



File #: IR-26-026, **Version:** 1

TAMRMS#: B05

INFORMATION REQUEST (IR) - Street Parking near Bellerose Composite High School

Requested by: Mayor Olivier

Date of Request: September 1, 2026

Date Response Due: October 1, 2026

Confidential Response: No

QUESTION

After meeting with a number of residents of Dean Crescent and Dunsmuir Court, they continue to voice serious concerns over street parking during school hours and excessive speeds from many of the students that attend Bellerose Composite High School. These students do not have parking permits for the high school parking lot.

I would like to know procedurally both the cost and time associated to administer a residential permit parking survey for the residents on these two streets to determine if there is enough support to look at the next steps for required permits.

Additionally, what is the process to implement a street permit pilot project to determine if it would be a successful deterrent to student parking, provided municipal enforcement is attainable.

Lastly, what traffic calming options would be available and what would be the cost associated to implement? What is the timeline on traffic study to determine if data supports the need to address potential speed and safety concerns?

RESPONSE

1. Residential Permit Parking

Administration is resourced to provide service delivery of Residential Permit Parking, as per Council Policy C-TS-03. To directly respond to the question, the costs associated with completing the Household Survey for Residential Permit Parking are nominal and the results of the Survey would inform us of the next steps associated with consideration of implementation of Permit Parking; if the applicable criteria of support from residents of the area is achieved. If the required criteria is not achieved, residents may present their information and requests to Council to allow for a deviation of Policy, to which Council may give direction to Administration to implement permit parking despite non-compliance to Policy.

For further background, the first phase of the Residential Permit Parking program involves the receipt of a resident application for Permit Parking, and in this case Administration has historically received and reviewed the area of Deane Crescent and performed the Assessment of the requested area.

This first step has confirmed; and Deane Crescent is in compliance to the type of development and location for permit parking to be considered.

- The location of Deane Crescent and Dunsmuir Court meet the necessary criteria, as they are residential development located within the catchment area of the adjacent land use of the Bellerose High School.

The second phase of the Residential Permit Parking Program involves the Household Support Survey, which is a survey conducted to confirm that a required amount of households support for implementation of Residential Permit Parking. The last permit parking survey occurred at the end of 2024. Each household has one “vote” to this survey to either support implementation of Permit Parking or show non-support for Permit Parking. Background information and results of the last resident survey on Deane Crescent is shared as an attachment to this information request.

As noted within the attachment to this response, the survey results did not comply with the criteria for implementation of Permit Parking as per the previous (old) Policy nor with the updated (new) Policy. Although the results indicate now being closer to meeting requirements of the new Policy, the previous Household Survey for Deane Crescent and Dunsmuir Crescent did not achieve the necessary thresholds to implement Permit Parking (did not achieve 51% support).

Given that the survey was last conducted at the end of 2024, if residents of Deane Crescent desire Permit Parking to be implemented, the two-year minimum time lapse has occurred, and Administration recommends conducting a survey and assessment of results in alignment with current (updated) Policy C-TS-03. As noted, if the results do not support implementation, residents may present their request to Council for consideration of providing direction to Administration to deviate from Policy and implement Permit Parking specific to any designated area. This consideration for direction to Administration may also be made if Council does not wish for a survey to be conducted in 2026.

The final step of the process for Permit Parking, following completion of the Assessment, and Approval is Implementation. This last phase is where residents would apply for necessary permits for their household and would be assigned direct permits as needed and Enforcement would then begin to enforce the area between the hours of 8 am to 4 pm on weekdays for compliance of any on-street parking vehicles with necessary permits shown.

2. Traffic Calming Consideration of Implementation on Deane Crescent

Administration also applies a program associated with an approved Council Policy (Policy C-TS-02) for the service of considering, assessing, approving and implementing Traffic Calming. The typical process integrates a resident application that triggers a review of the area to assess recorded vehicle speeds, collision data and essentially validates or warrants the consideration of Traffic Calming. The data collected also helps to prioritize locations that are requested and validated. The City's Transportation Engineering team currently has a backlog of resident requests and candidate sites for the Traffic Calming program.

To date, there have been no resident applications for Traffic Calming on Deane Crescent. There has been one request for Traffic Calming from a resident of Deane Crescent; however, the request was for Traffic Calming considerations on Dufferin Street and not Deane Crescent.

In terms of operational and safety data for Deane Crescent relevant to showcase need or benefit of Traffic Calming:

1. Motor Vehicle Collisions

- a. From 2012 to 2025 (inclusive - representing 14 years of data) there have been a total of five (5) reported collisions on Deane Crescent.
 - i. One (1) incident occurred in 2012
 - ii. One (1) incident occurred in 2015
 - iii. One (1) incident occurred in 2023
 - iv. One (1) incident occurred in 2024
 - v. One (1) incident occurred in 2025
- b. All five (5) incidents have been property-damage-only collisions.

2. Recorded Vehicle Speeds and Volumes

- a. In response to this Information Request, updated data was collected on Deane Crescent during the week of September 14, 2026. During this time, school was back in operation, and some time was given to allow students and parents to return to a “typical” driving and parking arrangement.
- b. At the south end of Deane Crescent, where the majority of resident reported concerns have been shared, the following was recorded:
 - i. Average daily volume was 461 vehicles. This is an acceptable volume of vehicles given the type of roadway (Local).
 - ii. The 85% speed recorded, meaning that 85% of vehicles travel at this speed or less than this speed, was 45 km/h.
 - iii. Although the recorded speed is 5 km/h over the posted 40 km/h, the low variance does not showcase a significant issue with speed compliance, in comparison to some areas of the City or other prioritized locations for Traffic Calming considerations.
 - iv. Higher speeds on average were recorded outside the school hours, after 7:00 pm; however, there were some speeds recorded in the 1:00 pm to 2:00 pm timeframe that would warrant enforcement consideration and information of the speeds recorded have been shared with Enforcement.

From the recorded information and recognizing there have been no requests from residents for Traffic Calming; Deane Crescent would not be a recommended priority for implementation of Traffic Calming.

3) Traffic Calming Options for Deane Crescent

Although Administration is not recommending applying Traffic Calming to Deane Crescent, for purposes of this Information Request (IR), the costs associated with Traffic Calming are subject to the measures being implemented.

Being that the concerns raised in this IR are associated with vehicle speeds, the applicable

recommended measures would involve vertical deflection, meaning raised structures. Because there are no pedestrian crosswalks and only one intersection on Deane Crescent located at Dunsmuir Crescent, the opportunity for raised crosswalks or raised intersections do not present themselves to benefit the area and thus considerations of measures would include speed cushions or speed humps or tables.

The average cost of a speed cushion would be estimated at approximately \$8,000 - \$10,000 per site. Given that Deane Crescent is approximately 700 m in total length and the optimum spacing of measures would be approximately 200 m; the estimated costs to install three (3) sets of measures would be approximately \$24,000 - \$30,000.

Report Date: September 10, 2026
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Attachment: IR 26 026: Street Parking Near Bellerose High School

The following table, “Table 1.0: Resident Poll Results for Permit Parking on Deane Crescent (2024)” shares the resulting breakdown of responses received from the recent resident survey (poll) conducted as part of the first phase of the Residential Permit Parking program on Deane Crescent. This survey was conducted at the end of 2024.

From the responses received, the minimum support for implementation of Permit Parking was not achieved. The assessment considered not only the full area of Deane Crescent but also assessed the crescent as two separate segments (north and south; using Dunsmuir Crescent as a break point between the two sections) and also assessed Dunsmuir Crescent by itself.

The previous criteria associated with implementation of Permit Parking require the following (as per the previous version of C-TS-03):

1. Minimum 70% of households respond
2. Minimum 80% of responses “support”
3. If “a” and “b” are not achieved; a Minimum of 60% of overall support is identified.

Table 1.0: Resident Poll Results for Permit Parking on Deane Crescent (2024)

Scenario	Total Households in Area	Total Responses	Total “Support” Responses	Criteria Achieved to meet Policy
Deane Cres.; entire crescent	72	52 (72%)	26 (50% of responses; 36% of total homes)	No – minimum support not provided for Criteria #2 or #3
Deane Cres. North section (N of Dunsmuir Cres.)	37	24 (65%)	10 (38% of responses; 27% of total homes)	No – minimum support not provided for Criteria #2 or #3
Deane Cres. South (S of Dunsmuir Cres.)	35	28 (80%)	17 (61% of responses; 49% of total homes)	No – minimum support not provided for Criteria #2 or #3
Dunsmuir Cres. Only	16	12 (75%)	6 (50% of responses; 38% of total homes)	No – minimum support not provided for Criteria #2 or #3

With Council's approval of Policy changes to C-TS-03, the criteria have been updated to be more simplistic, while maintaining a "majority" vote system. The updated Policy has the following criteria to be reached to have Permit Parking applied:

1. A minimum of 51% of all households on the candidate roadway demonstrate support through a Residential Permit Parking Support Poll administered by the City.
 - a. Support may be established through any combination of survey participation and affirmative responses, provided that the total number of households indicating support equals or exceeds 51% of all household on the roadway (e.g., if 51% of households respond to the poll, all responses must indicate support; if 100% respond to the poll, at least 51% must indicate support).