to negotiate the bulb section. Any parking in the centre of the bulb would interfere with fire apparatus turning and would interfere with snow removal.

The Town of Richmond Hill does not allow parking in the middle of cul-de-sacs, where signed. The Town of Richmond Hill Municipal Code states: Under Section 1116.3.7, item (K) as follows:

Where a sign has been erected indicating that parking and stopping is prohibited or that stopping is prohibited, no person shall park or stop a motor vehicle in any of the following places:

(K) in a cul-de-sac

There is no other cul-de-sac roadway in the City of Vaughan where this type of parking is permitted. Parking at mailbox locations has not been an issue in the City and therefore, parking prohibition limits have not been implemented at these locations.

### **Relationship to Vaughan Vision 2007**

This traffic study is consistent with Vaughan Vision 2007 as to improve community safety through design, prevention, enforcement and education (1.1) and provide effective and efficient delivery of services (1.3).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

### **Conclusion**

Based on staff's review, it is recommended that parking not be permitted in the centre of the cul-de-sac bulb on Maxwell Court or any other cul-de-sac due to interference with fire apparatus and snow removal.

### **Attachments**

1. Location Map
2. Deputation and Petition to October 4, 2004 Committee of the Whole Meeting, Jason D. Kendal, 109A Rose Green Drive

### **Report prepared by**

Mark Ranstoller, Senior Transportation Technologist, ext. 8251  
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

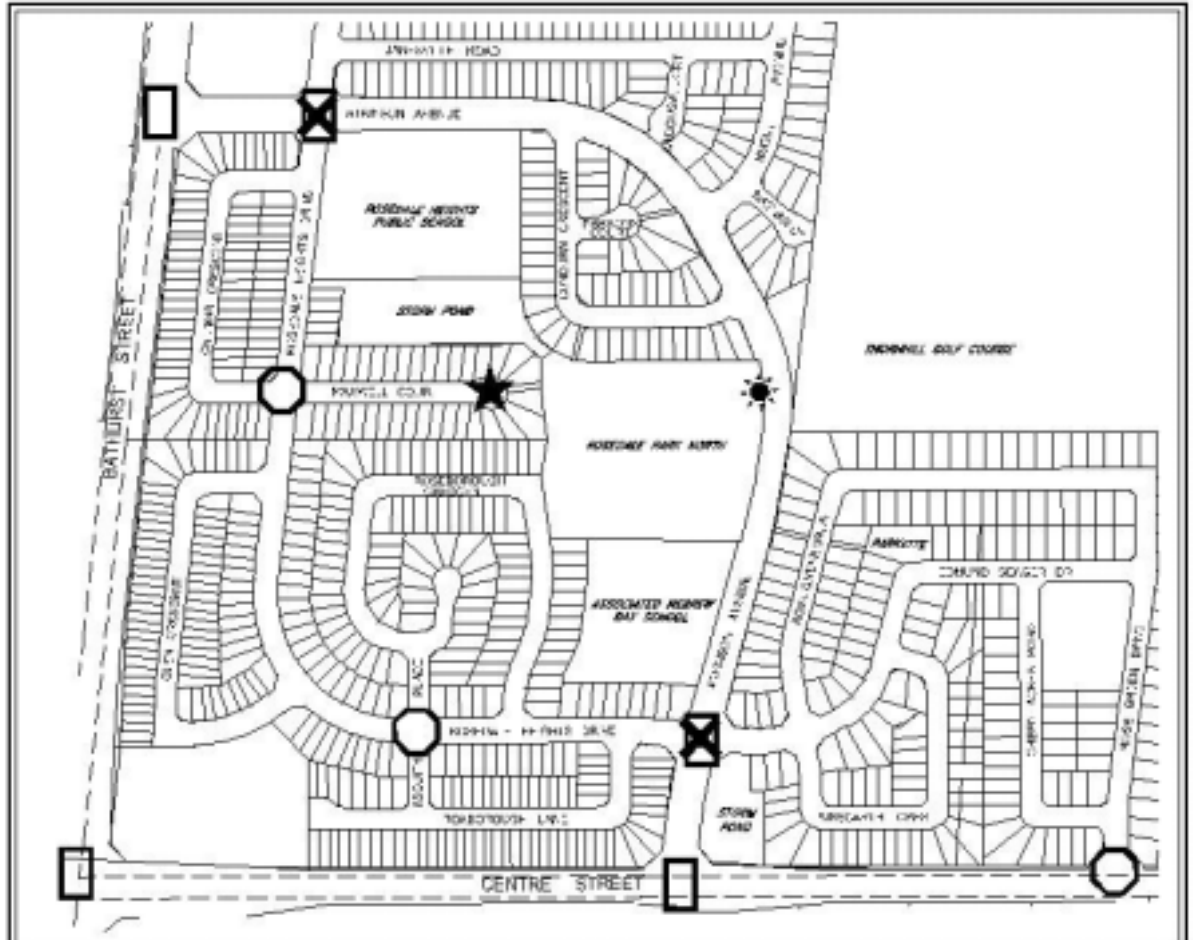
Respectfully submitted,

Bill Robinson, P. Eng.,  
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.,  
Director of Engineering Services

:MR

# ATTACHMENT No. 1



## MAXWELL COURT PARKING CONCERNS

### LEGEND

- ★ ROADWAY UNDER REVIEW
- EXISTING TRAFFIC SIGNALS
- EXISTING ALL-WAY STOP CONTROL
- ✕ EXISTING SUPERVISED SCHOOLCROSSING
- ☼ EXISTING FLASHING SCHOOL BEACON



NOT TO SCALE

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 12, 2004

Item 34, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 12, 2004.

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DEPUTATION – MR. JASON KENDAL  
PARKING CONCERNS

The Committee of the Whole recommends that the deputation of Mr. Jason D. Kendal, 109A Rose Green Drive, Thornhill, L4J 4R6, and written submission, dated September 13, 2004, photographs and petition, be received and referred to staff to review and report on the issues raised regarding the Parking By-Law and to explore alternatives similar to Richmond Hill with respect to parking and access to mail box locations.

Additional Information

Item # 6.9  
Deputation Request

Committee of the Whole

OCTOBER 4, 2004

September 13, 2004

John Leach  
City Clerk  
Fax #: 9.832.8535

**RE: Maxwell Court**

My name is Jason Kendal and I would like to appear at the Committee of the Whole to argue for the change in parking in accordance with By-law 4 (7) (m) on Maxwell (off of Rosedale) in Thornhill (see recommendations). Recently I received a parking ticket for infracting the above By-law. I parked my van in the centre of the court because to 'my best judgment' I parked where I would not interfere with the flow of traffic. The following states the reasons why I would like to appear before the committee:

1. By parking in the centre of the court I am not violating the flow of traffic. There is enough room for several other cars to park while still not violating the flow of traffic including fire trucks (which I will demonstrate via pictures and measurements).
2. The driveway whose house I was going to was full and the street parking was full.
3. There are very limited parking spots available. Those available are too small for a van to fit without potentially being hit, especially at night, by someone who is backing out of a driveway.

**Recommendations**

The parking situation should be adjusted to allow more cars on the street while still respecting the By-law. There needs to be an allocation of additional parking spots in the centre of the court.

Respectfully yours,



Jason D. Kendal  
109A Rose Green Dr.  
Thornhill, ON.  
L4J 4R6  
905.707.8855  
Jaskend2@hotmail.com

RECEIVED  
SEP 13 2004  
SG-13

CW - OCTOBER 4/04  
6a)

September 13, 2004

John Leach  
City Clerk  
Fax # 9 832.8535

**RE: Maxwell Court**

My name is Jason Kendal and I would like to appear at the Committee of the Whole to argue for the change in parking in accordance with By-law 4 (7) (m) on Maxwell (off of Rosedale Heights) in Thornhill (see recommendations). Recently I received a parking ticket for infracting the above By-law. I parked my van in the centre of the court because to 'my best judgment' I parked where I would not interfere with the flow of traffic. The following states the reasons why I would like to appear before the committee:

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**Recommendations:**

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Respectfully yours,

Jason D. Kendal  
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Jaskend2@hotmail.com

1. DEBBIE / MARK BER (RB) MBR  
69 MAXWELL CRT (9) 704-1957
2. IRETH ROSEN  
60 MAXWELL CRT. 905-880-9066 J R
3. Steve King (905)  
52 MAXWELL CRT (905) 731-5635
4. JUDY BERNSTEIN  
55 MAXWELL COURT Thornhill, Ont.  
(905) 731-7866
5. June Obar + Howard Sheldon  
64 MAXWELL CRT.  
905-764-18305
- 6.

## additional info

### Measurements

- approx 38 feet from curb of 69 to parked car in center of the court
- approx 42 feet " 60 "
- approx 42 feet " 59 "
- approx 20 feet distance from van going around curb (w/ 5 feet from van to curb) to center of court

### Arguments

- \* people on street getting very upset
- \* is where for family or friends to park (cannot park in curbs)
- o they must park in center of court
- \* those who have gotten tickets and argued them in court have gotten off (without having to pay the fine)
- \* no signs indicating parking on curbs or center of court is illegal
- \* someone on street I have talked to wants his by-law removed
- \* according to fire dept. trucks can get around the court even if cars are parked in the center

### Recommendations

- \* paint lines for 5 (approx) cars to park in center of court if it is up it would in fact help the flow of traffic on the street