



# Staff Report

## Community Services – By-law Enforcement

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**Report To:** COW- Admin, Corp and Finance, SI, Comm. Services  
**Meeting Date:** October 27, 2025  
**Report Number:** CS.25.044  
**Title:** Follow-Up Report to Address Parking on Carmichael Crescent  
**Prepared by:** Debbie Young, Manager of By-law and Licensing

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### A. Recommendations

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THAT Council receive Staff Report CS.25.044, entitled “Follow-Up Report to Address Parking on Carmichael Crescent”;

AND THAT Council direct staff to retain an engineer consultant to provide solutions for the parking request on Carmichael Crescent.

### B. Overview

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To provide Council with information regarding parking practices on narrow residential crescents, and to recommend an approach for regulating parking on one or both sides to ensure safe traffic flow, emergency access, and resident satisfaction.

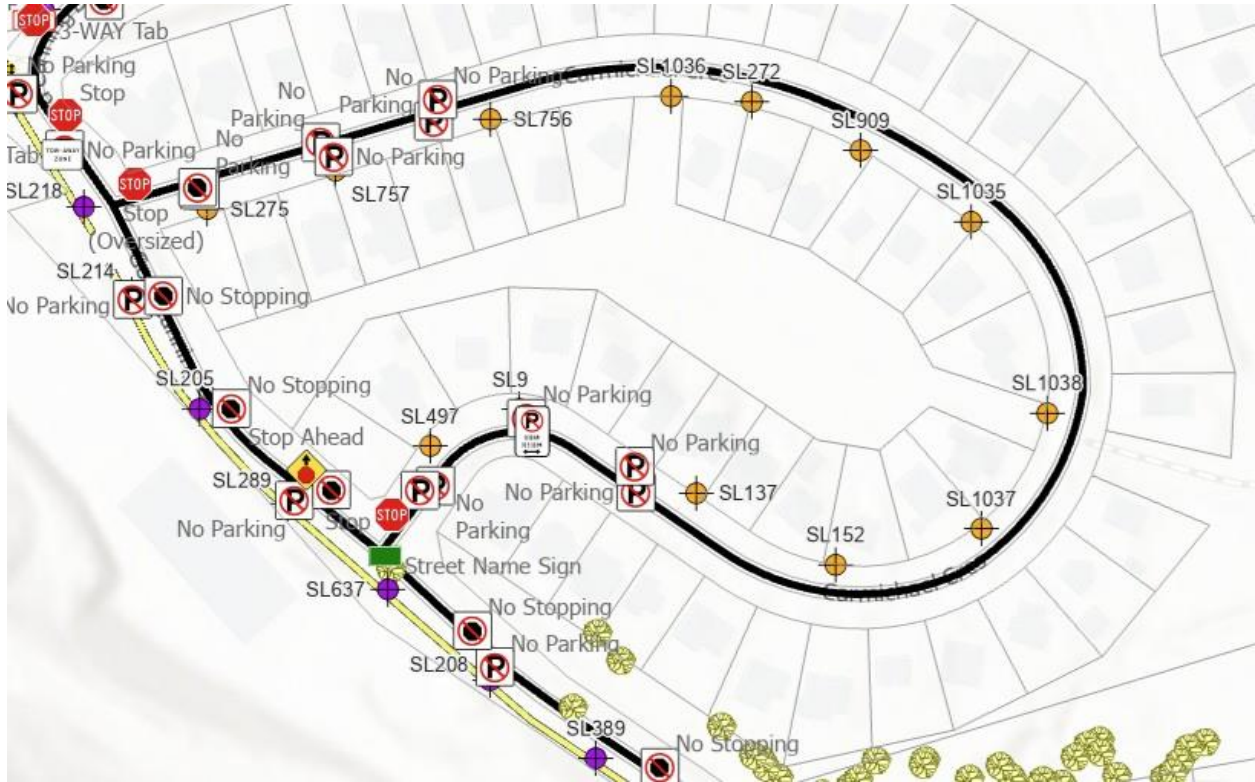
### C. Background

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The Town currently regulates parking through the Parking By-law 2022-49. Concerns have been raised regarding whether on-street parking should be permitted on one side or both sides of residential streets, particularly those with narrower widths (7.0–8.0 m).

Under **Parking By-law 2022-49**, streets with a width of less than **8.3 m** cannot accommodate parking on both sides if it impedes the free passage of traffic. This threshold reflects common municipal standards across Ontario, where road width and emergency access requirements guide decisions on parking. Carmichael Crescent currently has a road width of 7.2 to 8.0 m.

Below is an image of Carmichael Crescent indicating where the current no parking signs are, however, the entire crescent currently is no parking either side under the Parking By-law 2022-49.



There are shoulders on the road, however the grass has grown into the gravel shoulders over time therefore depleting them. The shoulder of the road ranges from 1 to 1.5 m wide. Based on these circumstances any parking would be directly on the asphalt.

At Committee of the Whole on August 25, 2025, a motion was passed as follows:

*THAT Council of the Town of the Blue Mountains receives for information the August 11, 2025, correspondence from Julie Fotheringham, Daniel Hageman, and the August 14, 2025, correspondence of Ron & Barb Picot Residents, regarding a Request for Parking to be Permitted on Carmichael Crescent;*

*AND THAT Council directs municipal staff to investigate the concerns contained within the correspondence of Julie Fotheringham and Daniel Hageman, Ron & Barb Picot, residents of Carmichael Crescent, and provide potential solutions and report back to Council.*

## **D. Analysis**

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Directly opposite another on any street where the width of the vehicular travelled portion of the street or the width between curbs is less than 8.3 m—or where such standing or parking would prevent the free passage of two lines of traffic—the vehicles parked on both sides will be deemed to have violated the provisions of this section."

That means:

- On any street under **8.3 m in curb-to-curb or travelled width, parking on both sides is prohibited if it would block two-way traffic.**
- If cars are parked directly opposite each other and prevent traffic from moving freely, this is a violation of the by-law.

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### **What This Means:**

Since Carmichael Crescent's width falls between **7.2 m and 8.0 m**, which is **below the 8.3 m threshold**, the by-law applies directly:

- **Parking on both sides is not permitted** if it interferes with two-way traffic.
- **One-side parking** is allowed, provided it does not block traffic or violate other restrictions (intersections, driveways, hydrants, etc.). However, it is subject to emergency vehicle access and snow removal equipment access. Staff believe that parking on one side of the road would interfere with snow removal and would prohibit emergency vehicles from making any turns if necessary.
- The Town has received inquiries regarding parking on both sides of Carmichael Crescent where the road width measures between 7.2 m and 8.0 m. While these streets are designed to accommodate residential traffic, they present operational and safety challenges when vehicles are permitted to park on both sides.

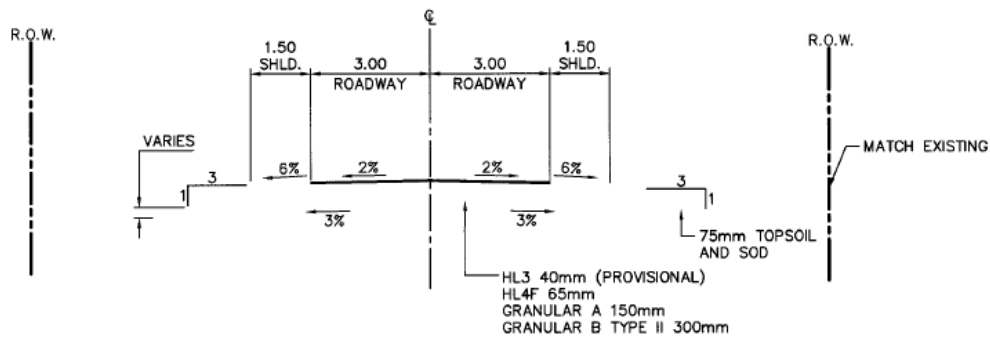
Staff acknowledge that the residents of Carmichael Crescent have requested permission for parking on the crescent to facilitate parking for friends and family during events. Should parking be permitted on one side of the crescent, it would indeed allow any vehicle to park along that side, potentially leaving the residents without sufficient space directly in front of their homes for their guests. Currently, staff have not identified any alternative solutions to the parking issue and require additional time to conduct a comprehensive investigation.

During winter months, snow accumulation further reduces the available roadway width, creating difficulties for plowing equipment and restricting the movement of larger vehicles, including fire trucks and ambulances.

**ROADS DEPT COMMENTS:**

The Roads Division requires the road clear of obstructions during the winter control period, being November 1 to April 15 of each year. The By-law prohibits over night on street parking between 2 a.m. and 7 a.m. to allow crews to effectively clear the streets at any time during the day.

Below is a road cross section from the reconstruction drawings. This is a typical cross-section; however, it does not reflect the existing conditions on Carmichael Crescent.



**TYPICAL SECTION**

CARMICHAEL CRESCENT  
CAMPBELL CRESCENT  
PLATER STREET  
KINSEY PLACE

If additional signage is required, the initial cost is \$250 per sign. Monthly inspections are required. Signs of this nature have a life span of 7 years and need to be replaced because the posts are bent, the hardware is corroded, and signs are faded.

### **FIRE DEPARTMENT COMMENTS:**

The by-law regulating parking opposite other vehicles where the road width is less than 9m in width, would apply to this according to the measurements provided of 7.2 – 8.0 m.

Like Fire Routes, the required turning radius of not less than 9m would be required for longer trucks such as an aerial or a truck with wide cramp angle on the steer axles such as a tanker.

Allowing parking on one side of the street may not allow for the required 6.0m width allowed in the original design for large vehicle access / fire access route.

This is problematic for us to place fire trucks in the event of a fire, and access for aerial trucks where additional width for outrigger spread would be required, was allowed for in the original design and construction.

The road width may not account for street parking in the winter months also. Snowbanks may present a reduced access width if not fully pushed back off the travelled portion / paved portion of the road. This would include the ends of driveways along the entire roadway.

Unfortunately, street parking does not appear to have been allowed for in the construction design.

### **CAPITAL PROJECTS COMMENTS**

Both the current Engineering Standards (2023) and previous Engineering Standards (2009) Standard Cross-section included an 8.5m asphalt width (9.1m total width from face curb to face of curb) to allow for parking on one side of the road while maintaining the 6.0m clear that is required for emergency services. Carmichael Crescent does not meet current or past engineering standards and is not wide enough for on street parking. This road was not designed with the intent to support on-street parking.

## **E. Strategic Priorities**

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### **1. Communication and Engagement**

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

### **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**

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None

## **G. Financial Impacts**

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This request has included consultation with different Town Departments and if the request proceeds to allow one-sided parking, it may be necessary to secure the services of an engineer for consultation. At this time, staff are unaware what the cost would be, however, it was not something that was accounted for in the budget. Installation of signage on the crescent would increase costs, which was not accounted for in the budget and the Parking By-law would be required to be amended and take the normal course of a By-law process which may take 5 to 8 months and create an increase in staff time.

## **H. In Consultation With**

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Ryan Gibbons, Director of Community Services

Jim McCannell, Manager of Roads and Drainage

Mike Humphries, Capital Project Coordinator

Al Schriver, Division Chief (Fire)

## **I. Public Engagement**

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The topic of this Staff Report has not been the subject of a Public Meeting and/or a Public Information Centre as neither a Public Meeting nor a Public Information Centre are required. However, any comments regarding this report should be submitted to Debbie Young, Manager of By-law and Licensing, [bylawadmin@thebluemountains.ca](mailto:bylawadmin@thebluemountains.ca).

## **J. Attached**

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1. Parking By-law 2022-49

Respectfully submitted,

Debbie Young  
Manager of Bylaw and Licensing

For more information, please contact:  
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[bylawadmin@thebluemountains.ca](mailto:bylawadmin@thebluemountains.ca)  
519-599-3131 extension 242

**Report Approval Details**

Document Title:	CS.25.044 Follow-Up Report to Address Parking on Carmichael Crescent.docx
Attachments:	- Att. 1 - 2022-49 Parking By-law June 6-22.pdf
Final Approval Date:	Oct 17, 2025

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

**Ryan Gibbons - Oct 17, 2025 - 11:33 AM**