Milford Avenue - Parking Regulation Amendments

Date: January 27, 2014

To: Etobicoke York Community Council

From: Director, Transportation Services - Etobicoke York District

Wards: Ward 12 – York South-Weston

Reference Number: p:\2014\Cluster B\TRA\EtobicokeYork\eycc140024-to

SUMMARY
This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to change the existing “No Parking Anytime” regulation to allow on-street parking from 6:00 p.m. to 2:00 a.m., on the south side of the street from a point 60 metres east of Keele Street to a point 186 metres further east. This recommendation has been discussed with the area Councillor.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the “No Parking Anytime” regulation on the south and west sides of Milford Avenue, from a point 60 metres east of Keele Street to the north limit of Densley Avenue.

2. Rescinding the “No Parking from 2:00 a.m. to 6:00 p.m.” regulation on the south side of Milford Avenue from Keele Street to a point 60 metres east.

3. Enacting a "No Parking Anytime" regulation on the south and west sides of Milford Avenue from a point 246 metres east of Keele Street to the north limit of Densley Avenue.

4. Enacting a “No Parking from 2:00 a.m. to 6:00 p.m.” regulation on the south side of Milford Avenue between Keele Street and a point 246 metres further east.
Financial Impact

<table>
<thead>
<tr>
<th>Type of Funding</th>
<th>Source of Funds</th>
<th>Amount</th>
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<tr>
<td>Available within current budget</td>
<td>Transportation Services Operating Budget</td>
<td>$700.00</td>
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ISSUE BACKGROUND

Transportation Services staff received a request from the Ward Councillor to extend the limit of the existing evening parking regulations on Milford Avenue. This amendment is requested through the area Councillor to accommodate the parking demand generated in the evening hours. The revised parking regulation will allow on–street parking between 6:00 p.m. and 2:00 a.m. A map of the area is Attachment 1.

COMMENTS

Milford Avenue is an industrial road situated in the former City of North York. The area is bordered by the following streets: Keele Street to the west; Lawrence Avenue to the north; the Canadian National Railway corridor to the east; and Eglinton Avenue West to the south. The limits of Milford Avenue extend west to east from Keele Street to Densley Avenue, respectively.

Milford Avenue has an average road width of 8.5 metres and classified as a two-lane local road. Continuous poured raised concrete curb defines the travelled portion of the road. There are no sidewalks on Milford Avenue, except for a section on the north side of the road from Keele Street to about 50 metres further east.

Many of the adjoining land uses are occupied by public garages and used car dealerships that exhibit a high demand for vehicle parking. At present, the existing parking prohibition discourages vehicle parking generated by these businesses from occurring on-street and in front of adjoining properties. Spill-over parking from these types of uses is typically viewed as a nuisance and undesirable by most commercial property owners since it often results in street parking of derelict and unplated vehicles.

Parking is currently prohibited at all times on both sides of Milford Avenue except on the south side between Keele Street and a point 60 metres further east, where parking is permitted from 6:00 p.m. to 2:00 a.m. The proposed amendment will extend this area to allow on-street parking on the south side between Keele Street and a point 246 metres further east, from 6:00 p.m. to 2:00 a.m.
The proposed parking amendments will accommodate more parking demand during the evening hours, when traffic volumes are significantly less. Allowing parking on this section of Milford Avenue reduces the road width by about 2.5 metres, but still provides 6.0 metres width acceptable for two-way traffic operation.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map