

## Committee of the Whole (2) Report

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**DATE:** Monday, January 25, 2021

**WARD(S):** 1

**TITLE:** **PARKING PROHIBITION – CORTELLUCCI VAUGHAN  
HOSPITAL AREA ROAD NETWORK**

**FROM:**

Zoran Postic, Deputy City Manager, Public Works

**ACTION:** DECISION

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### **Purpose**

To seek Council approval to implement a parking prohibition on Frederick Banting Street, Vaughan Healthcare Circle, Wellness Way, Darvish Drive and Observation Avenue, in support of the Cortellucci Vaughan Hospital operation.

### **Report Highlights**

- The Cortellucci Vaughan Hospital, located on the northwest quadrant of Major Mackenzie Drive and Jane Street, is planned to open in February 2021.
- A parking prohibition is recommended on the following five streets that surround the hospital to permit open access for emergency vehicles: 1) Frederick Banting Street, 2) Vaughan Healthcare Circle, 3) Wellness Way, 4) Darvish Drive and 5) Observation Avenue.
- The proposed parking prohibitions will not negatively impact users of the site as sufficient on-site parking is available.
- The proposed parking prohibitions will improve access to emergency vehicles and traffic operations.
- Staff will monitor the impacts of the proposed parking prohibitions and make necessary adjustments, as required.

## **Recommendations**

1. That a parking prohibition be implemented on both sides of Frederick Banting Street from Jane Street to Vaughan Healthcare Circle (anytime);
2. That a parking prohibition be implemented on both sides of Vaughan Healthcare Circle from Jane Street to Wellness Way (anytime);
3. That a parking prohibition be implemented on both sides of Wellness Way from Major Mackenzie Drive to Vaughan Healthcare Circle (anytime);
4. That a parking prohibition be implemented on both sides of Darvish Drive from Vaughan Healthcare Circle (north intersection) to Vaughan Healthcare Circle (south intersection) (anytime);
5. That a parking prohibition be implemented on Observation Avenue from Vaughan Healthcare Circle (north intersection) to Vaughan Healthcare Circle (south intersection) (anytime);
6. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Frederick Banting Street from Jane Street to Vaughan Healthcare Circle (anytime);
7. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Vaughan Healthcare Circle from Jane Street to Wellness Way (anytime);
8. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Wellness Way from Major Mackenzie Drive to Vaughan Healthcare Circle (anytime);
9. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Darvish Drive from Vaughan Healthcare Circle (north intersection) to Vaughan Healthcare Circle (south intersection) (anytime);
10. That Schedule 1 of the Parking By-law Number 064-2019 be amended to add a parking prohibition on both sides of Observation Avenue from Vaughan Healthcare Circle (north intersection) to Vaughan Healthcare Circle (south intersection) (anytime); and
11. That the City Clerk forward a copy of this report to Region of York.

## **Background**

**The Cortellucci Vaughan Hospital (CVH) is planned to open in early 2021. Accordingly, the surrounding City streets have been assessed for the implementation of no parking prohibitions.**

The Cortellucci Vaughan Hospital (CVH) is the first public hospital in the City of Vaughan, located north of Major Mackenzie Drive, west of Jane Street (as outlined in Attachment 1).

Frederick Banting Street, Vaughan Healthcare Circle, Wellness Way, Darvish Drive and Observation Avenue are all City public roads in the vicinity of the hospital. Frederick Banting Street, Vaughan Healthcare Circle and Wellness Way intersect with Major Mackenzie Drive and Jane Street.

The Precinct Plan has identified Vaughan Healthcare Circle, Wellness Way, Frederick Banting Street (Street A) and Observation Avenue as collector roads, and Darvish Drive and Frederick Banting Street (Street B) as local roads. Designated turning lanes are provided on some of the streets at major Regional road intersections.

A hospital precinct on-street parking technical review was prepared by BA Group for Mackenzie Health proposing a parking prohibition on the above noted City public roads (as outlined in Attachment II).

### **Previous Reports/Authority**

City of Vaughan Parking By-Law:

[https://www.vaughan.ca/cityhall/by\\_laws/Bylaws/064-2019%20\(Consolidated\).pdf](https://www.vaughan.ca/cityhall/by_laws/Bylaws/064-2019%20(Consolidated).pdf)

### **Analysis and Options**

**The City of Vaughan public roads surrounding the Cortellucci Vaughan Hospital are not typical in terms of visitors, short-stay users and commercial customers, and on-street parking is not appropriate.**

All City of Vaughan public roads permit on-street parking for three-hour parking and no overnight parking (unless signed with a parking bylaw); this includes the public roads surrounding the Cortellucci Vaughan Hospital. On-site parking has been planned and built as part of the development of the Cortellucci Vaughan Hospital. Since there will be sufficient hospital parking provided on-site, and it is necessary to ensure these roads remain clear for emergency vehicle access, the implementation of a parking prohibition is recommended.

On typical public roads, on-street parking serves to provide parking for residential visitors, short-stay users and commercial customers. In the case of the public roads surrounding the Cortellucci Vaughan Hospital Centre Precinct, none of these typical user groups are anticipated to use the on-street parking in the area. The hospital is the only operating entity in the area. As on-site parking has been planned and built as part

of the hospital development for staff, hospital users and visitors, the subject public roads are not typical in terms of requirements for on-street parking.

**A review of the surrounding street network and emergency routing was analyzed which supports the recommendation for the parking prohibitions.**

The hospital site plan was designed to separate the primary parking flows for staff and visitor parking areas from the routes essential to ambulances and vehicles destined for the Emergency Department. This was done intentionally to ensure that the traffic impacts of the largest generators (being the surface and structured parking lots) would be separated from the routes of those who require direct and timely access to critical facilities.

On-street parking has the impact of generating recirculation of drivers. This can occur as drivers realize that on-street parking is possible and available. Drivers, recognizing that the option of on-street parking is available, begin circulating, in an outward spiral pattern seeking parking further and further from their ideal location. In the case of the Precinct, this means that drivers would start looking for parking on the municipal streets, and recirculate onto Hospital streets (owned and maintained by the Hospital, without on-street parking), as a way of getting back to the municipal streets to find on-street parking. This recirculating traffic interferes with the primary access routes of ambulances and those headed to the Emergency Department.

In addition to congestion caused by the recirculating traffic, drivers waiting for on-street parking would add to the overall impediments to traffic on the streets. This may be as simple as someone waiting in a through lane for someone in a parking lane to leave or waiting for another driver to finish a parallel parking maneuver. A user waiting for an on-street parking space to become available negatively impacts the overall traffic operations.

During the site planning process, the York Region Paramedic Service (YR-PS) has expressed concerns about congestion and impacts to ambulance operations. Adding further congestion on the primary access emergency route with recirculating traffic would present complications and delays to those attempting to reach the hospital in times of crisis. Any complications that arise from on-street parking can be expected to impact traffic flow and therefore ambulance operations.

Road operations and maintenance are also a concern, such as the impacts of poor weather and snow plowing on the use of roads within the Precinct. There is a concern that during periods of poor weather, such as when snow plowing is necessary, the

municipal street network will be significantly more congested than the Hospital street network. This congestion would be created by the combination of snow drifts and on-street parking, resulting in the narrowing of municipal streets. This is compared with the Hospital streets without on-street parking, which would be easier to maintain and would have more width available for snow storage. The resulting difference in practical operating capacity would encourage drivers to use Hospital streets to reach their final destination (such as a staff or visitor parking lot) rather than municipal streets as originally planned, further impacting the traffic flow on link segments and at intersections.

**The potential impacts of implementing no-parking restrictions on the public roads within the Hospital Precinct are expected to be minimal.**

Users of the Vaughan Cortellucci Hospital are not anticipated to have needs that would require access to on-street public parking in the way that residential neighbourhoods or main streetstyle commercial businesses would. There are few parties that would notice the absence of permitted on-street public parking on the municipal streets within the Vaughan Hospital Precinct.

The Hospital's parking analysis was strategized and performed to capture the potential parking needs of all users of the site, and the hospital has constructed parking to accommodate what was determined to be necessary. This means that all planned users of the hospital should be able to be accommodated by the hospital parking supply without relying on public on-street parking or leading to an oversupply of parking.

**A best practice review of other hospital sites was conducted for comparison.**

A best practice review of other hospital sites in Brampton, Toronto, Markham, and Richmond Hill has been conducted for comparison by BA Group. In reviewing other hospital sites, both suburban and urban, it was determined that those surveyed do not typically provide on-street parking in the immediate vicinity of the hospital, as the distance from a hospital increases and/or the mix of uses changes and various special conditions arise.

As part of the review, a select number of urban and suburban hospitals were surveyed to determine what, if any, parking restrictions are provided on municipal streets in the immediate vicinity of the hospital site. These sites and selected representative streets are summarized in the BA Group Technical Review (Attachment 2).

Municipal streets near hospitals primarily have “no parking” prohibitions on them, regardless of adjacent land uses. Municipal streets within residential neighbourhoods that are in close proximity to hospitals (often immediately adjacent to) typically contain some form of residential permit parking or parking time restriction (such as 1-hour parking or parking only after 5pm). As noted however, these exist exclusively in residential neighbourhoods where “residential visitors” would be the anticipated users.

While the proximity of the nearest residential streets varies between sites, it is typical that “standard restrictions” do not apply until a street is at least 200 to 300m from the Hospital and the street contains low rise residential development. Although the Vaughan Healthcare Centre Precinct is adjacent a residential neighbourhood, it does not exist within one, indicating that such exemptions from a standard “no parking” prohibition are not required.

### **Financial Impact**

The capital cost associated with the installation of the no parking signs is estimated to be \$9,008 and supported in the approved 2021 Operating Budget. The on-going cost to maintain the signs is estimated to be \$1,000 per annum and will be incorporated in future year Operating Budgets through the budget process.

### **Broader Regional Impacts/Considerations**

The intersections of Major Mackenzie Drive and Wellness Way, Jane Street and Vaughan Healthcare Circle and Jane Street and Frederick Banting Street are under York Region’s jurisdiction. The proposed parking prohibition on the subject roads will improve traffic flow at these intersections.

### **Conclusion**

The Hospital requested a review and we recommend that on-street parking is not provided on municipal streets within the Vaughan Healthcare Centre Precinct. This would be in keeping with the approach the Hospital has taken to designing and managing their internal roads, in compliance with the principles of the Vaughan Healthcare Centre Precinct Plan, in support of the Mackenzie Vaughan Hospital Mobility Choice Travel Plan, and in harmony with best practices observed at other hospital sites.

In reviewing other Hospital sites, it is clear that hospitals in Toronto, Peel Region, and York Region do not provide on-street parking unless adjacent to residential neighbourhoods, even then including various partial prohibitions (e.g. time of day

restriction), the use of on-street parking by hospital patients, visitors, and staff is discouraged. The BA Group's analysis of the potential alternatives indicates that the optimal path forward is to enact the proposed parking prohibitions throughout the Precinct. The parking prohibition is recommended to ensure the most efficient operation of the Hospital while also not placing any adverse impacts on any user groups or the surrounding area. Should demand increase in the future for on-street parking on municipal streets, this decision could be reviewed if deemed appropriate by the City. Staff will be monitoring the impacts of the proposed parking prohibitions.

A by-law amendment to Parking By-Law 064-2019 will be necessary, to coincide with the installation of the parking prohibition signs.

**For more information**, please contact:

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Frank Suppa, Director, Development Engineering and/or  
Gus Michaels, Director, Bylaw and Compliance, Licensing and Permit Services

### **Attachments**

1. Location Map.
2. Cortellucci Vaughan Hospital, Hospital Precinct On-street Parking Technical Review, BA Group.

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