



# Highland Creek Village Transportation Master Plan

Information Booklet  
**On-Street Parking Discussion**

November 19, 2014





Old Kingston Road

looking west toward Morrish Road

## The Role of On-Street Parking

Old Kingston Road currently functions as the key commercial street serving Highland Creek Village. Future development in the area means that there is an opportunity to implement a number of improvements to the public right-of-way. Over time, significant new streetscaping features such as widened sidewalks, decorative paving and lighting, as well as new street furniture and trees will significantly improve existing conditions to support a pedestrian-friendly environment.

To realize the vision for the Village, the City of Toronto is considering opportunities to improve on-street parking along Old Kingston Road. The existing “angled” parking on the north side of Old Kingston Road, east of Morrish Road, has been identified as an area for further study. In time, the angled parking will be redesigned to meet City standards for safety and pedestrian accommodation.

**The City of Toronto is consulting with businesses in the Village to explain and discuss the rationale for recommending the removal of angled parking as well as to listen to the priorities and concerns of the business community.**

## The Vision and Policy Direction for Highland Creek Village

In 2012, the City of Toronto adopted a new vision for the long-term revitalization of Highland Creek Village into a vibrant, pedestrian-friendly and mixed use community. This vision is informed by a number of documents and studies which are available on the project web page, including:

- Highland Creek Village Area Study
- Highland Creek Village Urban Design Guidelines and Concept Plan
- Vibrant Streets - Toronto's Coordinated Street Furniture Design & Policy Guidelines
- City of Toronto's Official Plan
- Highland Creek Community Secondary Plan
- Accessibility for Ontarians with Disabilities Act
- City of Toronto's Bike Plan
- City of Toronto's Pedestrian Charter

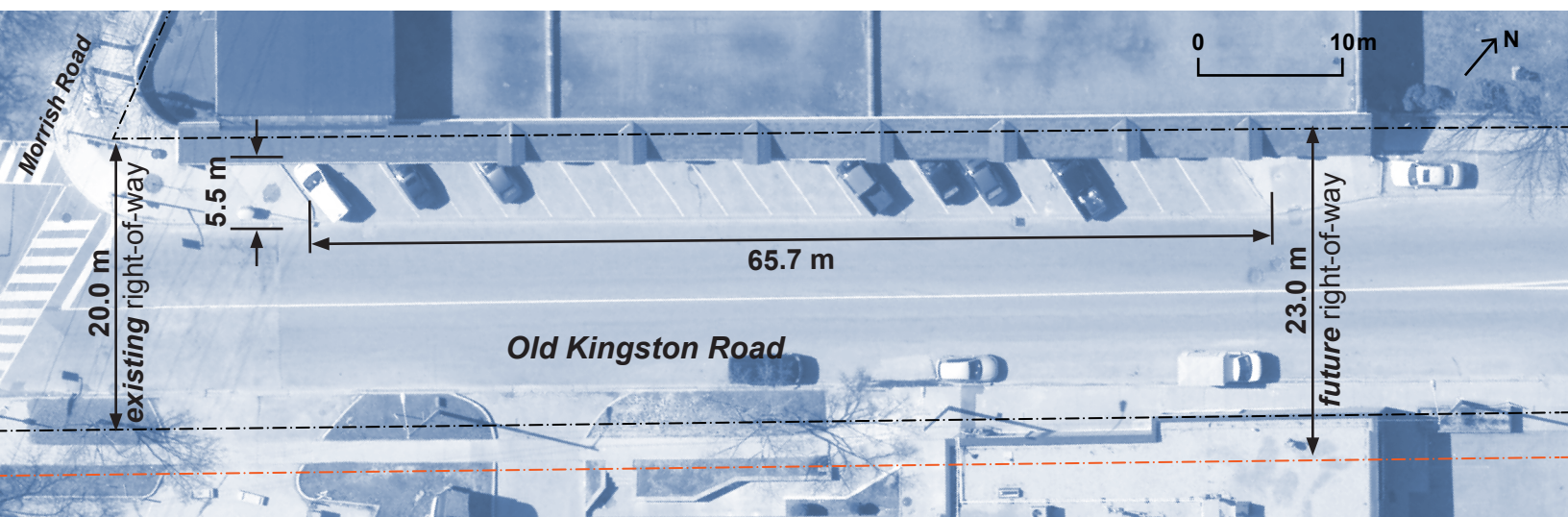
The Transportation Master Plan for the Village will support this vision by recommending changes to the transportation network which promote: redevelopment opportunities; reinvestment in Village; improvements to the public realm; the use of all modes of transportation; and the Village as an attractive destination for area businesses, residents, and visitors.



## Existing Angled Parking

Currently there are 21 angled parking spaces stretching approximately 65.7 metres along the north side of Old Kingston Road. These angled parking spaces:

- 1 **Take up a significant amount of the available right-of-way.** The angled parking spaces account for 5.5 metres of the existing 20.0 metre right-of-way (to be expanded to 23.0 metres in the future). Parallel parking spaces would take up only 2.6 metres.
- 2 **Unsafe and not pedestrian-friendly.** The angled parking spaces limit driver visibility during exit manoeuvres and make it difficult for other road users (pedestrians, cyclists, etc.) to safely use the space.
- 3 **Do not meet City of Toronto standards, policies, and practices.**



## Future Parallel Parking

The conversion of the existing angled parking to parallel parking would result in a net loss of approximately 10 or 11 spaces. The shift from angled to parallel parking would allow for the streetscape along Old Kingston Road to be widened and improved. The benefits of converting to parallel parking include:

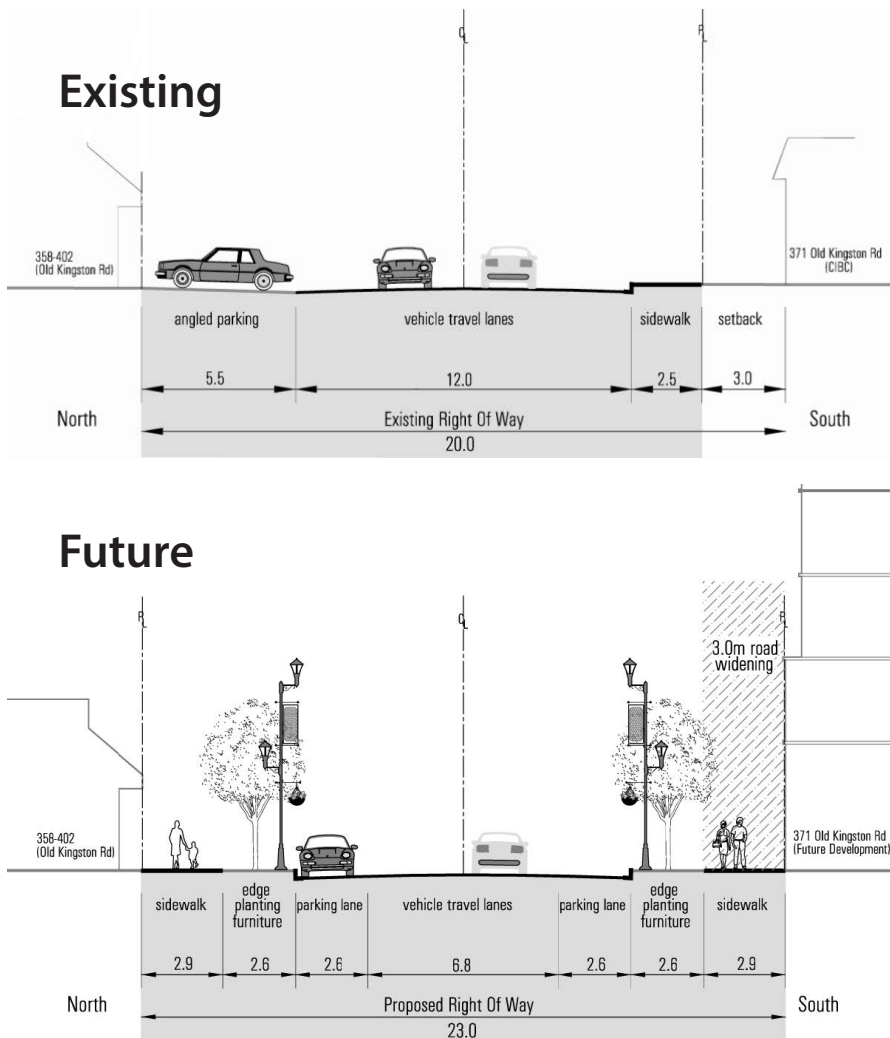
- 1 **Improved streetscaping.** Feedback received from stakeholders has consistently supported the need for improvements to the streetscape throughout the Village in order to provide for a comfortable and attractive pedestrian environment.
- 2 **Accessible and pedestrian-friendly.** Parallel parking spaces will allow for wider sidewalks that better accommodate users of all ages and abilities.
- 3 **Improved Safety.** Parallel parking is preferable to angled parking from a safety point of view since driver visibility is improved during exit manoeuvres.
- 4 **Improved winter snow removal.** The existing angled parking presents a challenge for winter snow removal. Parallel parking would help to resolve this issue.

# Streetscape Guidelines

The Highland Creek Village Urban Design Guidelines and Concept Plan, developed in 2012, provides general guidance for streetscape improvements. For Old Kingston Road specifically, the Guidelines identify four key points:

- 1 Old Kingston Road should be designed as a “Main Street” as it **will continue to serve as the key commercial street for the Village.**
- 2 **Streetscape design** will include elements such as adequate sidewalks, trees and street furniture, and decorative paving and lighting.
- 3 **The right-of-way will be increased to 23.0m** from the current 20.0m by acquiring 3.0m of road from the south side of Old Kingston Road. This will allow for a minimum of 5.5m of distance from the road curbs to the property lines on both the north and south sides.
- 4 The existing angled parking does not support a pedestrian-friendly streetscape and should be studied further to **improve the pedestrian environment.**

The illustrations below compare the existing cross section of Old Kingston Road with a potential future cross section incorporating the key points of the Highland Creek Village Urban Design Guidelines and Concept Plan:



## What is the "Right-of-Way"?

The land reserved for transportation purposes and utilities. It can include a paved roadway, sidewalks, and grass boulevards, as well as street furniture, trees, and other streetscape features.

## Frequently Asked Questions

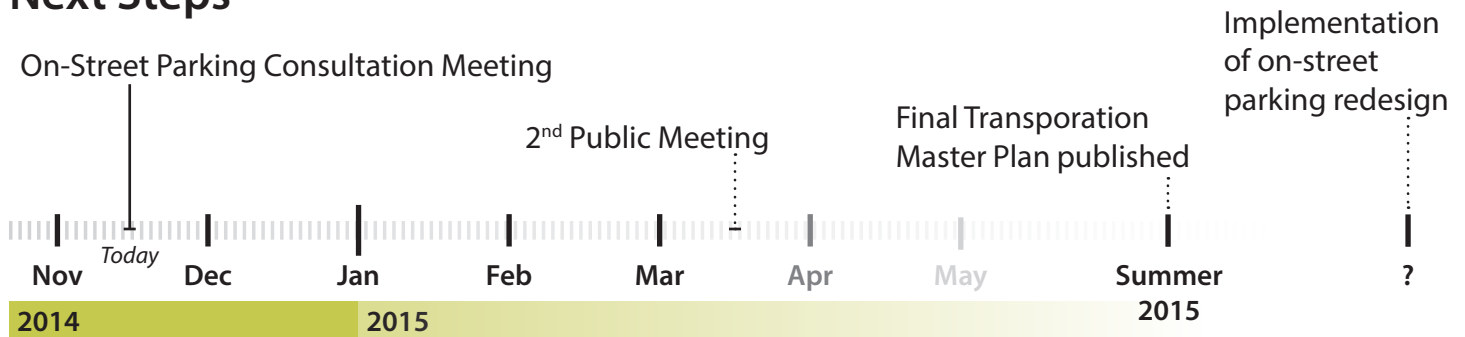
- 1 When will the angled parking spaces be removed and when would they be replaced by parallel parking?**  
There is no set timing for the conversion of the angled parking spaces to parallel, only that it will happen eventually and in conjunction with development. This study will provide recommendations to remove the angled parking which is contingent on new development in the Village or Council direction.
- 2 What funding has been identified for the redesign of the parking spaces?**  
No specific capital funding (designated money for infrastructure improvements) has been allocated at this time.
- 3 Where will additional parking spaces be provided and what is the timeline?**  
Additional parking spaces could potentially be provided on new roads in the Village, on existing streets with no concrete curb, or as part of a new development. Currently, there is no timeline for these scenarios.

## Future Parking Options – We Want Your Feedback!

We invite your feedback, in particular:

- 1 Community feedback so far indicates that there is a desire for streetscape improvements (accessible sidewalks, new trees, street furniture, etc.) as well as a desire to maintain existing angled parking. Given the limited available right-of-way, how would you balance this?**
- 2 Where are the parking issues and at what times of the day do they occur?**
- 3 Where do you want to see more parking?**
- 4 Where could additional parking be added immediately?**
- 5 How much time do customers typically park in the existing angled parking spaces? Would time restrictions or paid parking be appropriate?**

## Next Steps



## We Would Like to Hear From You

Public engagement is an important part of the development of the Transportation Master Plan for Highland Creek Village. You are invited to share your insights and opinions at any time. For more information about this project, please contact:

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