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**TO:** FINANCE AND CORPORATE SERVICES COMMITTEE

**SUBJECT:** OVERNIGHT WATERFRONT PARKING AND TRAFFIC BY-LAW UPDATES

**WARD:** ALL

**PREPARED BY AND KEY CONTACT:** T. TURNER, MANAGER OF BUSINESS SERVICES, CPA, CGA

**SUBMITTED BY:** B. FORSYTH, DIRECTOR OF TRANSIT AND PARKING STRATEGY

**GENERAL MANAGER APPROVAL:** R. JAMES-REID, EXECUTIVE DIRECTOR OF ACCESS BARRIE

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

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**RECOMMENDED MOTION**

1. That Traffic By-law 2020-107, as amended, be repealed and replaced with Appendix "B" to the Report of the Finance and Corporate Services Committee dated May 31, 2022 concerning Overnight Waterfront Parking and Traffic By-law Updates.

**PURPOSE & BACKGROUND**

2. On March 28, 2022, Council approved the following excerpt from motion 22-G-056:  
  
*"4. That staff in the Traffic and Parking Services Department investigate ways to prevent long-term parking by nearby residents in waterfront lots and streets and report back to Finance and Corporate Services Committee."*
3. In response to this motion, other recent changes to the parking system and a general review; staff are recommending to repeal the current Traffic By-law 2020-170 and replace with the following revisions described in this Report and its associated schedules.

**ANALYSIS**

4. The following table represents the current Traffic By-law, recommended change (highlighted in BOLD ITALIC font), and the rationale for each revision.

Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
SCHEDULE "8" – HOURS OF ENFORCEMENT FOR PARKING METER ZONES AND PARKING LOTS	WATERFRONT PARKING	Column 2 "No MaximumPaid Parking 24 hours/day, 7 days per week"	Column 2 "No MaximumPaid Parking 24 hours/day, 7 days per week <b><i>April 1 to November 30, 12:00 am to 5:00 am December 1 to March 31</i></b> "	<p>This will allow for proper snow clearing during winter months and avoid buildup of snow windrows from vehicles being parked for extended periods in parking lots or on-street locations. When reviewing this recommendation, City staff reached out to several neighbouring municipalities, including; Collingwood; Innisfil; Orillia; St. Catherines; Kingston; and Burlington. It was found that most municipalities have some form of overnight restriction in place with either their on-street parking, off-street parking, or both. Orillia, Innisfil, Collingwood, and St. Catherines all have overnight restrictions during the winter months (December to March). Municipalities such as Kingston charge for overnight parking in selected, strategic lots, as opposed to restricting overnight parking.</p> <p>Given the density of developments in the downtown and waterfront areas, the City is recommending that we begin by restricting overnight parking on the waterfront during the winter months and continue to monitor utilization data to determine if/when restrictions should be extended either year-round or into other parking areas (i.e. Downtown).The City is not recommending restrictions downtown at this point due to the possible negative perception of forcing bar and/or restaurant patrons, which predominate the downtown parking area, to drive and/or relocate their vehicles when alcohol may have been consumed. As with the waterfront parking area, City staff will continue to monitor parking utilization data downtown and bring a recommendation forward to restrict overnight parking if/when overnight parking utilization begins to impact daily parking vacancies.</p>

Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
	WATERFRONT PARKING	N/A	Column 1 <i>"Ellen Street – West side from Victoria Street to Cul de Sac"</i> Column 2 <i>"24 hours/day, 7 days per week April to December, 12:00 am to 5:00 am December to April"</i>	This location was already approved by Council and just updates the By-law to match (See fig. 3)
	WATERFRONT PARKING	N/A	Column 1 <i>"John Street – North side from Bradford Street to Ellen Street"</i> Column 2 <i>24 hours/day, 7 days per week April to December, 12:00 am to 5:00 am December to April"</i>	This location was already approved by Council and just updates the By-law to match (See fig. 3)

5. The current and revised Traffic By-law version accompany this document as Appendix "A" and Appendix "B" respectively for review along with the summary below.

Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
3. PARKING	2	"...no person shall park a vehicle except at the angle indicated by authorized markings or signs and so the front end of the vehicle is nearest the edge of the roadway."	"...so the front end of the vehicle is nearest the edge of the road way, <b><i>except where the angled parking is 90 degrees/perpendicular to the roadway.</i></b> "	This will allow vehicles to back into parking spaces where it is safe to do so without being in violation of the By-law.

Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
4. PARKING PROHIBITED	12	"...streets named in Schedule "6" to this By-law except at the angle indicated by markings or signs and so that the front portion of the vehicle shall be nearest to the edge of the roadway."	"...so that the front portion of the vehicle shall be nearest to the edge of the roadway, <b><i>except where the angled parking is 90 degrees/perpendicular to the roadway.</i></b> "	This will allow vehicles to back into parking spaces where it is safe to do so without being in violation of the By-law.
5. PAID PARKING	6	"...without limitation to the days and hours specified in Schedule "8" of this By-law be parked within the lines or marks so made and shall be parked in accordance with the provisions of this By-law."	"...in accordance with the provisions of this By-law.  <b><i>Notwithstanding the above, should the parking surface not allow for the application of dedicated marks or lines, the user will park in a manner that minimizes the amount of space used while allowing for other users entry and egress from the parking location and the above shall not apply.</i></b> "	Not all parking surfaces are paved or are of a substance that allows markings to indicate individual spaces (i.e., 15 Bayfield Lot; Tyndale Park Lot). This amendment allows for those instances while still allowing users to park in an "unmarked" space.
	16	"Ontario Disabled Person Parking: No person except a person operating a vehicle bearing a provincially issued disabled person parking permit the Highway Traffic Act as amended shall park or cause to be parked a vehicle on a parking space designated as a	"Ontario <b><i>Accessible</i></b> Parking: No person except a person operating a vehicle bearing a provincially issued <b><i>accessible</i></b> parking permit the Highway Traffic Act as amended shall park or cause to be parked a vehicle on a parking space designated as <b><i>an Accessible</i></b> Parking Space, as described in Schedule "20"	"Disabled" and "disabled person" are no longer acceptable terms. Replace with more acceptable vernacular, which also reflects nomenclature changes in the HTA regarding Accessible Permits.

Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
		Handicapped Parking Space, as described in Schedule "20"		
	17	"Ontario Disabled Person Parking Permit: Motorists displaying an Ontario Disabled Person Parking Permit shall be exempt from paying parking rates for parking at any permitted parking location."	"Ontario <b>Accessible</b> Parking Permit: Motorists displaying an Ontario <b>Accessible</b> Parking Permit shall be exempt from paying parking rates for parking at any permitted parking location."	"Disabled" is no longer an acceptable term. Replace with more acceptable vernacular, which also reflects nomenclature changes in the HTA regarding Accessible Permits.
SCHEDULE "1" – NO PARKING ANYTIME	N/A	N/A	Column 1 " <b>Maple Avenue</b> " Column 2 " <b>West side from Simcoe Street to a point 60 meters north of Simcoe Street.</b> "	This will extend the "No Parking" area in front of the bus terminal and reduce the instances of vehicles parking in the hatched-out areas, interfering with bus movements in and out of the terminal parking spaces ( <b>See fig. 1</b> )
		Column 1 "Maple Avenue" Column 2 "East side for 13 meters northerly from Grey Coach depot building"	Column 1 "Maple Avenue" Column 2 "East side <b>from Simcoe Street to a point 27 meters north of Simcoe Street.</b> "	This removes the outdated reference to a building that no longer exists and uses fixed points of reference ( <b>See fig. 1</b> )
SCHEDULE "5" – TAXICAB STANDS	N/A	"Bayfield Street – West Side..."	<b>Remove in entirety</b>	There are no longer taxicab stands at this location
	N/A	"Fred Grant Street – southerly side..."	<b>Remove in entirety</b>	There are no longer taxicab stands at this location

Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
	N/A	Column 1 "Maple Avenue – West Side" Column 2 "3 parking stalls..." Column 3 "12:00 a.m. to 4:00 p.m. Seven (7) days a week"	Column 1 "Maple Avenue – West Side" Column 2 " <b>Two (2)</b> parking stalls..." Column 3 "12:00 a.m. to 4:00 p.m. Seven (7) days a week"	This location only has two (2) parking spaces after conclusion of the Dunlop streetscape project.
	N/A	N/A	Column 1 " <b>Spirit Catcher Lot</b> " Column 2 " <b>Five (5) parking stalls on the west side of the lot</b> " Column 3 " <b>Twenty-four (24) hours/day, Seven (7) days a week</b> "	This reflects the current number and location of taxicab stands at this location (See fig. 4)
SCHEDULE "6" – ANGLE PARKING	N/A	"DUNLOP STREET EAST..."	<b>Remove in entirety</b>	There is no longer angle parking at this location.
	N/A	"JOHNSON STREET..."	<b>Remove in entirety</b>	There is no longer angle parking at this location.
		Column 1 "COLLIER STREET" Column 2 "North side from Poyntz Street to Clapperton Street"	Column 1 "COLLIER STREET" Column 2 "North side from Poyntz Street to <b>Mulcaster</b> Street"	This reflects the current location of angle parking at this location
	N/A	Column 1 "MULCASTER STREET" Column 2 "Both Sides from Canadian National Railways right of way to Collier Street..."	Column 1 "MULCASTER STREET" Column 2 "Both Sides from <b>Dunlop Street</b> to Collier Street..."	This reflects the current location of angle parking at this location
	N/A	N/A	Column 1 " <b>MAPLE STREET</b> " Column 2 " <b>West side from Simcoe Street to Dunlop Street East</b> "	This reflects the current location of angle parking at this location

Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
<b>SCHEDULE "7" - PAID PARKING ZONES</b>	N/A	"OWEN STREET LOT..."	<i>Remove in entirety</i>	The parking lot was turned over to the developer in 2021.
	N/A	"ROSS STREET - North Side from a point 20 meters west of Toronto Street to a point 140 meters east of Parkside Drive"	<i>Remove in entirety</i>	Location has little utilization and cost of equipment maintenance and monitoring outweighs revenue generated. 2021 annual revenue for this space was approximately \$260 from 168 transactions. Balanced with an approximate operating cost of \$600 (monitoring fees, labour, parts, maintenance, paper, etc.), we are losing approximately \$340 per year having these spaces. In addition to the financial implications above, by removing these parking stalls it will smooth the transition down to a single lane of traffic as vehicles travel westbound on Ross Street creating a safer roadway ( <b>See fig. 2</b> )
	N/A	Column 1 "CHASE MCEACHERN WAY LOT" Column 2 "South side from Bayfield Street to Fred Grant Street, Lot 2, R.P. 347"	Column 1 "CHASE MCEACHERN WAY LOT" Column 2 "South side from Bayfield Street to <b>Dead End</b> , Lot 2, R.P. 347"	Fred Grant Street location no longer exists
<b>SCHEDULE "8" – HOURS OF ENFORCEMENT FOR PARKING METER ZONES AND PARKING LOTS</b>	N/A	"OWEN STREET LOT..."	<i>Remove in entirety</i>	The parking lot was turned over to the developer in 2021.
	N/A	"MULCASTER STREET LOT..."	<i>Remove in entirety</i>	The parking lot was turned over to the developer in 2020.
<b>SCHEDULE "20" – METERED HANDICAPPED PARKING</b>	N/A	"Collier Street - North Side - Immediately West of Post Office Driveway..."	<i>Remove in entirety</i>	Accessible parking spot is no longer at this location.

Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
	N/A	"Dunlop Street - South Side - 1st space east of Fred Grant Street..."	<b><i>Remove in entirety</i></b>	Accessible parking spot is no longer at this location.
	N/A	"McDonald Street - South Side - at meter 1464 and 1450"	<b><i>Remove in entirety</i></b>	Accessible parking spot is no longer at this location.
	N/A	N/A	Column 1 <b><i>"Worsley Street"</i></b> Column 2 <b><i>"North Side"</i></b> Column 3 <b><i>"First three (3) spaces west of Owen Street"</i></b>	This reflects the current location of accessible parking at this location
	N/A	Column 1 "Collier Street" Column 2 "North Side" Column 3 "Fifth (5th) parking stall east of Mulcaster Street"	Column 1 "Collier Street" Column 2 "North Side" Column 3 <b><i>"Fourth (4th)"</i></b> parking stall east of Mulcaster Street"	After development of the 90 Collier Street address, there are no longer five (5) parking stalls in this location. Accessible space was placed in the last stall available.
	N/A	Column 1 "Maple Avenue" Column 2 "East Side" Column 3 "1st space south of Dunlop"	Column 1 "Maple Avenue" Column 2 "East Side" Column 3 <b><i>"Third (3rd)"</i></b> space south of Dunlop <b><i>Street"</i></b>	After completion of the Dunlop streetscape, there is no curb depression at this location to allow individuals with mobility issues to gain access to the sidewalk. Accessible space recommended to be moved to the third parking stall south of Dunlop Street to provide this access.



Section	Sub-Section	Current By-law	Recommended Change	Rationale for Recommended Change
SCHEDULE "26" – PREMISSIVE PARKING IN SPECIFIED PLACES WHERE SIGNS ON DISPLAY AT ALL TIMES	N/A	Column 1 "PRINCE WILLIAM WAY northerly from a point just north of the intersection with Coronation Parkway to the north end of the park" Column 2 "West Side" Column 3 "10 minutes between the hours of 8:00a.m. to 9:00a.m. and 10 minutes between the hours of 3:00p.m. to 4:00p.m."	Column 1 "PRINCE WILLIAM WAY northerly from a point <b>57 meters</b> north of Coronation Parkway to <b>a point 130 meters south of Sandringham Drive</b> " Column 2 "West Side" Column 3 "10 minutes between the hours of 8:00a.m. to 9:00a.m. and 10 minutes between the hours of 3:00p.m. to 4:00p.m."	Provides continuity and clarity as other Schedules identify points with specific distances rather than generic points.
	N/A	N/A	Column 1 " <b>Maple Avenue northerly from a point 60 meters north of Simcoe Street to a point 80 meters north of Simcoe Street</b> " Column 2 " <b>West Side</b> " Column 3 " <b>10 minutes maximum</b> "	This adds the angled parking area in front of the Downtown Bus Terminal meant for short term pick-ups and drop offs
SCHEDULE "28" – DOWNTOWN PARKING AREA	N/A	N/A	Add Street Listing for Downtown Parking Area	Provides continuity and clarity as Schedules 29 and 30 both have a Street Listings for each Parking Area
SCHEDULE "29" – HOSPITAL PARKING AREA	N/A	N/A	Add Map for Hospital Parking Area	Provides continuity and clarity as Schedule 28 has a Parking Area Map
SCHEDULE "30" – WATERFRONT PARKING AREA	N/A	N/A	Add Map for Waterfront Parking Area	Provides continuity and clarity as Schedule 28 has a Parking Area Map

Fig. 1

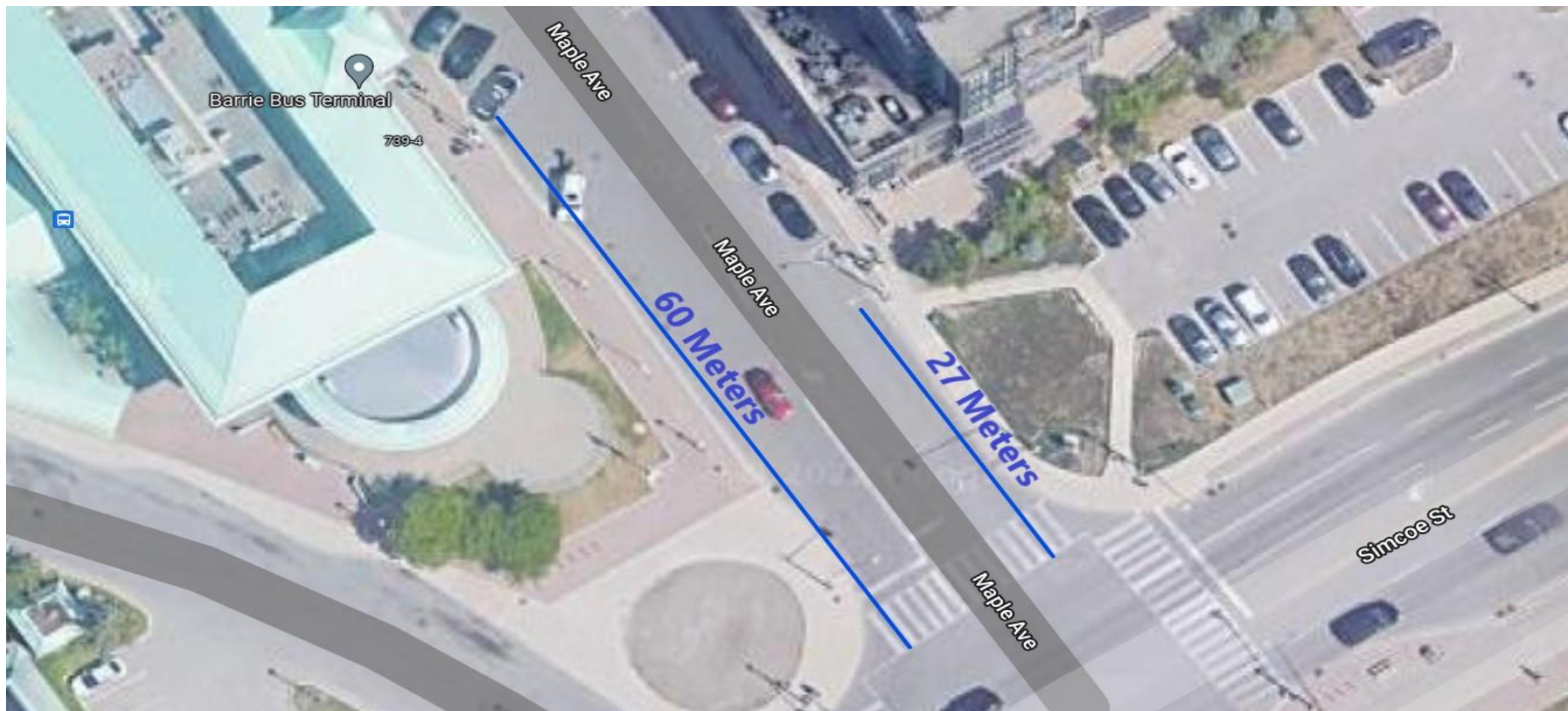




Fig. 2





Fig. 3

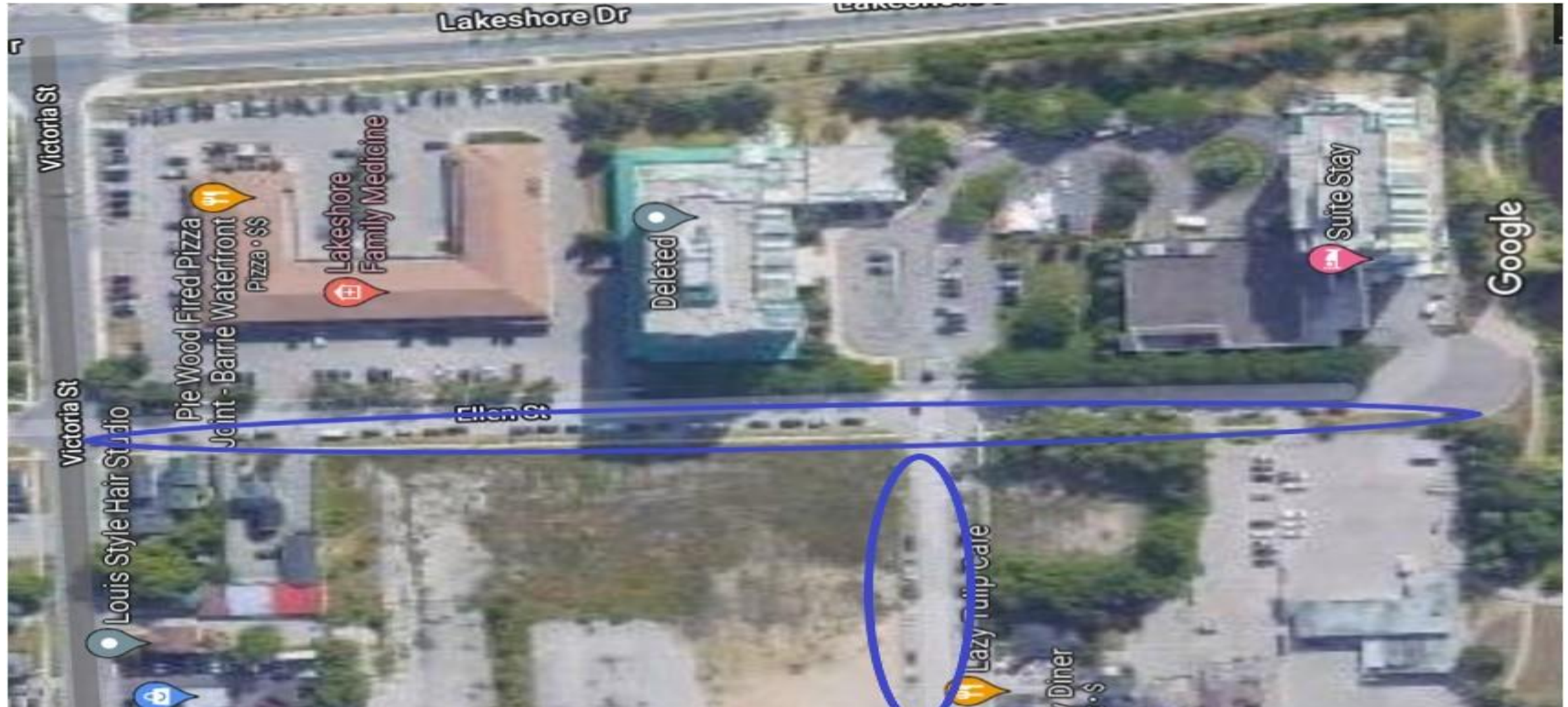




Fig. 4



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

5. There are no environmental and/or climate change impact matters related to the recommendations in this Report.

### **ALTERNATIVES**

6. There is an alternative available for consideration by General Committee:

**Alternative #1** General Committee could choose to authorize the update of By-law 2020-107 TRAFFIC BY-LAW that recommends amendment to overnight parking in the Waterfront Parking Area but not authorize the remaining recommended updates.

This alternative is preferred over Alternative #2, should the General Committee not wish to amend the By-law in its entirety as presented.

**Alternative #2** General Committee could choose not to authorize any of the recommended updates of By-Law 2020-107 TRAFFIC BY-LAW.

This alternative is not recommended given the outdated nomenclature, street locations and parking supply contained within the current By-Law version.

### **FINANCIAL**

7. There are no financial matters related to the recommendations in this Report.

### **LINKAGE TO 2018-2022 STRATEGIC PLAN**

8. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:

☒ Improving the Ability to Get Around Barrie

### **ATTACHED:**

APPENDIX "A" – Current Traffic By-law 2020-170 Consolidated  
APPENDIX "B" – Draft Traffic By-law 2022-0XX