



## Administration and Operations Committee Report

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**To:** The Chair and Members of the Administration and Operations Committee  
**From:** Rick Knap, Roads Technologist  
**Date:** February 17, 2026  
**Report #:** RPT-0047-26  
**Subject:** Various Parking Modifications  
**Purpose:** For Approval

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### Recommendation

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WHEREAS the Roads Division have received two (2) separate requests for parking modifications within the County of Brant (the County). Both requests were initially made by area residents;

AND WHEREAS 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;

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

#### Hillside Avenue

- To implement into Schedule 3, Parking Prohibited Anytime, on the east side from civic address 122 to civic address 136;

#### 295 Grand River Street North

- To implement into Schedule 13, Parking Prohibited – Fire Route, as signs are noted within the residential parking lot located at 295 Grand River Street North, located within the northeast quadrant of the Grand River Street North and Bradbury Crescent intersection;

AND THAT the appropriate By-Laws be amended to recognize new stop signs and no parking signs as a result of Development;

#### Paris Meadows Phase 3 (Residential) Subdivision

#### Parking By-Law 004-19 – Schedule 3, Parking Prohibited Anytime

- Hitchman Street – east side and north side between Powerline Road and Pottruff Road;

- Hitchman Street - south side and west sides to approximately 24 meters north of Hitchman Street (around the curve), toward Pottruff Road;
- George Brier Drive West – north side from Hitchman Street to approximately 12 meters east of Stokes Road;
- George Brier Drive West – south side from approximately 26 meters east of Hitchman Street to Stokes Road;
- Stokes Road – east side and south side from George Brier Drive West to Hitchman Street;
- Stokes Road – west side from approximately 36 meters south of George Brier Drive West to end of bend (around the curve);
- George Brier Drive East – south side from Jenner Drive to approximately 33 meters east of Jenner Drive;
- George Brier Drive East – west side from approximately 38 meters north of Hitchman Street to approximately 164 meters north of Hitchman Street (to the start of the curve on the west side);
- George Brier Drive East – north side and east side from Jenner Drive to Hitchman Street.

AND THAT Traffic By-Law Number 182-05, Schedule B, be amended by including the following proposed Stop sign regulations:

- Hitchman Street – northbound direction as it intersects with Powerline Road;
- Hitchman Street – eastbound direction as it intersects with Pottruff Road;
- George Brier Drive West – westbound direction as it intersects Hitchman Street;
- Stokes Road – northbound direction as it intersects with George Brier Drive West;
- Stokes Road – westbound direction as it intersects with Hitchman Street;
- George Brier Drive East – southbound direction as it intersects with Hitchman Street.

AND THAT the necessary By-Laws shall come into force and take effect upon the third reading and passage of the amended By-laws.

### **Strategic Plan Priority**

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Strategic Priority 3 - Healthy, Safe, and Engaged Communities

### **Impacts and Mitigation**

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#### Social Impacts

The majority of residents in these areas will appreciate the various parking modifications in order to reduce traffic concerns and to improve snowplow operations on local streets and to make these areas safer for all residents, regardless of whether they are driving or walking.

## Environmental Impacts

Emissions will be reduced by not having to make a follow-up service for winter operations.

## Economic Impacts

Sufficient funds are available in the 2026 sign operating budget to install the various regulatory signage recommendations and various parking restrictions at an estimated cost noted throughout the report under each individual section of the analysis.

## **Report**

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### Background

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

#### Hillside Avenue

Staff have received concerns from residents residing on Hillside Avenue with motorists parking on both sides of the road. Current parking is restricted on the east side of Hillside Avenue from Old Mill Street to civic address 122 Hillside Avenue and from civic address 136 to around the curve approximately 30 meters east of Hillside Avenue. The parking restriction from Old Mill Street to civic address 122 Hillside Avenue is a revision from previous parking restrictions that allowed parking first to the fifteen on one (1) 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.

The parking restriction from civic address 136 to approximately 30 meters east of Hillside Avenue was recommended based on previous correspondence with residents that requested parking restrictions on one (1) side of the road for the entire stretch of Hillside Avenue. Prior to this revision, some residents 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. Based on the conflicting requests, a compromised parking restriction was implemented to one (1) side of the road where Hillside Avenue and Race Street intersect around the curve.

There are currently two (2) school bus stops located on Hillside Avenue, one (1) at civic address 112, and the other at civic address 138. Both school bus stops have parking restrictions as noted above. Previous consultation with the School Transportation Services Brant Haldimand Norfolk, (STSBHN), show they do not have a preference regarding motorists parking on the road or not parking as once the school 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/pickup. However, when motorists are parked in between these two (2) restrictions, (between civic address 122 to 136), snowplow operators are having difficulties

removing the snow properly and concerns from residents have arisen. As recently as January 1, 2026 plows could not make it through this section road due to parked vehicles and were forced to back out of the area.

Based on the above noted information, staff have no objection to extending the parking restriction on the east side of the road where the existing Hillside Avenue restrictions end at civic address 122 to civic address 136, as noted in the above recommendations. Sufficient funds are available in the 2026 sign operating budget at an estimated cost of \$600.

#### 295 Grand River Street North, in Paris

Fire Services has advised the By-law Department that fire route signs have been approved by the Fire Department and recently installed on private property located within the residential parking lot at civic address 295 Grand River Street North, located in the northeast quadrant at the Grand River Street North and Bradbury Crescent intersection. In order for By-law to enforce these signs, these signs are required to be added to our by-law schedule. Staff have no objections to modifying Parking By-law 004-19 as noted in the above recommendations. Funds are not required as these signs have already been installed by a reputable third party and approved by the Fire Department.

#### Parking & Traffic Regulations within Development Areas

The attached subdivision plans for Paris Meadows Phase 3; (Residential) Subdivision is a registered subdivision plan and was previously approved. The 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 parking and stop sign regulations as noted in the above recommendations be approved accordingly.

#### Summary and Recommendations

Staff recommends amending Parking By-Law 004-19 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 February Council meeting, so that the process of changing the signs can start immediately afterward.

## **Attachments**

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1. Aerial View – Hillside Avenue
2. Aerial Views – 295 Grand River Street North
3. Aerial View – Paris Meadows Phase 3 (Residential) Subdivision

## **Reviewed By**

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G. Demers, Director of Road  
D. Mellor, General Manager of Operations  
G. Bergeron, Supervisor of Enforcement and Regulatory Services

## **Copied To**

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J. DeMunck, Road Operations Manager  
S. McDonald, Road Superintendent  
J. Roswell, Road Superintendent  
A. Voinescu, Development Technologist  
M. Owen, Chief Fire Prevention Officer  
Sgt. Darren Vandertuin, Brant County OPP  
M. Maxwell, Director of Engineering and Infrastructure Planning  
M. Eby, Director of Infrastructure and Asset Management  
A. Bazzard, Director of Environmental Services  
M. Connor, Manager of Communications, Operations

## **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