

Staff Report

Report To: Operations Committee
Report From: Manan Monga, Engineering Technologist
Meeting Date: June 26, 2025
Report Code: OP-25-023
Subject: Traffic By-law Amendments – On-street Parking, Loading and Stopping Regulations

Recommendations:

THAT in consideration of Staff Report OP-25-023 respecting Traffic By-law Amendments – On-street Parking, Loading and Stopping Regulations, the Operations Committee recommends that City Council direct staff to bring forward a by-law to amend Traffic By-law No. 2009-075 to include:

1. The following parking and stopping prohibitions:
 - a. The prohibition of parking on 16th Street West from 5th Avenue West to 8th Avenue West – Both sides of the road;
 - b. The prohibition of parking on 9th Avenue East from 23rd Street East to 25th Street East - Both Sides of the road; and
 - c. The prohibition of stopping on 15th Street 'A' East from 8th Avenue East to 9th Avenue East - South side of the road;
2. The removal of an on-street parking stall on the north side of 9th Street East, west of the driveway for the parking lot of 901 2nd Avenue East;
3. The implementation of a '2-hour parking limit' for the perpendicular parking on the west side of 1st Avenue East, north of 12th Street East;
4. The elimination of Schedule 21C – Loading and Unloading Zone;
5. The amendment of Schedule 8 – No Parking Anytime – for 8th Street East:

- a. To remove the on-street parking prohibition on 8th Street East from 4th Avenue East to 5th Avenue East - South side of the road; and
 - b. To revise the on-street parking prohibition that indicates 9th Avenue East to 28th Avenue East – both sides of the road to 5th Avenue East to 28th Avenue East – both sides of the road;
6. The elimination of Schedule 9E – No Parking – 3:30 PM to 5:30 PM – Monday to Friday and the amendment to Schedule 8 – No Parking Anytime – to include 7th Avenue East, south of 6th Street East; and
7. The addition to Part 3 - Parking and Operation of Vehicles, as outlined in the report, including the short form wording and set fines.

Highlights:

- City staff have identified necessary updates to the Traffic By-law to enhance safety and increase the efficiency of the City's transportation infrastructure.
- The proposed updates include the removal of existing unregulated parking provisions and the introduction of time-limited parking zones.
- New parking regulations proposed to prohibit parking in residential zones, except within a legal driveway or parking area.
- Amendments to the Traffic By-law enable enforcement through set fines and parking tickets, improving effectiveness and reducing legal costs.

Strategic Plan Alignment:

Safe City. This report also supports the delivery of core services by updating the City's Traffic By-law to reflect the changes deemed necessary in improving traffic and pedestrian safety by amending parking regulations at locations that hinder motorists' visibility.

Climate and Environmental Implications:

There are no anticipated climate or environmental impacts.

Previous Report/Authority:

[Traffic By-law 2009-075](#) is amended at times as needs arise.

Background:

Various infrastructure and planning concerns were identified by City staff, including sightline obstructions, evolving transportation demands, safety issues, congestion, and changes in land use. These matters were brought to the attention of Engineering Services staff by residents, other City departments, and through a review of the Traffic By-law document during the evaluation of warranted amendments.

The proposed amendments include prohibiting parking in specific areas, introducing time-limited parking, and eliminating outdated regulations. These recommendations were developed following consultations with multiple departments and residents, as well as a thorough analysis of roadway conditions, adjacent land use changes, and visibility considerations.

The primary objective of these amendments is to enhance the safety and efficiency of the City's transportation infrastructure.

Analysis:

1. On-Street Parking Regulations

a. 16th Street West – 5th Avenue West to 8th Avenue West - Both Sides Existing:

The existing regulations do not prohibit on-street parking on either side of the road. Due to the steep gradient of the road and limited vertical sight lines, nearby residents tend to avoid parking their vehicles on the street. The current vertical curve in the road restricts motorists' visibility of oncoming vehicles, and when visitors or unaware drivers park their vehicles at the side of the road, moving vehicles may straddle or cross the centreline. This situation is hazardous since drivers may not see oncoming traffic, and their reaction time is reduced when there is approaching traffic.

16th Street West – 5th Avenue West to 8th Avenue West - Both Sides
Proposed:

The absence of a parking prohibition allows motorists to park their vehicles on the street. Given the limited sightlines and unforeseen presence of parked vehicles, this situation poses an increased risk of motor vehicle collisions. To address this safety concern, the Traffic By-law should be updated accordingly. After consulting with City staff, including Public Works, By-law Enforcement, and local residents, Engineering Services recommends the following:

- Prohibition of on-street parking on both sides of 16th Street West, from 5th Avenue West to 8th Avenue West.

b. 9th Avenue East – 23rd Street East to 25th Street East - Both Sides
Existing:

The road is designated as a Future Arterial Road and comprises four lanes along most of its length between 23rd Street East and 25th Street East. Residents and students from nearby schools appear to be parking along the east side curb, as if it were intended for on-street parking; this is in conflict with the existing road and lane markings and may cause confusion among motorists. On-street parking was temporarily implemented between 23rd Street East and 23rd Street “A” East while residential construction was underway on the east side of the road. The homes have been completed and occupied, so the arrangement has been discontinued, but the issue has since resurfaced.

9th Avenue East – 23rd Street East to 25th Street East - Both Sides
Proposed:

Following consultation with City staff, including Public Works, and By-law Enforcement, Engineering Services recommends the following amendment to the Traffic By-law:

- Prohibition of on-street parking on both sides of 9th Avenue East from 23rd Street East to 25th Street East.

Despite the existing road markings, cross-section and geometry that suggest that on-street parking is not appropriate at this location, driver behaviour has demonstrated that the installation of no parking signage is required to reinforce this prohibition. An amendment to the Traffic By-law must be made to be able to enforce this regulation.

c. 15th Street 'A' East – 8th Avenue East to 9th Avenue East -South Side Existing:

There are no regulations restricting on-street parking on either side of the street at the present time. Employees of a nearby elementary school and other local businesses frequently use on-street parking for extended periods, resulting in congestion on the roadway and limited sightlines at intersections and driveways, especially during school hours. City staff have received numerous complaints from residents regarding this issue.

15th Street 'A' East – 8th Avenue East to 9th Avenue East - South side Proposed:

To address congestion and sightline concerns, the Traffic By-law needs to be updated. After consulting with City staff, including Public Works, By-law Enforcement, school staff, and local residents, Engineering Services recommends the following:

- Prohibition of stopping on the south side of 15th Street 'A' East, from 8th Avenue East to 9th Avenue East, from 8 AM to 5 PM on school days.

Note that 'no stopping' is more rigorous than 'no parking', as 'parking' allows a vehicle to be stationed at the side of the road, whether it is attended, and includes loading/unloading purposes. 'No stopping' does not.

The recommended regulation goes beyond simply prohibiting on-street parking during school days and times; however, it is consistent with two other school safety zones where similar conditions exist and a higher level of traffic control during these times is warranted. This includes the area along 9th Street West adjacent to Owen Sound District Secondary School and 25th Street East in front of Notre Dame Catholic School. This time-limited prohibition allows for more flexible on-street parking arrangements at all other times typical of residential areas, where an unregulated on-street parking environment ensures safe and satisfactory traffic control.

2. On-street Parking Stall - 9th Street East Adjacent to TD Bank

The parking stall situated on the north side of 9th Street East, just west of the parking lot entrance at 901 2nd Avenue East (TD Bank), features pavement markings that designate an on-street parking stall. It is often used by customers of TD Bank and nearby businesses. However, when occupied, sightline visibility for drivers exiting the parking lot onto 9th Street East is significantly impaired, creating a safety concern that is exacerbated by its proximity to 2nd Avenue East. After consulting with City staff, including Public Works and By-law Enforcement, Engineering Services recommends the following:

- Removal of the parking stall and associated pavement markings and prohibiting on-street parking at this location at all times.

3. Perpendicular Parking - 1st Avenue East- Adjacent to Off-leash Dog Park

Perpendicular Parking - 1st Avenue East – Adjacent to Off-leash Dog Park - Existing:

The perpendicular parking on the west side of 1st Avenue East, immediately north of 12th Street East and adjacent to the Off-leash Dog Park, is primarily used by visitors of the Dog Park, as well as employees and customers of nearby businesses. City staff have both observed and received feedback from park stakeholders that all of the parking stalls are frequently occupied, particularly during working hours in the winter months.

Perpendicular Parking - 1st Avenue East – Adjacent to Off-leash Dog Park - Proposed:

To address the concern, the Traffic By-law should be updated. Following consultation with City staff, including Public Works, and By-law Enforcement, Engineering Services recommends the following:

- Implementation of a '2-hour parking limit' for perpendicular parking, extending from the southern edge of the lot at 12th Street East to a point 48 metres northerly.

4. Elimination of Schedule 21C – Loading and Unloading for Vehicle Delivery Only

The existing Traffic By-law includes Schedule 21C, which designates loading and unloading zones for vehicle deliveries to the business located at 229 10th Street East. This schedule contains two entries, both of which are recommended for removal, as outlined below:

a. Schedule 21C - 1st Avenue East, East Side:

This item was intended to be removed as part of the October 2024 Traffic By-law amendments, which were implemented following the completion of the DRP 2 project. However, it was not included due to an oversight in the Operations Committee report and, consequently, remains in the current Traffic By-law. City staff now recommend its removal to resolve the contradiction with the Traffic By-law amendments that were approved by Council for the 900 block of 1st Avenue East (Downtown River Precinct - Phase 2).

b. Schedule 21C - 10th Street East, South Side:

This provision was added to the Traffic By-law years ago to facilitate delivery access to the business located at 229 10th Street East. As the business at this location is no longer in operation and the designated loading zone is no longer required, it should be removed from the Traffic By-law. This provision also conflicts with existing regulatory signage and pavement markings that indicate 'No Stopping Anytime'.

Since both of the above regulations are contained in Schedule 21C and there are no other locations applicable to Schedule 21C, City staff recommend that Schedule 21C be removed from the Traffic By-law.

5. Amendments to Schedule 8 – No Parking Anytime

The existing Traffic By-law includes Schedule 8, which outlines areas designated as 'No Parking Anytime' zones on City roads. City staff have identified two items within this schedule that require amendment, as outlined below:

a. 8th Street East - 4th Avenue East to 5th Avenue East – South Side

Upon review, it has been determined that the roadway in this section is sufficiently wide to accommodate on-street parking on both sides. Furthermore, existing signage does not reflect a parking restriction in this area. As such, City staff recommend the removal of this provision from Schedule 8.

b. 8th Street East - 9th Avenue East to 28th Avenue East – Both Sides

This entry appears to be the result of a typographical error. Based on roadway width, existing signage, and pavement markings, the 'No Parking Anytime' restriction should apply from 5th Avenue East to 28th Avenue East on both sides of the roadway, not from 9th Avenue East as currently written. City staff recommend amending the Traffic By-law to accurately reflect the intended (as signed) parking restrictions from 5th Avenue East to 28th Avenue East.

6. On-street Parking - 7th Avenue East – South of 6th Street East

Parking By-law Amendments - 7th Avenue East – South of 6th Street East – Existing:

The existing Traffic By-law prohibits parking on both sides of 7th Avenue East from 6th Street East to a point 206.3 metres southerly between 3:30 PM and 5:30 PM, Monday to Friday inclusive. This regulation was originally implemented to prevent on-street parking during the afternoon peak hour traffic volumes associated with the former manufacturing facility fronting 6th Street East. This facility has a single driveway access for on-site parking, shipping and receiving on the west side of 7th Avenue East, approximately 150 metres south of 6th Street East. Traffic congestion, as well as pedestrian and traffic safety concerns, were exacerbated during the designated times by the weekday dismissal of students from a nearby elementary school.

Both the industrial enterprise and the school are no longer in operation. As such, the traffic patterns associated with these land uses, and by extension, the restrictions arising from them, no longer apply.

Parking By-law Amendments - 7th Avenue East – South of 6th Street East – Proposed:

The time-based parking restriction no longer serves its intended purpose as the traffic patterns now match the City's typical background traffic flows and is therefore deemed unnecessary. Based on an assessment of the existing roadway width, traffic characteristics, road markings and the predominant residential uses in the studied area, Engineering Services recommends:

- Elimination of Schedule 9E from the Traffic By-law.
- The following additions to Schedule 8 - No Parking Anytime:
 - 7th Avenue East - East Side - No Parking Anytime from the south curb face of 6th Street East to a point 63.0 metres southerly.
 - 7th Avenue East - West Side - No Parking Anytime from the south curb face of 6th Street East to a point 206.0 metres southerly.

The no-parking zone recommended on the east side of the road corresponds to the expected queuing and storage required for northbound traffic in the right and left turn lanes (south of 6th Street East) during weekday morning peak traffic, where the intersection is controlled by traffic and pedestrian signals.

The no-parking zone recommended for the west side of the road aligns with the current time and day limited prohibition, which is proposed to be changed to "No Parking Anytime." This recommendation also considers the existing commercial and medium-density residential uses that front the west side of the street, including apartment buildings and retirement residences. These properties have sufficient on-site private parking facilities and should not rely on on-street parking. However, on-street parking will still be available for the single-family residential dwellings on the east side of the road. The existing centreline marking location supports this on-street parking arrangement.

7. Parking of a Vehicle in Residential Zones

In consultation with the City's By-law Enforcement Division, it was identified that a new regulation should be added to the Traffic By-law to prohibit the parking of a vehicle in the yard of a residential property, except within a constructed driveway or parking area.

By-law Enforcement staff note that provisions in the City's Zoning By-law No. 2010-078 (Section 5.18.12) prohibit parking in the yard of a residential property, unless within a constructed driveway or parking area. As this provision is within the Zoning By-law, it is a land-use prohibition that is enforced against the property owner or occupant.

Parking on the grass or landscaped area of a yard also creates other problems that are addressed through City by-laws:

- a. The removal of grass/groundcover and the creation of ruts or track marks in the yard, which would be required to be repaired under the City's Property Standards By-law section 2.2.1.
- b. The tracking of mud onto the City's sidewalks and roadways, which can create hazardous conditions and is a violation of the City's Temporary Encroachment By-law.

Current enforcement efforts are ineffective at addressing the root cause of these issues, which is the location where vehicles are parked, due to the following:

- The Zoning By-law does not have "set fines" which permit the issuance of a "Certificate of Offence" (ticket). When enforcement is necessary, an individual would receive a summons to attend Court. Planning staff are required to provide professional comments on the Zoning By-law and the use of the land. Significant legal fees are incurred, and staff time is necessary to prosecute a charge under the Zoning By-law.
- The Temporary Encroachment By-law does have set fines, meaning that a person could be issued a ticket if found to have tracked mud onto City land. The set fine established for tracking deleterious material onto City land is set at \$500.

By-law Enforcement staff recommend that the existing prohibition on parking a vehicle in the yard of a residential property, except within a constructed driveway or parking area, be included in the Traffic By-law. This inclusion will provide officers with an additional and effective enforcement tool (parking tickets) in such situations. In consultation with Planning and Engineering Services staff, City staff propose amending section 3.5 (Parking Prohibited – General) of the Traffic By-law to include subsection 3.5.19, to read:

3.5 No person shall at any time Park a vehicle or any part thereof, in any of the following places, except as herein expressly permitted:

- *3.5.19 on the front, side, or rear yard of any residential property, except within a driveway or parking area constructed in conformance with the City's Zoning By-law in force at the time the driveway or parking area was constructed.*

The recommended short form wording and set fine for the new provision is:

Short Form Wording	Provision creating or defining offence	Voluntary payment amount payable within 14 days	Set fine
on a yard of a residential property - not within a constructed driveway or parking area	Section 3.5.19	\$40.00	\$60.00

Financial Implications:

The estimated costs for the purchase and installation of any additional or amended signage are approximately \$6,500. The work would be undertaken by City forces, with the expenditures borne by the Signage and Safety Devices cost centre. Staff are confident that this does not place an undue burden on that budget line at this time, as the 2025 retro-reflectivity analysis indicates that in this cycle, fewer signs require replacement than in previous years. The current balance of the Signage and Safety Devices Budget is \$64,443.16 expended of \$276,848.77. It should be noted that expenditures in this account are not typically evenly distributed, and the significant variance to the pro-rated year-to-date budget (23% spent) does not necessarily reflect the trend projection for year-end.

Communication Strategy:

Communication will be via the publishing of the Committee and Council agendas and minutes on the City's website. Where on-street parking regulation changes directly affect adjacent residents or businesses, Engineering Services staff will deliver door-to-door notices.

Consultation:

The Director of Public Works and Engineering, the Manager of Engineering Services, By-law and Parking Enforcement staff, Public Works Superintendent, Planning staff, school staff and affected residents were consulted during the preparation of this report. Where existing on-street parking is being proposed to be prohibited, adjacent residents who may be affected were notified in writing and encouraged to provide comments.

Attachments:

1. Aerial View of 16th Street West, 5th Avenue West to 8th Avenue West
2. Aerial View of 9th Avenue East, 23rd St E to 25th St E
3. Aerial View of 15th Street 'A' East, 8th Avenue East to 9th Avenue East
4. Aerial View of Parking Stall at 9th Street East
5. Aerial View of Perpendicular parking on 1st Avenue East
6. Aerial View of 7th Ave E, 6th St E to 206 metres South

Recommended by:

Lara Widdifield, Director of Public Works and Engineering

Submission approved by:

Tim Simmonds, City Manager

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