



## Administration and Operations Committee Report

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**To:** The Chair and Members of the Administration and Operations Committee  
**From:** Rick Knap, CET, Roads Technologist  
**Date:** October 15, 2024  
**Report #:** RPT-0464-24  
**Subject:** Various Parking and Traffic Modifications - Roads  
**Purpose:** For Approval

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### Recommendation

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Whereas the Roads Division have received various requests for parking and traffic modifications for several different locations throughout the County of Brant (the County). Requests were made through the Brant Safe Streets program and by various County Departments;

And Whereas the following parking and stopping parking restrictions are recommended to the following sections of road:

That Parking By-Law Number 004-19 be amended by adding the following proposed stopping restrictions:

#### Dundas Street West

- To implement into Schedule 2, Stopping Prohibited Anytime, on the east side from King Edward Street to approximately 50 meters north of King Edward Street;
- To implement into Schedule 2, Stopping Prohibited Anytime, on the west side from King Edward Street to approximately 50 meters north of King Edward Street;

#### Ellis Avenue

- To implement into Schedule 2, Stopping Prohibited Anytime, on the north side from approximately 380 meters west of Mt Pleasant Road to approximately 450 meters west of Mt Pleasant Road;
- To implement into Schedule 2, Stopping Prohibited Anytime, on the south side from approximately 380 meters west of Mt Pleasant Road to approximately 450 meters west of Mt Pleasant Road;

That Parking By-Law Number 004-19 be amended by adding the following proposed parking restrictions:

#### Hill Side Avenue

- To implement into Schedule 3, Parking Prohibited Anytime, on the north side from 136 Hillside Ave to approximately 30 meters west of Race Street;

#### Race Street

- To implement into Schedule 3, Parking Prohibited Anytime, on the west side from Hill Side Avenue to approximately 30 meters north of Hill Side Avenue;

#### 2 Beverley Street Parking Lot & 11 Main Street South, Municipal Lot # 8

- To implement into Schedule 10, Municipal Parking Lots, a time limit of 24 hr. restriction as illustrated in Attachment # 4A.
- To implement into Schedule 11, Parking Restricted Time Limited – Parking Lot, a time limit of 24 hr. restriction as illustrated in Attachment # 4A.
- To implement Schedule 12, Parking Restricted - Accessible Parking Permit Only, two (2) parking spaces located from approximately 10 meters south of Beverley Street West to approximately 15 meters south of Beverley Street West, and from approximately 19 meters west of Main Street South to approximately 27 meters west of Main Street South as illustrated in Attachment # 4B;

And Whereas the following traffic restrictions are recommended to the following section of road:

That Traffic By law 182-05, Schedule R, Spring Load Restrictions (March 1 to April 30), be amended to the following section of road:

#### Baptist Church Road

- To implement the seasonal load restriction from Brant County Road 22 to Onondaga Townline Road;

That the appropriate By-Laws be amended to recognize new stop signs, new speed limits and pending no parking signs as a result of Development:

#### Riverview Highlands 1067 (aka Simply Grand II):

That Parking By-Law 004-19, Schedule 3, Parking Prohibited Anytime, be amended by adding the following proposed parking restrictions:

- Daugaard Avenue – on the south side from Rest Acres Road easterly to Court Drive;
- Daugaard Avenue – on the north side from Rest Acres Road, easterly to Court Drive;
- Daugaard Avenue – on the south side from Court Drive to 155 meters east of Court Drive;
- Daugaard Avenue – on the north side from Court Drive to 20 meters east of Court Drive;
- Court Drive – on the east side from Daugaard Avenue to 96 meters north of Daugaard Avenue;
- Court Drive – on the west side from Daugaard Avenue to 48 meters south of Daugaard Avenue;
- Court Drive – on the west side from Rest Acres Road to 100 meters north of Rest Acres Road;
- Court Drive – on the east side from Daugaard Avenue, southerly to Rest Acres Road.

## Nith Development Area

That Traffic By law 182-05, Schedule B, Stop Signs, be amended by adding the following locations:

- Gladys Stephens Court – for eastbound motorists as it intersects with Summerwind Drive;
- Herriot Street – for westbound motorists as it intersects with Summerwind Drive;
- Herriot Street – for eastbound motorists as it intersects with Gort Drive;
- Herriot Street – for westbound motorists as it intersects with Gort Drive;
- Blackman Crescent – for westbound motorists as it intersects with Gort Avenue;
- Blackman Crescent – for southbound motorists as it intersects with Herriot Street;
- Gort Avenue - for northbound motorists as it intersects with Summerwind Drive;
- Ralph Newbrooke Circle - for westbound motorists as it intersects with Summerwind Drive;
- Clegg Crescent – for southbound motorists as it intersects with Ralph Newbrooke Circle;
- Clegg Crescent – for westbound motorists as it intersects with Ralph Newbrooke Circle;
- Gort Avenue – for southbound motorists as it intersects with Churchill Drive;
- Summerwind Drive – for southbound motorists as it intersects with Dundas Street West;

That Traffic By law 182-05, Schedule B, Stop Signs, be amended by removing the following locations when the roundabout is built;

- Summerwind Drive – for southbound motorists as it intersects with Dundas Street West;
- Dundas Street West – for northbound motorists as it intersects with Zavarella Court/Heinbuch Drive;
- Dundas Street West – for southbound motorists as it intersects with Zavarella Court/Heinbuch Drive;

That Parking By-Law 004-19, Schedule 3, Parking Prohibited Anytime, be amended by adding the following proposed parking restrictions:

- Summerwind Drive – on the west side from Dundas Street West to Herriot Street;
- Summerwind Drive – on the east side from Dundas Street West to 54 meters north of Dundas Street West;
- Summerwind Drive – on the east side 38 meters south of Herriot Street West to 57 meters south of Herriot Street;
- Summerwind Drive – on the east side from Herriot Street to 21 meters south of Herriot Street;
- Summerwind Drive – on the west side from Herriot Street to Ralph Newbrooke Circle;

- Summerwind Drive – on the east side from Herriot Street to 22 meters north of Herriot Street;
- Summerwind Drive – on the east side from 56 meters north of Herriot Street to 76 meters north of Herriot Street;
- Summerwind Drive – on the east side from 177 meters north of Herriot Street to 199 meters north of Herriot Street;
- Summerwind Drive – on the east side from 179 meters south of Gort Avenue to 389 meters south of Gort Avenue;
- Summerwind Drive – on the east side from 160 meters south of Gort Avenue to 164 meters south of Gort Avenue;
- Summerwind Drive – on the east side from 69 meters south of Gort Avenue to 147 meters south of Gort Avenue;
- Summerwind Drive – on the east side from Gort Avenue to 25 meters south of Gort Avenue;
- Summerwind Drive – on the east side from Gort Avenue to 100 meters north of Gort Avenue;
- Summerwind Drive – on the east side from Ralph Newbrooke Circle to 18 meters south of Ralph Newbrooke Circle;
- Gladys Stephens Court – on the north side from Summerwind Drive to 27 meters west of Summerwind Drive;
- Gladys Stephens Court – on the north side from 40 meters west of Summerwind Drive to 77 meters west of Summerwind Drive;
- Gladys Stephens Court – on the south side from Summerwind Drive to 66 meters west of Summerwind Drive;
- Herriot Street – on the north side from Summerwind Drive to Gort Avenue;
- Herriot Street – on the south side from Summerwind Drive to Gort Avenue;
- Herriot Street – on the south side from Gort Avenue to Barker Street;
- Herriot Street – on the north side from Gort Avenue to Blackman Crescent;
- Herriot Street – on the north side from Blackman Crescent to 35 meters east of Blackman Crescent;
- Herriot Street – on the north side from 86 meters east of Blackman Crescent to 137 meters east of Blackman Crescent;
- Blackman Crescent (east-west leg) – on the north side from Gort Avenue to Blackman Crescent (north-south leg);
- Blackman Crescent (east-west leg) – on the south side from Gort Avenue to Blackman Crescent (north-south leg);
- Blackman Crescent (north-south leg) – on the west side from Herriot Street to 19 meters north of Herriot Street;
- Blackman Crescent (north-south leg) – on the west side from 37 meters north of Herriot Street to 70 meters north of Herriot Street;
- Blackman Crescent (north-south leg) – on the west side from 95 meters north of Herriot Street to Blackman Crescent (east-west leg);

- Blackman Crescent (north-south leg) – on the east side from Herriot Street to Blackman Crescent; (east-west leg).
- Gort Avenue – on the east side from Churchill Drive to Herriot Street;
- Gort Avenue – on the east side from Herriot Street to Summerwind Drive;
- Gort Avenue - on the west side from Herriot Street to 23 meters south of Herriot Street;
- Gort Avenue – on the west side from 60 meters south of Herriot Street to Churchill Drive;
- Gort Avenue – on the west side from Herriot Street to 21 meters north of Herriot Street;
- Gort Avenue – on the west side of 39 meters north of Herriot Street to 203 meters north of Herriot Street;
- Gort Avenue – on the west side from 177 meters south of Summerwind Drive to 354 meters south of Summerwind Drive;
- Gort Avenue – on the west side from 134 meters south of Summerwind Drive to 143 meters south of Summerwind Drive;
- Gort Avenue – on the west side from 33 meters south of Summerwind Drive to 106 meters south of Summerwind Drive;
- Gort Avenue – on the west side from Summerwind Drive to 19 meters south of Summerwind Drive;
- Ralph Newbrooke Circle (south leg) – on the south side from Summerwind Drive to Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (east leg) – on the east side from Ralph Newbrooke Circle (north leg) to Ralph Newbrooke Circle (south leg);
- Ralph Newbrooke Circle (north leg) – on the north side from Ralph Newbrooke Circle (west leg) to Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (west leg) – on the west side from Ralph Newbrooke Circle (north leg) to Ralph Newbrooke Circle (south leg);
- Ralph Newbrooke Circle (south leg) – on the north side from Ralph Newbrooke Circle (west leg) to 23 meters east of Ralph Newbrooke Circle; (west leg).
- Ralph Newbrooke Circle (south leg) – on the north side from Clegg Crescent to 24 meters west of Clegg Crescent;
- Ralph Newbrooke Circle (east leg) – on the west side from 56 meters east of Clegg Crescent to Ralph Newbrooke Circle (north leg);
- Ralph Newbrooke Circle (north leg) – on the south side from Ralph Newbrooke Circle (east leg) to 9 meters west of Ralph Newbrooke Circle (east leg);
- Ralph Newbrooke Circle (north leg) – on the south side from Ralph Newbrooke Circle (west leg) to 37 meters east of Ralph Newbrooke Circle (west leg);
- Ralph Newbrooke Circle (west leg) – on the east side from Clegg Crescent to 20 meters north of Clegg Crescent;
- Ralph Newbrooke Circle (west leg) – on the east side from 57 meters north of Clegg Crescent to Ralph Newbrooke Circle (north leg);

- Ralph Newbrooke Circle (west leg) – on the east side from Clegg Crescent to 22 meters south of Clegg Crescent;
- Ralph Newbrooke Circle (west leg) – on the east side from 48 meters south of Clegg Crescent to Ralph Newbrooke Circle; (south leg).
- Clegg Crescent (north-south leg) – on the east side from Ralph Newbrooke Circle to Clegg Crescent (east-west leg);
- Clegg Crescent (north-south leg) – on the west side from Ralph Newbrooke Circle (south leg) to 69 meters north of Ralph Newbrooke Circle (south leg);
- Clegg Crescent (north-south leg) – on the west side from 100 meters north of Ralph Newbrooke Circle to Clegg Crescent (east-west leg);
- Clegg Crescent (east-west leg) – on the north side from Ralph Newbrooke Circle to Clegg Crescent (north-south leg);
- Clegg Crescent (east-west leg) – on the south side from Ralph Newbrooke Circle to Clegg Crescent (north-south leg).

That the Brant County Ontario Provincial Police Department be advised of these proposed revisions and to monitor the areas as their resources permit them too.

### **Strategic Plan Priority**

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Strategic Priority 5 - Healthy, Safe, and Engaged Citizens

### **Impacts and Mitigation**

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#### Social Impacts

The majority of residents in these areas will appreciate the various parking and traffic modifications in order to reduce traffic speed and heavy trucks on these local streets in hopes that the net impact is that these areas are safer for all residents, regardless of if the residents are driving or walking.

#### Environmental Impacts

May result in a slight emissions increase to the various traffic implementations, especially where parking restrictions have been recommended.

#### Economic Impacts

Sufficient funds are available in the 2024 sign operating budget to install the various regulatory signage recommendations and various parking restrictions at an estimated cost noted throughout each individual recommendation.

### **Report**

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#### Background

Staff consistently receives various concerns with motorists' speeds on various roads, within the County, and as such we have received various requests for parking and traffic modifications at several different locations throughout the County.

## Report

### **Dundas Street West**

Staff has received several concerns with motorists parking too close to the intersection at King Edward Street causing visibility concerns with motorists exiting Dundas Street West and pedestrians utilizing the intersection. As well, this intersection of Dundas Street West at King Edward Street has been approved for traffic control signals, scheduled for completion by the end of the 2024 calendar year. Based on the above, staff has no objections to restrict parking as noted in the above recommendations. Sufficient funds are available in the 2024 sign operating budget at an estimated cost of \$800.

### **Ellis Avenue**

Staff has received a concern from the area resident with regards to their farm entrance located just east of the pedestrian trail approximately 410 meters west of Mt Pleasant Road with motorists parking in front of their farm entrance causing the farm entrance to be blocked. Further to this, these parked vehicles are also causing visibility concerns with pedestrians and cyclists using the trail. Based on the above, staff has no objection to implementing parking restrictions as noted in the above recommendations. Sufficient funds are available in the 2024 sign operating budget at an estimated cost of \$1,200.

### **Hill Side Avenue & Race Street**

Staff has received several concerns from residents residing on Hill Side Avenue with motorists parking on both sides of the road. Current parking is restricted on the east side of Hill Side Avenue from Old Mill Street to civic address 122 Hill Side Avenue. This parking restriction is a revision from previous parking restrictions that allowed parking first to the fifteen on one side of the road of each month and restricted parking from the sixteenth to the end of each month on the other side of the road.

Some residents have requested parking restrictions on one (1) side of the road for the entire stretch of Hill Side Avenue, while some residents have requested to remove all restrictions on the road as this will allow motorists to park on both sides of the road and will act as a traffic calming feature as motorists will have to wait for on-coming traffic to continue to move.

There are currently two (2) school bus stops located on Hill Side Avenue, one (1) at civic address 112, and the other at civic address 138. The one (1) located at civic address 112 has parking restrictions as already noted above, the bus stop located at civic address 138 does not have any restrictions. In consultation with the School Transportation Services Brant Haldimand Norfolk, (STSBHN), they do not have a preference regarding motorists parking on the road or not parking as once the bus stops and the bus driver activates their stop signs, red flashers etc. everyone must stop and wait until the bus ends their drop/off pick/up.

Based on the above noted information, staff has no objection to add a parking restriction on one (1) side of the road where Hill Side Avenue and Race Street intersects as noted in the above recommendations. Sufficient funds are available in the 2024 sign operating budget at an estimated cost of \$600.

## **2 Beverly Street West & 11 Main Street South Parking Lot, Municipal Lot # 8**

This parking lot is located in St George in the south-west quadrant of the intersection of Beverly Street West and Main Street South and has recently been reconstructed to include additional parking spaces. The reconstruction of this parking lot included an additional civic address to the existing 11 Main Street South. The 16 parking spaces located on the south side remain under civic address 11 Main Street South, Lot 01603022700. The parking spaces located to the north side, (10 parking spaces and two (2) accessible parking spaces), are now under civic address 2 Beverly Street West, Lot 01603022600. Staff has no objection to add the parking restrictions to this parking lot as noted in the above recommendations. Sufficient funds are available in the 2024 sign operating budget at an estimated cost of \$2,000.

### **Baptist Church Road**

Staff conducted field visits on Baptist Church Road between White Swan Road to Onondaga Townline Road and found that a portion of this section of road is currently restricted from heavy trucks during the spring season between Brant County Road 22 to Onondaga Townline Road. As the portion of Baptist Church Road between White Swan Road to Brant County Road 22 was fully reconstructed during the 2020 season the restriction was already removed. Our traffic by-law currently indicates no load restriction for Baptist Church Road, and in order to reflect field conditions, staff has no objection to implement the spring load restriction as noted in the above recommendation. No funds are required as this recommendation is reflective in the field and will match field conditions.

### **Parking and Traffic Regulations Within Development Areas**

The attached subdivision plans as noted below are registered subdivision plans and were previously approved. The traffic and parking regulations have all been implemented through the various development stages by the respected developers' consultants/contractors representing each section as noted at the developers' expense. Staff recommends that the various traffic and parking regulations as noted in the above recommendations be approved accordingly.

Riverview Highlands 1067 (aka Simply Grand II):

Nith Development

### **Summary and Recommendations**

Staff recommends amending Parking By-Law 004-19 and Traffic By-Law 182-05 as noted in the above recommendations. All signs shall be erected in accordance with *Regulation 615 of the Highway Traffic Act*, as well as the Ontario Traffic Manual. The above noted work will be completed once the necessary by-laws have been approved by County Council concurrently with this report, and County sign regulations have been amended.

The recommendations in this report follow the guidelines of the May 23, 2019, approved Council report "CD-19-63 - Brant Safe Streets Speed Control and Road Safety Strategy".



It is recommended that the necessary By-laws be considered at the October Council meeting, so that the process of changing the signs can start immediately afterward.

**Attachments**

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1. Attachment 1 - Aerial View – Dundas Street West
2. Attachment 2 - Aerial View – Ellis Avenue
3. Attachment 3 – Aerial view - Hill Side Avenue
4. Attachment 4A – Aerial View – 2 Beverly Street West & 11 Main Street South Parking
5. Attachment 4B – 2 Beverly Street West – 2 Disabled Spaces
6. Attachment 5 – Aerial View – Half Load Restriction
7. Attachment 6 – Riverview Highlands 1067 (aka Simply Grand II):
8. Attachment 7 – Nith Development, (Three pages)

**Reviewed By**

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G. Demers, Director of Roads  
R. Walton, General Manager of Operations

**Copied To**

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1. J. DeMunck, Road Operations Manager
2. K. McAllister, Road Superintendent
3. S. McDonald, Road Superintendent
4. B. McDonald, Road Superintendent
5. M. Huggins, Road Superintendent
6. J. Roswell, Road Superintendent
7. G. Bergeron, Director of Enforcement and Regulatory Services
8. Sgt. Darren Vandertuin, Brant County OPP

**By-law and/or Agreement**

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By-law Required	Yes
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No