



Staff Report

Legal Services

Report To: Committee of the Whole Meeting
Meeting Date: May 10, 2022
Report Number: FAF.22.074
Title: Follow-up to Public Meeting Comprehensive Parking By-law
Prepared by: Will Thomson, Director of Legal Services

A. Recommendations

THAT Council receive Staff Report FAF.22.074, entitled "Follow-up to Public Meeting Comprehensive Parking By-law";

AND THAT Council endorse the draft Comprehensive Parking By-law and amendments to the Administrative Monetary Penalties By-law and direct Staff to bring those By-laws forward to the May 24, 2022 meeting of Council for enactment.

B. Overview

This Report is a follow up to the March 7, 2022 Public Meeting on this topic and seeks Council's endorsement and direction on the revised by-law(s).

C. Background

The Town has been working on revised parking restrictions for better part of two years; originally, parking changes were made in response to the Covid-19 pandemic, and Town Staff have incorporated much of those lessons learned into these new parking regulations.

D. Analysis

As previously discussed, the new by-law(s) accomplish two primary goals: to revise and refine the Town's existing parking regulations, and enforce the Town's primary parking regulations (excluding Fire routes, at this time) via the new Administrative Monetary Penalties system.

At the March 7, 2022 Public Meeting, staff heard a number of comments, summarized as follows:

- Reside on Northmount Cres.
- Cars are frequently parked in front of our property as people walk, cross-country ski at Castle Glen Property
- There are children on our street/area

<ul style="list-style-type: none">• Cars and delivery trucks travel that area at high rates of speed• Concerned that children will not be seen because of parked cars and could end in tragedy• Hope that parking can be eliminated in that section of Northmount Cres.
<ul style="list-style-type: none">• There are two rows in the parking bylaw regarding the 4th Line. The first row appears to cover a subset of the area that is covered in the second row. Is there a reason for this duplication?• The second row regarding the 6th Sideroad refers to "Both sides from TBM/Osprey Townline south to 10th Line" - Can you clarify where this is intended to apply?• The third and fourth rows regarding the 6th Sideroad cover overlapping areas. Is there a reason for this duplication?• The first row regarding the 21st Sideroad refers to "North Side - Grey Road 2 west to 5th Line." Should say "east to 5th Line". This would overlap with the 3rd line related to 21st Sideroad, which permits 2-hour parking in a specific portion. Which policy is applicable?• Near the end of the bylaw there is a row related to Sideroad 9. Why is this is not presented as 9th Sideroad, so that it is together with the other numbered roads?
<ul style="list-style-type: none">• A number of no stopping signs have been recently installed along both sides of Mission Road from the stop sign to the first driveway (114 Mission Road). Staff Report does not include Mission Road in Schedule A. Given that the proposed bylaw restricts parking along 12th side road from Grey Road 19 to the 4th line, parking in that area will likely spill onto Mission Road. When vehicles are parked on both sides on Mission Road, it is not possible for other vehicles to pass.• Suggest that restrict parking on 12th side road to one side of the road where there is appropriate visibility with the exception of the intersections of 12th side road and Mission Road as well as 3rd Line to ensure access. allow parking on Mission Road on the South side of the road (the side with the two residences), with the exception of one car length on each side of the driveways to allow access to the properties.
<ul style="list-style-type: none">• Live at Castle Glen and getting into the driveway can be tricky because of parked card on the shoulders.• People are trespassing.• Include Summit Lane and Castle View into parking.

Staff reviewed all the comments received at the public meeting and have reviewed various other comments received over the course of the past two years in an effort to reflect the needs and desires of the Town, while respecting the safety concerns and burden excessive or inappropriate parking can create.

As Council can see in reviewing the revised Schedule 1 of the Draft Comprehensive Parking By-law, Staff have deleted a number of roads which do not require parking restrictions, have made many roads parking on one side only, and sought to permit parking on more complex roadways where signed accordingly (eg. Pretty River Rd.).

In addition to the main objective, which was to make the parking restrictions more responsive to public needs and feedback, the draft by-laws also propose to accomplish a number of strategic tasks:

1. Formalize the paid parking areas and set time limits.
2. Incorporate the “parking on private property” by-law (2007-12) into the comprehensive parking by-law and repeal By-law 2007-12.
3. Introduce Administrative Penalties to the parking enforcement and set the applicable penalties.

Of note, this process will not be revising the Fire Routes By-law, that By-law is subject to a separate and parallel review process by Town Staff, and that review and recommended revisions will not be complete in time to consolidate with this process. That by-law will continue to stand on its own for the time being.

E. Strategic Priorities

1. Communication and Engagement

We will enhance communications and engagement between Town Staff, Town residents and stakeholders

2. Organizational Excellence

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

3. Community

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

4. Quality of Life

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

F. Environmental Impacts

N/A

G. Financial Impacts

The implementation of the new By-law will require the installation of new (of approximately \$250) and revised No Parking signage per sign. These installations will be phased in over time and budgeted accordingly in yearly operations budgets. The annual maintenance cost is estimated to be \$50 per year per sign.

H. In Consultation With

Shawn Everitt, CAO

Wayne Dewitt, Supervisor, By-law Services

Shawn Carey, Director of Operations

Ryan Gibbons, Director of Operations

Jim McCannell, Manager of Roads and Drainage

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Meeting and/or Public Information Centre which took place on March 7, 2022. Those who provided comments at the Public Meeting and/or Public Information Centre, including anyone who has asked to receive notice regarding this matter, has been provided notice of this Staff Report. Any comments regarding this report should be submitted to Will Thomson, Director Legal Services directorlegal@thebluemountains.ca.

J. Attached

1. Draft Revised Comprehensive Parking By-law & Schedules
2. Draft By-law to amend the Administrative Monetary Penalties By-law.

Respectfully submitted,

Will Thomson
Director Legal Services

For more information, please contact:
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Report Approval Details

Document Title:	FAF.22.074 Follow-up to Public Meeting Comprehensive Parking By-law .docx
Attachments:	- Attachment 1 - Draft Comprehensive Parking By-law WITH SCHEDULES 1-3.pdf - Attachment 2 - AMP By-law Amendments.pdf
Final Approval Date:	May 2, 2022

This report and all of its attachments were approved and signed as outlined below:

Wayne DeWitt - May 2, 2022 - 11:08 AM

No Signature found

Jim McCannell - May 2, 2022 - 2:02 PM

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Shawn Carey - May 2, 2022 - 2:14 PM

Will Thomson - May 2, 2022 - 2:15 PM

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Shawn Everitt - May 2, 2022 - 3:55 PM