



STATUS

Council Approved: Y N

CAO Approved: Y N

TITLE: Lay-by Parking on Regional Roads	NO.: Effective Date: Latest Revision Date:
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POLICY STATEMENT

A policy for permitting vehicles to park in designated lay-by parking lanes within the right-of-way of Regional roads in York Region

APPLICATION:

To all Regional Transportation and Works staff

PURPOSE:

York Region, as well as local municipalities and the development community, continue to put significant resources into improving the overall streetscape of Regional roads. Lay-by parking is an important tool that can be used to support streetscaping initiatives in York Region. As lay-by parking has an important relationship to urban development, vehicle and pedestrian safety, traffic congestion and the economic vitality of adjacent businesses, the Region recognizes that a lay-by parking policy is required to provide guidance to Region, local staff and commercial developers, on where, and under what conditions, lay-by parking is permitted.

APPROVAL INFORMATION

[The source of authority must be cited (i.e. Council authority - Committee Report to Council and Clause number, CAO and /or Senior Management Group approval date) at the end of the document].

Council Minutes:

Clause No.:

of Report No.:

Of the:

Date:

OR

CAO Approval Date:

DEFINITIONS:

Lay-by parking: Vehicles are permitted to park in designated parking bays in a dedicated lane, directly adjacent to the through lanes.

DESCRIPTION:

Lay-by parking should be considered:

- At locations that support Regional and local municipal transportation and land-use planning policies, strategies and objectives, examples of which are: the Region's roads program, local municipal official plan policies, urban design guidelines, urban renewal plans, heritage district plans, master streetscape plans, transit service plans, etc.
- At locations where Regional work has not been programmed within the next five years
- If the land-use adjacent to the location of a proposed lay-by lane is commercial and/or office in nature, and the design/layout of the building face is coordinated with the streetscape and lay-by lane design
- If the lay-by lane design is integrated with site plan and boulevard design
- On Regional roadways where there are no designated HOV lanes in operation
- On Regional roadways where the speed limit is 60 km per hour or less

In addition:

- The design of the lay-by lane is satisfactorily integrated with:
 - Right turn lanes
 - Pedestrian walkways
 - Transit facilities
 - Driveway visibility
- The design of the lay-by lane meets the following design criteria:
 - Orientation of parking bays:- Parallel to through lanes
 - Minimum width = 2.8m
 - Minimum length = 6.7m
 - Minimum uninterrupted length of lay-by lane = 32.1m (beginning and end tapers included) (i.e. 3 parking bays)

- o Curb extensions/bulb-outs are provided at all driveway accesses
 - o Any section of a lay-by lane must commence and end with a taper not less than 6 metres in length
- The lay-by lane cannot be counted toward on-site parking requirements
- The applicant shall agree in the site plan agreement to waive any claims for compensation (including injurious affection for business loss) in the event that the Region elects in the future to remove the lay-by parking.
- There is in place an agreement between the Region and the local municipality for the maintenance of the lay-by lane facility

RESPONSIBILITIES:**Regional Employees:**

- Responsible for designing, reviewing and approving Regional roads and development applications.
- Ensure that traffic operations and safety analysis have been performed and reviewed
- Ensure that site plan and design drawings have been prepared and reviewed

CONTACT:

General Manager, Roads – Transportation and Works Department