



Staff Report PW-2021-024
 General/Finance Committee
 October 13, 2021

TO: Chair Zavitz and Members of Committee

AUTHORS: Ken Becking P. Eng., Director of Public Works &
 David Pink, Director of Development Services & Environmental
 Sustainability

SUBJECT: Increasing Off Street Parking Facilities

RECOMMENDATION

THAT the Township's Official Plan Review and Transportation Projects be completed and endorsed by Council as soon as is practically possible;

AND THAT the Township's Parking By-law be amended to bring it into alignment with the signage that is currently in place on Beaumaris Road.

REPORT HIGHLIGHTS

The report outlines an approach to facilitate an increase in the provision of off street parking facilities in order to remedy on-street parking issues adjacent to water access facilities across the Township. Interim parking solutions for particular areas of community concern are also considered.

BACKGROUND

Increased Enforcement

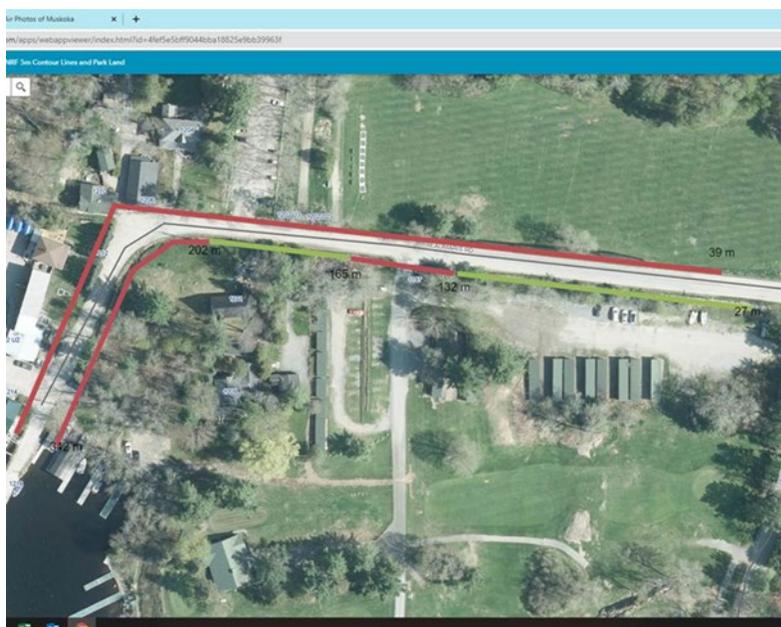
In response to community demand, earlier this year, Council increased the By-law Enforcement staff complement from one to two FTEs, as well as one seasonal staff member. This enabled an increased enforcement of many of the Township's by-laws (parking, noise, dark sky, site alteration etc.). The increase in enforcement presence appears to have been generally welcomed, but in certain circumstances, it inadvertently highlighted some issues in certain areas of the Township. One such issue brought to Council's attention involved the lack of adequate off street parking for island residents while they stay at their seasonal properties. Property owners who do not own, or have access to, long term of street parking and who have traditionally parked on the shoulders of roads, started receiving parking tickets this past summer. This was particularly acute in the vicinity of the Beaumaris Wharf facility and Walkers Point Marina locations. In response, many concerned island property owners voiced their opinions to Council.

Parking Restrictions

Under the Highway Traffic Act, vehicles are allowed to be parked on a road, except where prohibited through a municipal Parking By-law. The applicability of the Township's Parking By-law in the areas of concern is outlined below.

Beaumaris Wharf Area

Beaumaris Road provides access to the Beaumaris Wharf. This road is approximately 6.0 m wide narrowing to 5.0 m or less at the far west end as it approaches the Marina. Shoulders are 0.5 m or less in width with localized widenings on the south side for parking. The speed limit on the road is 50 kph, unposted and daily traffic volumes at their peak are in the order of 800 vehicles per day. Under the current regulatory conditions, there is sufficient space for two minimum width lanes of traffic except at the west end of the road near the marina.



As illustrated in the above figure, west of the point where the road bisects the Beaumaris Golf Club course, parking is prohibited on the north side of the road. On the south side of the road time limited parking (2 hour maximum) is permitted across the frontage of the Anglican Church and unrestricted parking is permitted except where it passes through the fairways. Staff have previously documented an issue with the Parking By-law for this particular area in Report No. PW-2021-019. In summary the current signage and restrictions are inconsistent with the by-law making them unenforceable.

Marina Road

Marina Road has a width of 6.0 m. with 0.5 m shoulders on both sides and is typical of most hard surfaced roads throughout the Township. The speed limit on the road is 50 kph, unposted and daily traffic volumes at their peak are in the order of 100 vehicles per day. The road is sufficiently wide for two minimum width lanes of traffic.

A redevelopment of a portion of the Walker's Point Marina property reduced the available on-site parking spaces in 2020. This resulted in an increase in the spill over of vehicles utilizing the on-street parking on Marina Road. Primarily owing to concerns respecting emergency vehicle access, Council passed a by-law to prohibit parking of vehicles on both sides of Marina Road from Barlochan Rd easterly for a distance of 400 m. The by-law eliminated the parking issues but in doing so, it also limited the space available for island residents and their guests to park their vehicles.

ANALYSIS

Long Term Solutions – Township Wide

Long term off street parking solutions are best addressed on a municipal wide basis, typically through the adoption of appropriate official plan and/or transportation master plan policies. These policies usually address:

- Supporting, as well as establishing tests for the creation of mainland individual access points and waterfront landings with associated parking spaces of vehicles to ensure they are established at appropriate locations;
- Establishing tests and development standards for marina properties, specifically as it relates to accommodating parked vehicles;
- Identification of criteria for the location of publicly owned off street public parking facilities and related policies and requirements;
- Determining when and where public parking on public roads is to be permitted; and
- Setting standards for the design and construction of roads where parking is to be accommodated.

Official Plan

A review and update of the Township's Official Plan is under way and it is an ideal time for Council to consider a supportive policy approach to address the off street parking issue. In this regard, Council has endorsed a policy direction in which further lot creation of water access only properties would require deeded mainland access in order to proceed. The resultant proposed official plan policies include increasing the minimum required frontage and area requirements for new lot creation of water access only properties, supportive policies for marina redevelopment including dryland marina options, and policies to allow the establishment of appropriately located waterfront landings. If approved, going forward, these policies would facilitate a balanced decision making process respecting the establishment of individual access points and waterfront landings in appropriate locations.

Transportation Master Plan

Included in the Council approved Strategic Plan Implementation Plan, is a requirement for the preparation of a Transportation Master Plan (TMP). A TMP is a planning document intended to address transportation related policies, strategies and identification of the infrastructure needed to support and implement the direction of the official plan. This would include the identification of selection criteria to guide the acquisition of lands for temporary public parking areas adjacent to key water access facilities. The preparation of the TMP is scheduled to commence in the latter part of 2022, with the intent that it be adopted in late 2022 or early 2023.

In order to develop longer term solutions and ensure a consistent approach across the Township, the OP and the TMP are key policy documents that should be endorsed by Council as soon as is practically possible.

Interim Solutions – Site Specific

Private Initiatives

Beaumaris Wharf Area

The bulk of the available off street parking in the area is located on private property adjacent to the road. The zoning of these lands permits a parking lot and it is understood that not all of the lands are used as such. We further understand that the owner is considering an expansion of the parking facility, which will likely will assist on an interim basis.

Walkers Point

A Zoning By-law Amendment Application has been received to permit the construction and use of a private commercial parking lot in the vicinity of the intersection of Barlochan Rd and Marina Rd. This application will be heard by Planning Committee at a future meeting. If the application is successful, this will also alleviate some of the concerns of the island residents, albeit presumably at a cost.

Potential Township Initiatives

At this time, the Township owns no land near these locations upon which a parking facility could be built. Given that the function of the roads are to move traffic and to provide access to residences and businesses of these local areas, long term on street parking should be discouraged.

In this regard, as the road platform narrows near the Beaumaris Marina and the need for access for short load and unload trips by residents and visitors alike at the Beaumaris Wharf, the existing parking restrictions and related signage would appear to be appropriate. In view of this, the Parking By-law should be amended to bring it into alignment with the signage that is currently in place and restore the previously existing conditions. If Committee wishes to proceed with this direction, the Staff can prepare a draft by-law for its consideration and bring it forward to the November meeting.

Despite the foregoing, and while not recommended, staff have developed some Township initiatives for Committee's consideration. They are included in the Alternatives section of this report.

Summary

In terms of interim solutions, it would appear that the proposed private initiatives will assist in alleviating some of the site specific problems.

ALTERNATIVES

Beaumaris Wharf Area

1. Parking is available on Beaumaris Road east of the parking restriction location. In addition, the Milford Bay Community Centre is located approximately 1.8 km east of the area in question. Under the current regulatory requirements parking must be in accordance with the by-law and/or the onsite signage. Currently the signage permits parking in the parking lot for up to 72 hours.

This could be amended to provide longer term parking in a certain portion of the parking lot. This would provide further relief to address the concerns of the water access only seasonal property owners until the issue is addressed in a more fulsome way.

Marina Road

1. Council could amend the parking by-law to permit parking on the south side of the road (away from the lake and the residential development). The south side of the road is predominantly undeveloped and parking in this location minimizes interference with access to the residential properties on the north side. Should this alternative be chosen, approximately 4.5 to 4.75 m would be available for two-way traffic operations. This is considered the absolute minimum sufficient for two way operations and would require westbound vehicles to pull over at the nearest driveway in order to permit eastbound vehicles to pass.

If Council wishes to pursue this approach, the shoulder width needs to be increased by a minimum of approximately 1.0 m to 5.5 m so as to avoid conflicts between vehicles travelling in opposing directions. The platform width could be widened by converting the existing roadside ditch into a french drain by placing a perforated pipe in the ditch centerline and backfilling it with clear stone. This will increase the shoulder width to approximately 1.5 m for parking purposes.

2. An alternative would involve repealing the portion of By-Law 2020-053 which applies to Marina Road. This would have the effect of permitting parking on both sides of Marina Road.

FINANCIAL IMPLICATIONS

Beaumaris Road

The costs associated with installing signage to permit extended parking at the Milford Bay Community Centre would be minimal.

Marina Road

1. The costs to permit parking on the south side of Marina Road would consist of removal of the existing no parking signs on that side of the road. These costs can be absorbed within the Public Works department's operating budget.

Providing the additional platform width is estimated to cost approximately \$25,000. This would have to be included in the Public Works department's 2022 capital budget submission.

2. The cost to maintain the status quo condition or repeal the current regulations are negligible and could be accommodated in the Public Works department's operating budget.

STRATEGIC PLAN

To Preserve and Protect the Natural and Cultural Environment

To Enhance and Sustain Public Services and Infrastructure

COMMUNICATIONS

This staff report was distributed to Council and all those registered to receive notification through the meeting agenda electronic notification system, and was published on the Township's website in accordance with the Township's Procedural By-law.

ATTACHMENTS

None

PREPARED BY

Original signed by K. Becking

Prepared By:

Ken Becking P. Eng.

Director of Public Works

705-765-3156 Ext. 250

kbecking@muskokalakes.ca

Original signed by D. Pink

Prepared By:

David Pink, RPP

Director of Development Services & Environmental Sustainability

705- 765-3156 Ext. 230

dpink@muskokalakes.ca

ACKNOWLEDGED

Original signed by D. Hammond

CAO Acknowledged

Derrick Hammond, RPP

Chief Administrative Officer

705-765-3156 Ext. 272

dhammond@muskokalakes.ca