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**TO:** GENERAL COMMITTEE

**SUBJECT:** BEAR CREEK RIDGE SUBDIVISION – RESIDENTIAL PARKING CONTROL

**WARD:** 7

**PREPARED/ SUBMITTED BY AND KEY CONTACT:** B. GRATRIX, P. ENG., SENIOR PROJECT MANAGER – TRANSPORTATION PLANNING, EXT. 5117

**EXECUTIVE DIRECTOR APPROVAL:** M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

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**RECOMMENDED MOTION**

1. That Traffic By-law 2020-107 Schedule “1” “No Parking Anytime” be amended by adding the following:

<u>Mabern Street</u>	Both sides from Essa Road to the westerly limits
<u>Franklin Trail</u>	West and North side from Mabern Street to a point 515 metres east thereof
<u>Franklin Trail</u>	North and West side from Paddington Grove to a point 245 metres east thereof
<u>Paddington Grove</u>	West side from Mabern Street to Franklin Trail
<u>Polar Mews</u>	West side from Mabern Street to Alaskan Heights
<u>Alaskan Heights</u>	North side from Brown Bear Street Kodiak Terrace
<u>Olympic Gate</u>	North side from Brown Bear Street Kodiak Terrace
<u>Koda Street</u>	North side from Essa Road to westerly termination
<u>Kodiak Terrace</u>	East side from Mabern Street to Koda Street

<u>Andean Lane</u>	Both sides from Mabern Street to Koda Street
<u>Brown Bear Street</u>	West side from Mabern Street to Salem Road

2. That staff in Development Services be directed to create and distribute a mailing to all homes within the Bear Creek Ridge Development noting the implementation of the approved parking restrictions with an expected commencement of enforcement date as agreed upon with Legislative and Court Services, Enforcement Services Branch. No sooner than 30 days following the mail out.

**PURPOSE & BACKGROUND**

3. The purpose of this staff report is to seek Council approval to amend Traffic By-law 2020-107 to implement parking controls in the Bear Creek Ridge subdivision as per motion 23-G-208 (refer to Staff Report DEV003-23 in Appendix “A”):

“That staff in the Development Services Department proceed with the following parking control approach for new subdivisions in the secondary plan areas and the built boundary:

**Street Classification    Parking Control**

Laneways	Parking prohibited
Local Streets	Parking permitted on one side only
Collector Streets	Parking prohibited (DEV003-23)”

**ANALYSIS**

4. Motion 23-G-208 provides direction for parking controls for residential development within the secondary planning areas.
5. Based on resident feedback provided to the Ward Councillor, staff were asked to consider the following:
  - a) Parking on collector streets (applies to Mabern Street).
  - b) Parking on both sides of local streets (applies to all other streets within the development).
  - c) Parking on one side of laneways (applies to Andean Lane).
6. The provision of parking on collector streets would require deferral of the implementation of on-street cycling lanes on Mabern Street. While connecting cycling infrastructure on the City’s arterial network will be implemented post 2031 (resulting in the development being temporarily isolated from AT infrastructure), deferring implementation is anticipated to result in households overestimating the parking supply and encourage additional auto ownership, creating future hardships when parking restrictions are put in place. Additionally, deferring implementation would impact local residents wishing to ride within their local area. Staff recommend that parking be prohibited on Mabern Street per motion 23-G-208 and in alignment direction contained within the City’s Official Plan and Transportation Master Plan regarding cycling infrastructure on collector streets.

7. The provision of parking on both sides of local streets would require a larger road platform than presently exists. The current road platform is 8m wide. This width provides 6m for two-way vehicular traffic and the remaining 2m for parking on one side. Fire Services requires 6m clear width per Ontario Building Code requirements. Staff recommend that parking be permitted on one-side of the local streets per motion 23-G-208.
8. The provision of parking on one side of the laneway in this development (Andean Lane) would require a larger road platform than presently exists. The current road platform is 7m wide. This width cannot achieve the required 6m width for Fire Services if parking were to be permitted on one-side. Staff recommend that parking be prohibited on laneways per motion 23-G-208.
9. The recommended parking controls for this development are illustrated in Appendix "B".

### **ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

10. The following environmental and climate change impact matters have been considered in the development of the recommendation:
  - a) Implementing parking controls as recommended by staff is a supporting action to encourage a mode shift to non-auto modes and maintains accessible neighbourhoods for emergency services, waste collection, school buses and general operation and maintenance needs.

### **ALTERNATIVES**

11. The following alternatives are available for consideration by General Committee:

**Alternative #1**      General Committee could alter the recommended motion.

This alternative is not recommended as motion 23-G-208 outlines a consistent and uniform approach for residential parking management for new subdivisions that supports active transportation and maintains accessible neighbourhoods, that can be adequately serviced by emergency services, waste collection, school buses and general operation and maintenance needs.

### **FINANCIAL**

12. There are no costs associated with the implementation of parking control signs as they are supplied and installed by the developer. Additional By-law Enforcement costs in the secondary plan areas were included in the 2021 Enforcement Services Review.


### **LINKAGE TO 2022-2026 STRATEGIC PLAN**

13. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:
  - Community Safety
14. The recommendation to implement parking controls will improve safety by facilitating vehicle travel, emergency and maintenance vehicle access on laneways and local streets and allow for the implementation of cycling facilities on collector streets. The recommendation also allows for school buses to traverse local streets where required.

**APPENDIX "A"**

**Staff Report DEV003-23**

Note - cross-sections on staff report pages 8, 9 and 10 pre-date standard change to cycle tracks.



**STAFF REPORT DEV003-23**  
September 27, 2023

Page: 1  
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Pending #:

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**TO:** GENERAL COMMITTEE

**SUBJECT:** PARKING CONTROL FOR NEW SUBDIVISIONS (SECONDARY PLAN AND BUILT BOUNDARY)

**WARD:** 7, 8, 9 AND 10

**PREPARED BY AND KEY CONTACT:** B. GRATRIX, P. ENG., SENIOR PROJECT MANAGER – TRANSPORTATION PLANNING, EXT. 5117

**SUBMITTED BY:** M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

**GENERAL MANAGER APPROVAL:** B. ARANIYASUNDARAN, P. ENG., PMP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

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**RECOMMENDED MOTION**

1. That staff in the Development Services Department proceed with the following parking control approach for new subdivisions in the secondary plan areas and the built boundary:

Street Classification	Parking Control
Laneways	Parking prohibited
Local Street	Parking permitted on one side only
Collector Streets	Parking prohibited

**PURPOSE & BACKGROUND**

2. The purpose of this Staff Report is to seek Council approval to implement parking control on laneways, local streets and collector streets associated with new residential subdivisions to align with engineering design standards used in the secondary plan areas and limited instances within the built boundary.

3. In advance of development occurring in the secondary plan areas, the development community requested the City to narrow right-of-ways for local streets and create a new laneway design standard to support a more compact built form and increased density. This requested change also aligned with the City's goals of moving towards a less auto-centric approach to transportation in accordance with the City's Official Plan and Transportation Master Plan. The City adopted new engineering design standards to reflect this request.

4. In conjunction with these changes, the collector street design standards were updated to include cycling facilities following completion of the 2014 Transportation Master Plan recommendations.

5. Key design standard changes relevant to the recommended motion include:
  - a) Introduction of new laneway standards that are significantly narrower than local streets (refer to Appendix "A").
  - b) Introduction of a narrower 18m residential local street standard (refer to Appendix "B").
  - c) Inclusion of on-street cycling facilities on collector streets (refer to Appendix "C").
6. Implementation of parking controls requires an amendment of the Traffic By-law. The recommended motion outlines the approach that will be used as the basis for future Traffic By-law amendments for implementation of parking controls.

#### ANALYSIS

7. In consultation with Barrie Fire and Emergency Services, Development Services, Operations, Legislative & Court Services and the Hewitt's and Salem's Landowner Groups, staff are proposing the following parking controls for the following street classifications for new subdivisions in the secondary plan areas and built boundary:

Street Classification	Parking Control
Laneways	Parking prohibited
Local Street	Parking permitted on one side
Collector Streets	Parking prohibited

#### Laneways

8. Laneways have a right-of-way width of 8m or 12m and a travelled surface width of 6m or 7m. The purpose of these compact streets is to provide direct access to specific areas within a residential development, typically consisting of the most compact built form where access is from the rear of the lot (refer to Appendix "A"). The laneway design standard does not accommodate on-street parking to allow for the narrowest right-of-way width.
9. The laneway design standard does not provide sufficient travelled surface width to accommodate on-street parking and the necessary clearances for emergency services, waste collections and winter maintenance.

#### Local Streets

10. Local streets have a right-of-way width of 18m and a travelled surface width of 8m. The purpose of local streets is to provide access to residences and connectivity to collector streets. The 18m local street design standard was developed to allow parking on one-side to achieve a narrower right-of-way and travelled surface width (refer to Appendix "B").
11. The Simcoe County Student Transportation Consortium (SCSTC) has communicated to staff that 18m local streets in new development areas with parking occurring on both sides of the street are too narrow for the safe operation of school buses. The SCSTC will not operate on these streets until parking is restricted to one-side only.

Collector Streets

12. Collector streets provide connectivity between local streets and arterial streets and are intended to carry higher volumes of traffic. All collector streets in the secondary plan areas are designated for on-street cycling facilities. The collector street design standard does not accommodate on-street parking as that space was re-allocated to accommodate cycling facilities (refer to Appendix "C").
13. It should be noted that a memorandum is being submitted to the Affordability Committee on September 27, 2023, regarding off-street separated cycling facilities on newly built streets in the Hewitt and Salem secondary plan areas. The memo outlines that cycle tracks will be implemented in areas where development applications have not been submitted following updated engineering design standards. This change still requires the prohibition of parking on collector streets.
14. The prohibition of parking on collector streets in the secondary plan areas is consistent with the prohibition of parking being implemented on numerous collector streets in the built boundary to facilitate cycling lane retrofits.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

15. The following environmental and climate change impact matters have been considered in the development of the recommendation:
  - a) The recommended motion is a supporting action to facilitate a mode shift to cycling through the facilitation of cycling facilities on collector streets.
  - b) Reducing the availability of excess parking helps to encourage the use of alternate travels modes (walking, cycling and transit).

#### ALTERNATIVES

16. The following alternatives are available for consideration by General Committee:

Alternative #1 General Committee could choose not to implement parking controls.

This alternative is not recommended as it does not accommodate emergency vehicles, winter operations, waste collection and cycling facilities.

Alternative #2 General Committee could restrict parking on both sides of local streets in the secondary plan areas.

This alternative is not recommended as there is a reasonable need to provide overflow parking for residents to accommodate guests, deliveries, contractors / service providers, etc. where feasible.

Alternative #3 General Committee could remove cycling facilities on collector streets to accommodate on-street parking.

This alternative is not recommended as the City, in alignment with requirements of the Provincial Growth Plan, identify active transportation infrastructure as fundamental in supporting growth and aligning with climate change mitigation and adaptation objectives.

#### FINANCIAL

17. There are no costs associated with the implementation of parking control signs as they are supplied and installed by the developer. By-law Enforcement costs in the secondary plan areas were included in the 2021 Enforcement Services Review.

#### LINKAGE TO 2022-2026 STRATEGIC PLAN

18. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:

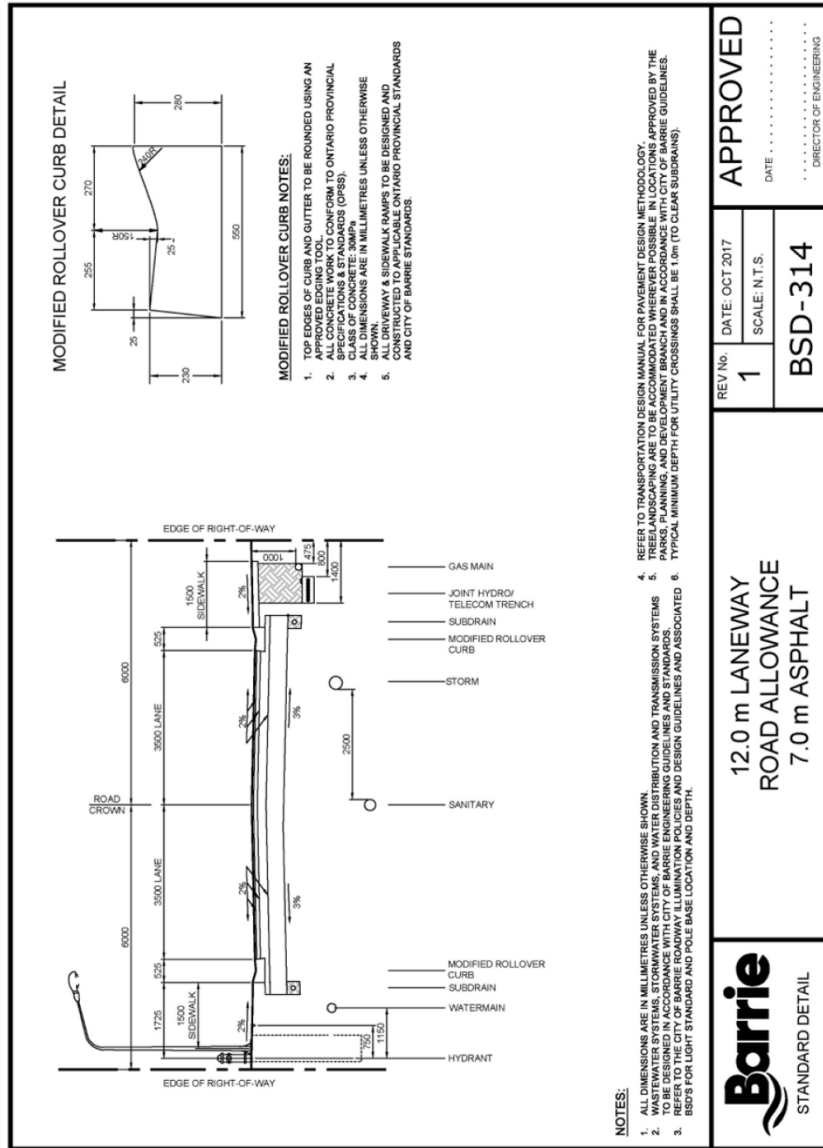
Community Safety

19. The recommendation to implement parking controls will improve safety by facilitating vehicle travel, emergency and maintenance vehicle access on laneways and local streets and allow for the implementation of cycling facilities on collector streets.



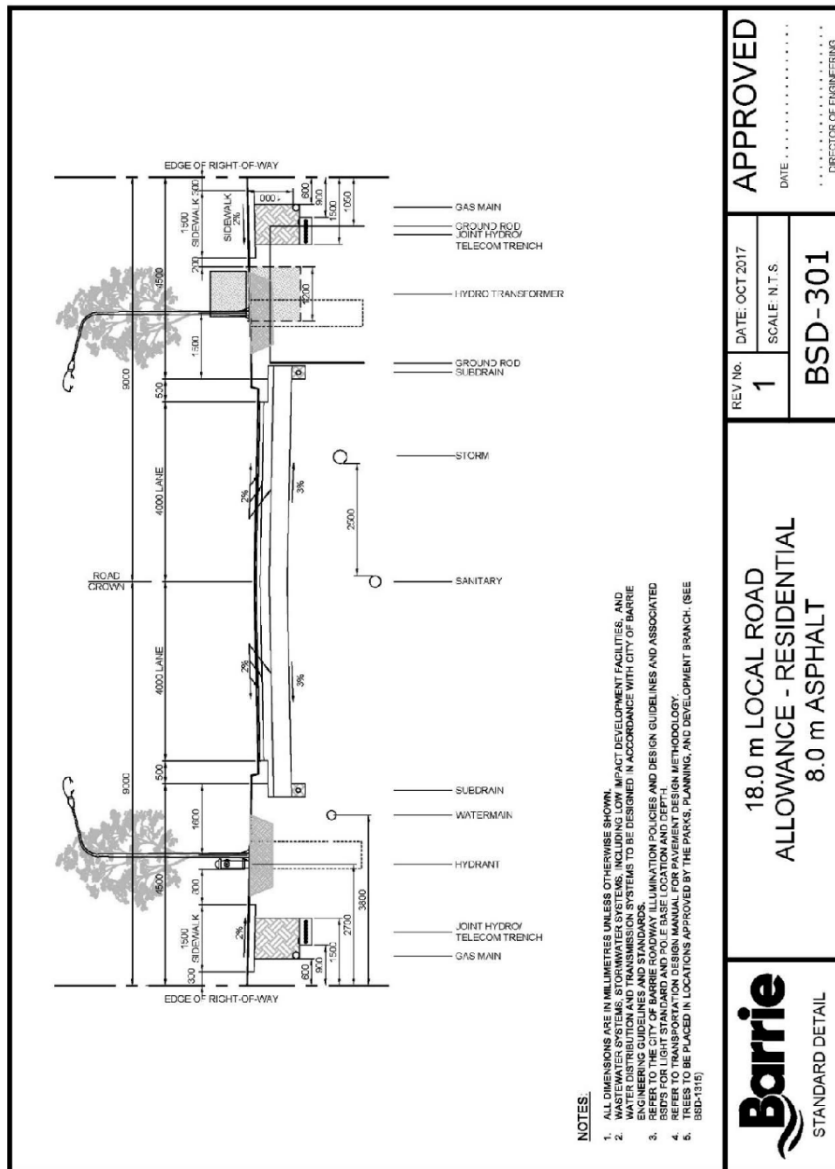


12.0m Laneway BSD-314



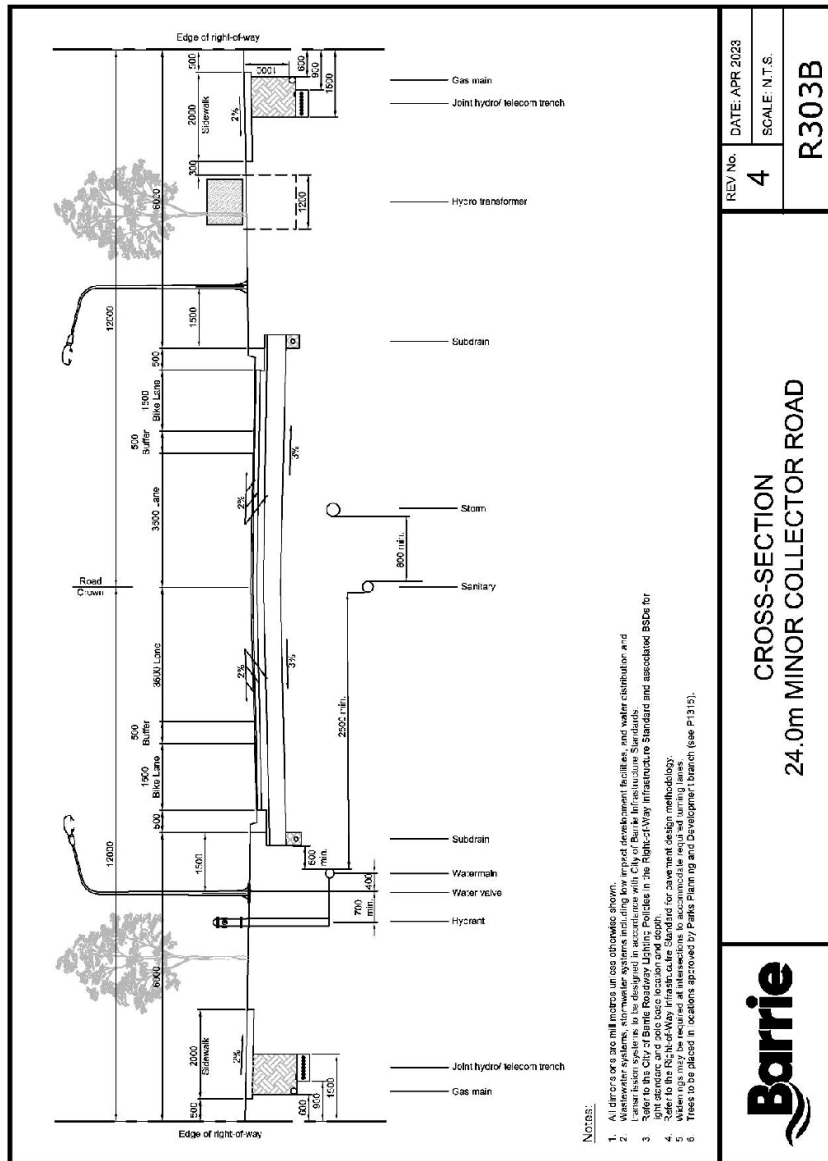
APPENDIX "B"

18.0m Local Street BSD-301



APPENDIX "C"

24.0m Minor Collector R303B



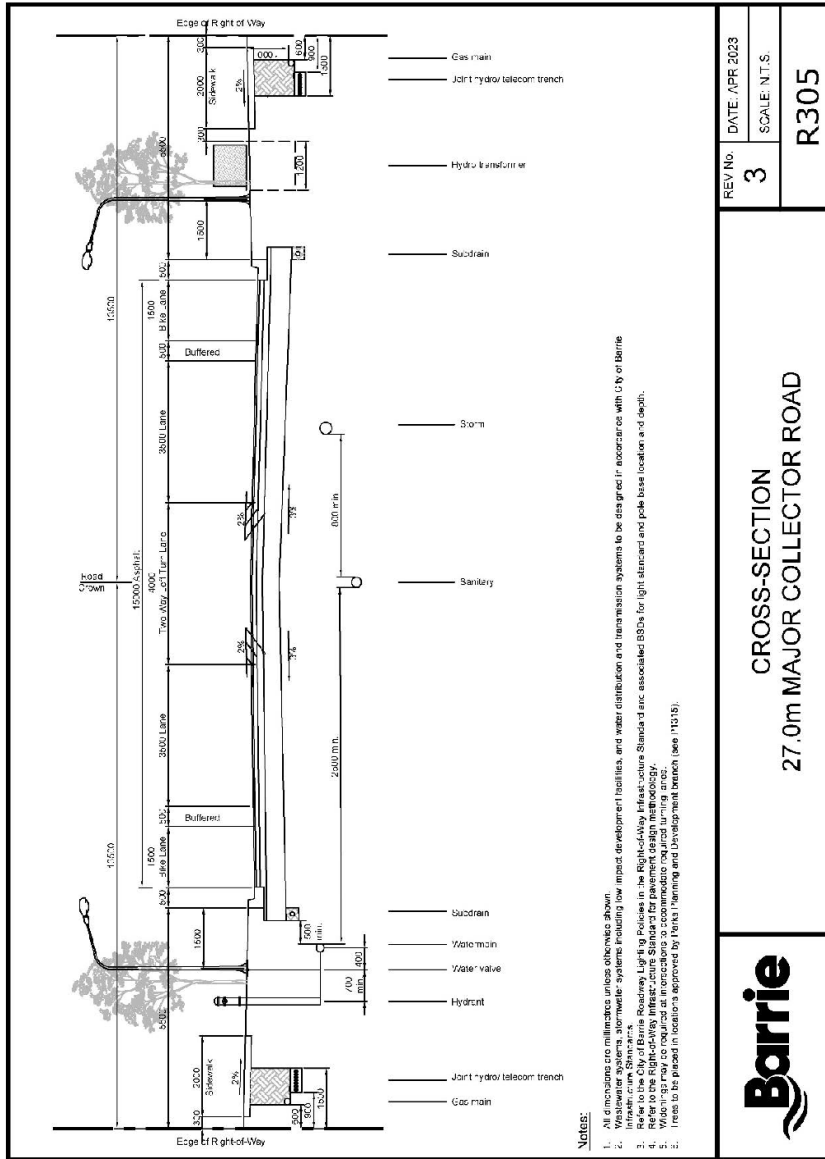
NOTES:

1. All utilities are to be installed in accordance with the applicable codes.
2. Watermain systems, stormwater systems including low impact development facilities, and water distribution and sewerage systems to be designed in accordance with City of Barrie Infrastructure Standards.
3. Refer to the City of Barrie Roadway Lighting Policies in the Right-of-Way Infrastructure Standards and associated Bids for details.
4. Refer to the Right-of-Way Infrastructure Standard for pavement design methodology.
5. Utilities may be required to accommodate required turning lanes.
6. Trees to be placed in locations approved by Parks Planning and Developer Station (see P1315).

	<p>CROSS-SECTION 24.0m MINOR COLLECTOR ROAD</p>	
	<p>REV No. 4</p>	<p>DATE: APR 2023 SCALE: N.T.S.</p>



**27.0m Major Collector R305**





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APPENDIX "B"

Bear Creek Ridge Parking Control Map

