



**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

**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.

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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 travel modes (walking, cycling and transit).

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## **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**

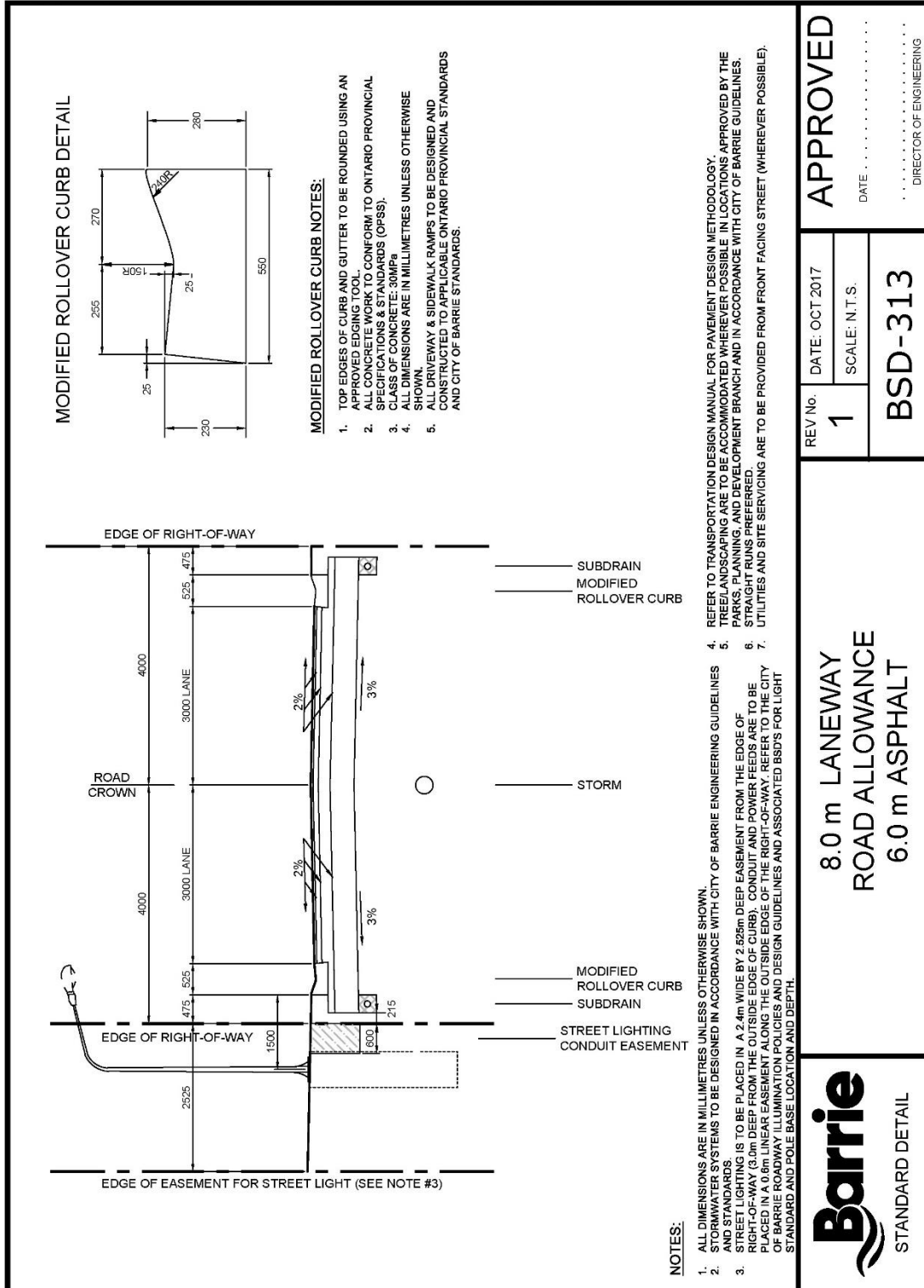
18. The recommendation(s) included in this Staff Report support the following goals identified in the 2022-2026 Strategic Plan:

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.

APPENDIX "A"

8.0m Laneway BSD-313



**MODIFIED ROLLOVER CURB NOTES:**

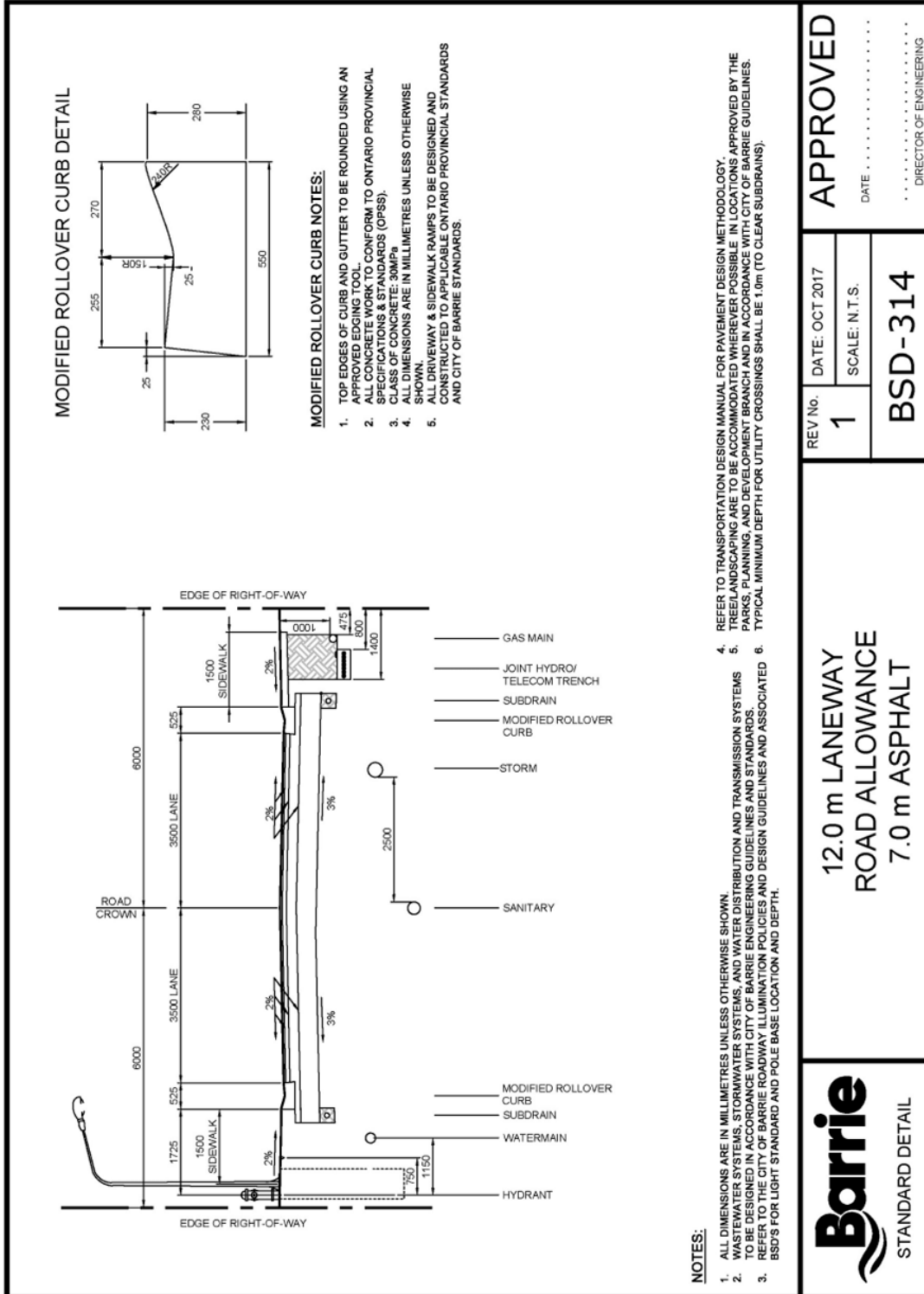
1. TOP EDGES OF CURB AND GUTTER TO BE ROUNDED USING AN APPROVED EDGING TOOL.
2. ALL CONCRETE WORK TO CONFORM TO ONTARIO PROVINCIAL SPECIFICATIONS & STANDARDS (OPSS).
3. CLASS OF CONCRETE: 30MPa
4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
5. ALL DRIVEWAY & SIDEWALK RAMPS TO BE DESIGNED AND CONSTRUCTED TO APPLICABLE ONTARIO PROVINCIAL STANDARDS AND CITY OF BARRIE STANDARDS.

**NOTES:**

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
2. STORMWATER SYSTEMS TO BE DESIGNED IN ACCORDANCE WITH CITY OF BARRIE ENGINEERING GUIDELINES AND STANDARDS.
3. STORMWATER SYSTEMS TO BE PLACED IN A 2.4m WIDE BY 2.625m DEEP EASEMENT FROM THE EDGE OF RIGHT-OF-WAY (3.0m DEEP FROM THE OUTSIDE EDGE OF CURB). CONDUIT AND POWER FEEDS ARE TO BE PLACED IN A 0.6m LINEAR EASEMENT ALONG THE OUTSIDE EDGE OF THE RIGHT-OF-WAY. REFER TO THE CITY OF BARRIE ROADWAY ILLUMINATION POLICIES AND DESIGN GUIDELINES AND ASSOCIATED BSD'S FOR LIGHT STANDARD AND POLE BASE LOCATION AND DEPTH.
4. REFER TO TRANSPORTATION DESIGN MANUAL FOR PAVEMENT DESIGN METHODOLOGY.
5. TREE/LANDSCAPING ARE TO BE ACCOMMODATED WHEREVER POSSIBLE. IN LOCATIONS APPROVED BY THE PARKS, PLANNING, AND DEVELOPMENT BRANCH AND IN ACCORDANCE WITH CITY OF BARRIE GUIDELINES.
6. STRAIGHT RUNS PREFERRED.
7. UTILITIES AND SITE SERVICING ARE TO BE PROVIDED FROM FRONT FACING STREET (WHEREVER POSSIBLE).

<b>Barrie</b> STANDARD DETAIL	<p><b>8.0 m LANEWAY</b> <b>ROAD ALLOWANCE</b> <b>6.0 m ASPHALT</b></p>	<p><b>APPROVED</b></p> <p>DATE .....</p> <p>..... DIRECTOR OF ENGINEERING</p>
<p>REV No. <b>1</b>      DATE: OCT 2017</p> <p>SCALE: N.T.S.</p> <p><b>BSD-313</b></p>		

**12.0m Laneway BSD-314**



MODIFIED ROLLOVER CURB DETAIL

**MODIFIED ROLLOVER CURB NOTES:**

1. TOP EDGES OF CURB AND GUTTER TO BE ROUNDED USING AN APPROVED EDGING TOOL.
2. ALL CONCRETE WORK TO CONFORM TO ONTARIO PROVINCIAL SPECIFICATIONS & STANDARDS (OPSS).
3. CLASS OF CONCRETE: 30MPa
4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
5. ALL DRIVEWAY & SIDEWALK RAMPS TO BE DESIGNED AND CONSTRUCTED TO APPLICABLE ONTARIO PROVINCIAL STANDARDS AND CITY OF BARRIE STANDARDS.

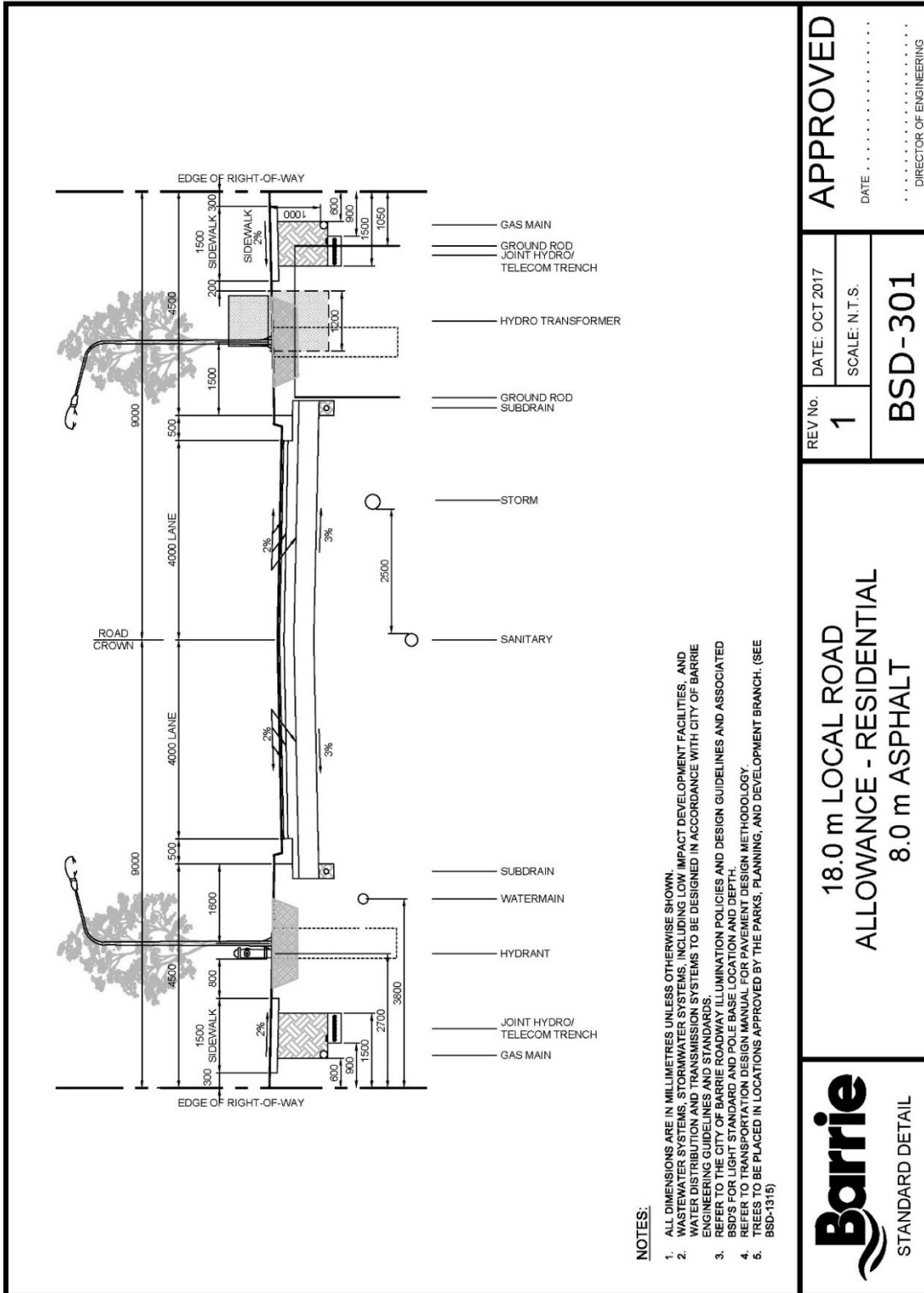
**NOTES:**

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
2. WASTEWATER SYSTEMS, STORMWATER SYSTEMS, AND WATER DISTRIBUTION AND TRANSMISSION SYSTEMS TO BE DESIGNED IN ACCORDANCE WITH CITY OF BARRIE ENGINEERING GUIDELINES AND STANDARDS.
3. REFER TO THE CITY OF BARRIE ROADWAY ILLUMINATION POLICIES AND DESIGN GUIDELINES AND ASSOCIATED BSD'S FOR LIGHT STANDARD AND POLE BASE LOCATION AND DEPTH.
4. REFER TO TRANSPORTATION DESIGN MANUAL FOR PAVEMENT DESIGN METHODOLOGY.
5. TREELANDSCAPING ARE TO BE ACCOMMODATED WHEREVER POSSIBLE. IN LOCATIONS APPROVED BY THE PARKS, PLANNING, AND DEVELOPMENT BROUGH AND IN ACCORDANCE WITH CITY OF BARRIE GUIDELINES.
6. TYPICAL MINIMUM DEPTH FOR UTILITY CROSSINGS SHALL BE 1.0m (TO CLEAR SUBDRAINS).

<p>STANDARD DETAIL</p>	<p>12.0 m LANEWAY ROAD ALLOWANCE 7.0 m ASPHALT</p>		<p>REV No. 1</p>	<p>DATE: OCT 2017</p>	<p>APPROVED</p>
	<p>SCALE: N.T.S.</p>		<p>DATE: .....</p>		<p>DIRECTOR OF ENGINEERING</p>
<p>BSD-314</p>			<p>DATE: .....</p>		

APPENDIX "B"

18.0m Local Street BSD-301



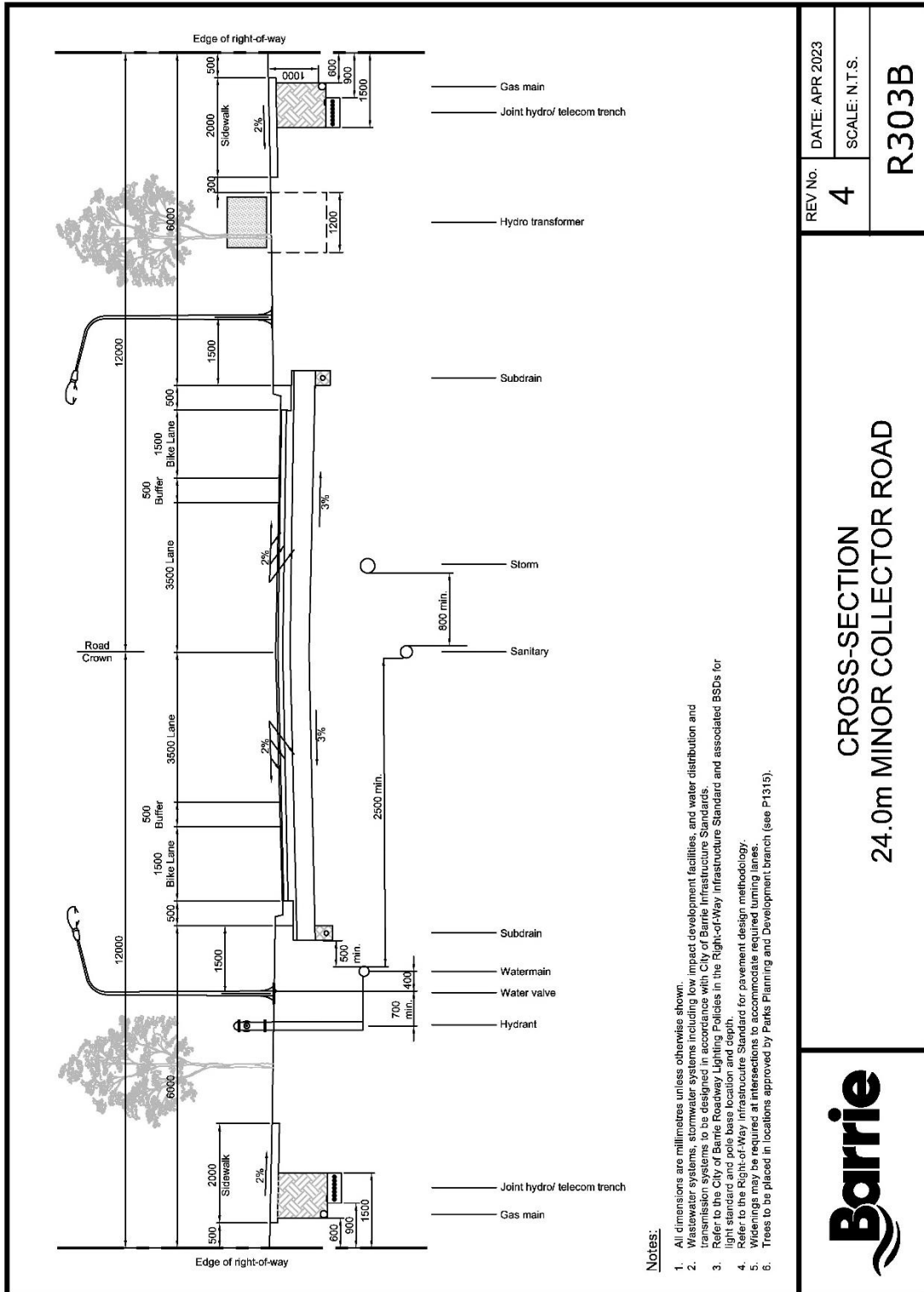
NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
2. WASTEWATER SYSTEMS, STORMWATER SYSTEMS, INCLUDING LOW IMPACT DEVELOPMENT FACILITIES, AND WATER DISTRIBUTION AND TRANSMISSION SYSTEMS TO BE DESIGNED IN ACCORDANCE WITH CITY OF BARRIE ENGINEERING GUIDELINES AND STANDARDS.
3. REFER TO THE CITY OF BARRIE ROADWAY ILLUMINATION POLICIES AND DESIGN GUIDELINES AND ASSOCIATED BSD'S FOR LIGHT STANDARD AND POLE BASE LOCATION AND DEPTH.
4. REFER TO TRANSPORTATION DESIGN MANUAL FOR PAVEMENT DESIGN METHODOLOGY.
5. TREES TO BE PLACED IN LOCATIONS APPROVED BY THE PARKS, PLANNING, AND DEVELOPMENT BRANCH. (SEE BSD-1315)

<p>STANDARD DETAIL</p>	<p>18.0 m LOCAL ROAD ALLOWANCE - RESIDENTIAL 8.0 m ASPHALT</p>		<p>APPROVED</p> <p>DATE: OCT 2017</p> <p>SCALE: N.T.S.</p> <p>BSD-301</p> <p>DATE: .....</p> <p>DIRECTOR OF ENGINEERING</p>
	<p>REV No. 1</p>	<p>DATE: OCT 2017</p> <p>SCALE: N.T.S.</p>	<p>DATE: .....</p> <p>DIRECTOR OF ENGINEERING</p>

APPENDIX "C"

24.0m Minor Collector R303B



- Notes:
1. All dimensions are millimetres unless otherwise shown.
  2. Wastewater systems, stormwater systems including low impact development facilities, and water distribution and transmission 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 Standard and associated BSDs for light standard and pole base location and depth.
  4. Refer to the Right-of-Way Infrastructure Standard for pavement design methodology.
  5. Where right-of-way requirements are not specified, refer to the City of Barrie Infrastructure Standards and Development branch (see P1315).
  6. Trees to be placed in locations approved by Parks Planning and Development branch (see P1315).

REV No. <b>4</b>	DATE: APR 2023
	SCALE: N.T.S.
<b>R303B</b>	
<b>CROSS-SECTION 24.0m MINOR COLLECTOR ROAD</b>	





