



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Rick Knap, Roads Technologist
Date: June 17, 2025
Report #: RPT- 0113 - 25
Subject: Various Parking and Traffic Modifications - Roads
Purpose: For Approval

Recommendation

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

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

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

Thompson Street, in St. George

- To implement into Schedule 2, Stopping Prohibited Anytime, on the north side from West Street to Main Street South;

Cobblestone and Sacred Heart Elementary Schools

Cobblestone Drive, in Paris

- To implement into Schedule 2, Stopping Prohibited Anytime, on the north side from approximately 15 metres east of Irongate Drive to approximately 15 metres west of Irongate Drive;
- To remove from Schedule 3, Parking Prohibited Anytime, on the north side from nine (9) metres east of Irongate Drive to nine (9) metres west of Irongate Drive;

Irongate Drive, in Paris

- To implement into Schedule 2, Stopping Prohibited Anytime, on the east side from approximately 15 metres north of Cobblestone Drive to Cobblestone Drive;
- To remove from Schedule 3, Parking Prohibited Anytime, on the east side from nine (9) metres north of Cobblestone Drive to Cobblestone Drive;

- To implement into Schedule 2, Stopping Prohibited Anytime, on the west side from approximately 15 metres north of Cobblestone Drive to Cobblestone Drive;
- To remove from Schedule 3, Parking Prohibited Anytime, on the west side from nine (9) metres north of Cobblestone Drive to Cobblestone Drive;

Grandville Circle, in Paris

- To implement into Schedule 2, Stopping Prohibited Anytime, on the north side from Cobblestone Drive to McQueen Drive;
- To implement into Schedule 6, Parking Prohibited during certain times of the day, a one (1) hr time limit, from 8:00 am to 5:00 pm, Monday to Friday, September to June, on the south side of Grandville Circle between the two (2) Sacred Heart Elementary School entrances;
- To implement into Schedule 6, Parking Prohibited during certain times of the day, a one (1) hr time limit, from 8:00 am to 5:00 pm, Monday to Friday, September to June, on the west side of Grandville Circle between the two (2) Sacred Heart Elementary School entrances;

Northward Elementary Schools

Silver Street, in Paris

- To implement into Schedule 2, Stopping Prohibited Anytime, by extending the no stopping restriction on the north side from civic address 123 Silver Street to approximately 15 metres west of Oak Avenue;

Kathleen Street, in Paris

- To implement into Schedule 2, Stopping Prohibited Anytime, by extending the no stopping restriction on the south side from Market Street to civic address 34 Kathleen Street;

Market Street, in Paris

- To implement into Schedule 2, Stopping Prohibited Anytime, on the east side from Silver Street to approximately 25 metres north of Silver Street;
- To remove from Schedule 3, Parking Prohibited Anytime, on the east side from Silver Street to nine (9) metres north of Silver Street;

Franklin Street, in Paris

- To implement into Schedule 2, Stopping Prohibited Anytime, on the west side from Silver Street to approximately 15 metres south of Silver Street;
- To remove from Schedule 3, Parking Prohibited Anytime, on the west side from Silver Street to nine (9) metres south of Silver Street;

Oakland Scotland Elementary School

Church Street West, in Scotland

- To implement into Schedule 2, Stopping Prohibited Anytime, on the north side from Augustus Street to Talbot Street;
- To implement into Schedule 2, Stopping Prohibited Anytime, on the south side from Augustus Street to approximately 54 metres east of Finlay Street;
- To implement into Schedule 2, Stopping Prohibited Anytime, on the south side from approximately 154 metres west of Talbot Street to Simcoe Street;

That Traffic By-Law Number 182-05 be amended by installing the following proposed yield signs, weight restriction regulations and a speed limit reduction:

Portland Street at Mulholland Drive

- To implement into Schedule C, Yield Signs, Portland Street – for eastbound direction at it intersects with Mulholland Drive;
- To implement into Schedule C, Yield Signs, Portland Street – for westbound direction at it intersects with Mulholland Drive;

East River Road

- To implement into Schedule Q, Weight Restriction of a Maximum of three (3) Tonnes between German School Road to Green Lane / Willow Street;

Potruff Road

- To implement into Schedule J, Speed Limit. To extend the existing 60 km/hr speed limit from 400 metres north of Robinson Road to Bethel Road;

That the appropriate bylaws be amended to recognize new stop signs, new speed limits and pending no parking signs as a result of Development;

Development has requested that the appropriate bylaws be amended to recognize new stop signs and no parking signs as a result of the Development of the various new subdivisions. With the recent subdivision registrations of Arlington Meadows Stage 7A, Scenic Ridge Phase 3A and the Industrial Subdivision, the following information is to be amended. Note all regulatory signage is currently installed in these developments.

Arlington Meadows Stage 7A

That Traffic By-Law Number 182-05 be amended by installing the following proposed Stop sign regulations:

- To implement into Schedule B, Stop Signs, McKie Road – for southbound direction as it intersects with Mattingley Street;

- To implement into Schedule B, Stop Signs, Mattingley Street – for westbound direction as it intersects with Newstead Road;
- To implement into Schedule B, Stop Signs, Elson Street – for eastbound direction as it intersects with Newstead Road;
- To implement into Schedule B, Stop Signs, Elson Street – for westbound direction as it intersects with Savannah Ridge Drive;

Parking By-Law 004-19 - Schedule 3, Parking Prohibited Anytime;

- South side of Mattingley Street from the intersection of Newstead Road, to approximately 159 metres east of Newstead Road;
- East side of Newstead Road from the intersection of Mattingley Street, to approximately 77 metres north of Newstead Road.
- East side of Newstead Road from the intersection of Mattingley Street to Arding Circle;
- South side of Elson Street from approximately 68 metres east of Savannah Ridge Drive to the intersection of Newstead Road.

Scenic Ridge Phase 3A

That Traffic By-Law Number 182-05 be amended by installing the following proposed Stop sign regulations:

- To implement into Schedule B, Stop Signs, Newstead Road – for southbound direction as it intersects with Arding Circle;
- To implement into Schedule B, Stop Signs, Normal-Markle Street – for westbound direction as it intersects with Arding Circle;
- To implement into Schedule B, Stop Signs, Arding Circle – for westbound direction as it intersects with Cassady Street;
- To implement into Schedule B, Stop Signs, Cassady Street – for southbound direction as it intersects with Scenic Ridge Gate;
- To implement into Schedule B, Stop Signs, Cassady Street – for westbound direction as it intersects with O'Neil Place;
- To implement into Schedule B, Stop Signs, O'Neil Place – for northbound direction as it intersects with Arding Circle;
- To implement into Schedule B, Stop Signs, O'Neil Place – for southbound direction as it intersects with Scenic Ridge Gate;
- To implement into Schedule B, Stop Signs, Noman-Markle Street – for eastbound direction as it intersects with O'Neil Place;
- To implement into Schedule B, Stop Signs, Arding Circle – for eastbound direction as it intersects with O'Neil Place;

Parking By-Law 004-19 - Schedule 3, Parking Prohibited Anytime;

No Parking:

- East side of Cassady Street from the intersection of Scenic Ridge Gate to the intersection of O'Neill Place;
- East side of Newstead Road from the intersection of Mattingley Street to Arding Circle;
- East side of O'Neill Place from the intersection of Scenic Ridge Gate to the intersection of Cassady Street;
- East side of O'Neill Place from the intersection of Cassady Street to the intersection of Arding Circle;
- North side of Norman-Markle Street from the intersection of Arding Circle to the intersection of O'Neill Place;
- North side of Arding Circle from the intersection of O'Neill Place to the intersection of Newstead Road;
- North side of Arding Circle from the intersection of Newstead Road to approximately 212 meters west of Newstead Road;
- North side of Arding Circle from the intersection of O'Neill Place to approximately 112 meters west of O'Neil Place;

Industrial Plan of Subdivision located at 61 Bethel Road.

That Traffic By-Law Number 182-05 be amended by installing the following proposed Stop sign regulations:

- To implement into Schedule B, Stop Signs, Shawcross Street – for eastbound direction as it intersects with Pottruff Road;
- To implement into Schedule B, Stop Signs, Shawcross Street – for westbound direction as it intersects with Astle Avenue;
- To implement into Schedule B, Stop Signs, Astle Avenue – for southbound direction as it intersects with Bethel Road.

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

And that the necessary By-Laws be raised for consideration at the June Council meeting.

Executive Summary

Various concerns have been raised requesting parking and traffic modifications for several different locations throughout the County of Brant (the County). Requests were submitted through the Brant Safe Streets program and by various County Departments. Staff support the above noted recommendations.

Strategic Plan Priority

Strategic Priority 3 - Healthy, Safe, and Engaged Communities

Impacts and Mitigation

Social Impacts

The majority of residents in these areas will appreciate the various parking and traffic modifications to reduce traffic concerns on identified local streets with the net impact these areas are safer for all residents, for driving and walking.

Environmental Impacts

Will result in a slight emissions increase to the various traffic implementations, especially where parking restrictions were extended near the schools and motorists must park further from the schools.

Economic Impacts

Sufficient funds are available in the 2025 sign operating budget and the 2025 Brant Safe Streets to install the various regulatory signage recommendations and various parking restrictions at an estimated cost noted throughout each individual recommendation.

Report

Background

The Roads Division receives various requests for parking and traffic modifications for several different locations throughout the County. These requests were made through the Brant Safe Streets program and by various County of Brant representatives, such as, but not limited to, other staff members within the Operations Department, By-Law Department and Development Services.

Analysis

Thompson Street

Further to a concern as submitted by a resident, By-Law Department conducted field visits regarding motorists parking on both sides of Thompson Street, in particular during times when the St. George Lawn Bowling Club is active, causing concerns with the travelling public. By-law staff have confirmed that motorists do park on both sides of the streets, as well as in front of driveway entrances, thus causing difficulties for all motorists, including emergency vehicle maneuverability and access if required. Staff have no objection to modifying Parking By-Law Number 004-19 as noted in the above recommendations. Sufficient funds are available in the 2025 sign operating budget at an estimated cost of \$800.

Cobblestone and Sacred Heart Elementary Schools

Cobblestone Drive at Irongate Drive

In a response from a Councillor inquiry regarding parking restrictions near the Cobblestone Drive at Irongate Drive intersection, By-law staff conducted field visits during school dismissal and arrival times and confirmed that motorists were indeed idling their cars within the intersections where no parking signs are installed while waiting for children to leave the Cobblestone and Sacred Heart elementary schools.

Grandville Circle

By-Law staff also observed a number of parking concerns not only with parents/guardians picking up/dropping off children on Grandville Circle during the dismissal and arrival times, but also motorists were utilizing the permitted parking areas on Grandville Circle in front of the schools and are parked for the entire day causing increased disruption to motorists and pedestrians in the area during dismissal and arrival times. By-Law staff have noted that the Sacred Heart Elementary School parking lot appears to be over capacity for faculty parking spaces.

Staff have no objection to modifying Parking By-Law Number 004-19 as noted in the above recommendations to Cobblestone Drive, Irongate Drive and Grandville Circle in order to improve pedestrian safety for all types of movement. Sufficient funds are available in the 2025 sign operating budget at an estimated cost of \$3,000 for these streets located near the Cobblestone and Sacred Heart Elementary Schools.

Northward Elementary School

Silver Street, Kathleen Street

Inquiries were received from residents, and By-law staff conducted field visits during dismissal and arrival school times regarding concerns with motorists parking near Northward Elementary School on Silver Street, and other streets in close proximity to this school. Currently no stopping restrictions exist on a portion of Silver Street and on a portion of Kathleen Street. By-law staff believe extending these restrictions will improve pedestrian safety and all types of vehicular movement in these areas during dismissal and arrival times. Staff have no objection to modifying Parking By-Law Number 004-19 as noted in the above recommendations to Silver Street and Kathleen Street.

Market Street, Franklin Street

Further to Silver Street and Kathleen Street, By-Law staff also noticed motorists parking too close to the intersections of Market Street at Silver Street, as well as Franklin Street at Silver Street causing visibility concerns with pedestrian and vehicle maneuverability. Staff have no objection to modifying Parking By-Law number 004-19 as noted in the above recommendations to the intersections of Market Street and Silver Street, as well as Franklin Street and Silver Street.

Sufficient funds are available in the 2025 sign operating budget at an estimated cost of \$2,000 for these streets located near the Northward Elementary School.

Oakland/Scotland Elementary School

Church Street West

By-Law staff conducted field visits regarding concerns with motorists parking on Church Street West near the Oakland/Scotland Elementary School. Currently, no stopping restrictions exist on Church Street West; however, By-Law staff believe extending these restrictions will improve pedestrian safety and all types of vehicular movements in these areas. Staff have no objection to modifying Parking By-Law Number 004-19 as noted in the above recommendations. Sufficient funds are available in the 2025 sign operating budget at an estimated cost of \$800.

Portland Street at Mulholland Street

Staff have recently assessed this intersection following the guidelines as established within the Ontario Traffic Manual (OTM). This intersection is a T intersection. There is currently an eastbound "Yield" sign, and a westbound "Yield" sign installed for Portland Street, while the northbound direction on Mulholland Drive is an uncontrolled direction. Based on the physical features and geometrics of this intersection, staff have no objections to leaving this intersection as it is currently installed in the field. No additional funds are required as these yield signs only require a By-Law modification.

East River Road

Concerns were raised that heavy trucks are traveling on East River Road between German School Road and Green Lane/Willow Street even though heavy trucks are restricted within this section of road. Although enforcement has been provided, the OPP and the Ministry of Transportation staff are unable to constantly monitor this area. As heavy trucks can still use this section if their destination is unable to be achieved by another route, staff recommends a weight restriction of three (3) tonnes on this section of road to regulate the types of trucks that are permitted to be on this section of road. This will maintain the conditions of the road in question. Staff have no objections to adding this restriction. Sufficient funds are available in the 2025 sign operating budget at an estimated cost of \$800.

Potruff Road

Staff have reviewed the proposed road reconstruction drawings of Potruff Road between Bethel Road and Robinson Road and offer the following comments. Potruff Road has an existing 70 km/hr speed limit and based on the proposed reconstruction drawings, a portion of this road approximately between civic address 71 and civic address 134 will have deficient sight lines around the horizontal and vertical curvatures. A reduction of the speed limit to 60 km/hr will eliminate this deficiency. Since a portion of Potruff Road already has an existing speed limit of 60 km/hr, reducing the remaining portion as noted in the above

recommendation to 60 km/hr will eliminate the anticipated deficiency and also provide a better flow (transition), as it will eliminate multiple speed limit changes on Bethel Road and the entire section of Pottruff Road between Robinson Road and Bethel Road. Sufficient funds are available in the 2025 sign operating budget at an estimated cost of \$800.

Parking & 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 recommend that the various traffic and parking regulations as noted in the above recommendations be approved accordingly. Please be advised regarding the industrial subdivision located at 61 Bethel Road, there has been no provision made for on-street parking.

- Arlington Meadows Stage 7A
- Scenic Ridge Phase 3A
- Industrial Park located at 61 Bethel Road

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 June Council meeting, so that the process of changing the signs can start immediately afterward.

Attachments

1. Aerial View 1 – Thompson Street
2. Aerial Views 2 to 4 – Cobblestone and Sacred Heart Elementary School areas
3. Aerial Views 5 to 8 – Northward Elementary School areas
4. Aerial View 9 – Oakland/Scotland Elementary School areas
5. Aerial View 10 – Portland Street at Mulholland Drive
6. Aerial View 11 – East River Road between German School Road to Green Lane / Willow Street
7. Aerial View 12 – Pottruff Road between Bethel Road and Robinson Road
8. Development Drawing 1 – Arlington Meadows Stage 7A Subdivision
9. Development Drawings 2 to 3 – Scenic Ridge Phase 3A Subdivision
10. Development Drawing 4 – Industrial Park Development Subdivision

Reviewed By

1. D. Mellor, General Manager of Operations
2. G. Demers, Director of Roads

Copied To

1. DeMunck, Road Operations Manager
2. K. McAllister, Road Superintendent
3. S. McDonald, Road superintendent
4. B. McDonald, Road Superintendent
5. K. Seitz, Road Superintendent
6. J. Roswell, Road Superintendent
7. G. Bergeron, Director of Enforcement and Regulatory Services
8. Alex Donn, Development Technologist
9. Neil Miles, Development Technologist
10. Sgt. Kevin Coudneys, Brant County OPP

By-law and/or Agreement

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