



On-Street Parking Policy

Town Of Collingwood

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Policy Document

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1. Policy Summary

The on-street parking policy developed for the Town of Collingwood provides the framework to safely implement on-street parking in Collingwood. This policy supports and recommends the application of the current parking regulations in the Town's current Zoning By-law and Parking By-law. In these By-laws the Town of Collingwood specifies the constraints of when and where parking is permitted and how parking should be regulated within Collingwood's jurisdiction. For on-street parking, after reviewing Transportation Association of Canada's (TAC) Design Guidelines, Chapter 4 and 5, the policy proposes design standards for implementing on-street parking.

2. Definitions

On-Street Parking: A designated on-street facility allocating vehicle lanes to parked vehicles

On-Street Segment: An on-street parking location or area

Parallel Parking: Vehicles parked parallel to an adjacent road

Angled Parking: Vehicles parked at a 45-degree angle to an adjacent road.

Loading Space: Designated short-term parking space to off-load or load goods.

3. Policy Statement

The Town of Collingwood is committed to developing safe on-street parking practices that efficiently regulate the movement of people and goods in a way that allocates sufficient right-of-way for motorized vehicles in designated locations but also enhances access to commerce and recreation for all road users, including active transportation, public transit and micro-mobility users.

4. Purpose

The purpose of this policy is to establish consistent policies to guide and regulate the development of on-street parking in Collingwood. The policy will support existing parking regulations outlined in By-law No. 03-62 and By-law 2010-040 (Town of Collingwood Zoning By-law). With these By-laws and subsequent By-law reviews, this policy intends to provide the framework to provide on-street parking for new and existing developments within Downtown and Collingwood's communities, while maintaining safety, adequate parking and access for other transportation modes.

5. Scope

The scope of this policy recommends appropriate design standards for on-street parking (angled/parallel) for different roadway configurations supporting vehicular traffic and active travel in both urban and suburban contexts. Regulations for on-street segments shall follow existing By-law at the time of implementation.

6. On-Street Parking

On-street parking is designated, permanent vehicular parking that is allocated along public roads and streets. It is a common parking practice in suburban, urban and commercial areas that is established to provide convenient access to nearby destinations. For most land-use contexts, on-street parking presents additional opportunities to alleviate demand where driveway right of way, or off-street parking is limited. Additionally, on-street parking is often used as an effective traffic calming strategy that reduces road widths to force lower speeds.

This form of parking is regulated by the governing municipality where implementation is introduced based on location specific attributes. Introduced regulations are enforced to ensure compliance with existing policies and By-law.

6.1 Considerations

This policy has considered several factors to define policies to efficiently implement on-street parking in Collingwood. These considerations are defined to ensure that on-street parking is facilitated in a manner that does not conflict with existing By-law and municipal plans, provides access and promotes safety for all road users.

6.1.1 Legislation and Municipal By-laws

The policy outlined in this document is developed in accordance with the Ontario Municipal Act, section 11 (1). The application of Section 11 grants Ontario municipalities the authority to enact regulatory By-laws within a municipality's jurisdiction. Through Section 11, this gives the Town of Collingwood the authority to govern parking regulations within the Town.

6.1.2 Municipal Plans

Municipal Plans such as the 2023 Official Plan (OP), Community Based Strategic Plan 2024-2028 (CBSP) and the Collingwood Urban Design Manual have been consulted to determine the scope of current long-range policies for on-street parking within Collingwood and maintain consistency between all municipal departments.

6.1.3 Access

On-street parking is generally provided to improve mobility and access. Depending on the configuration of a transportation network, different considerations are made to ensure that an on-street parking facility is safe and appropriately accommodates the accessibility needs of not only motorized personal vehicles, but also public transportation, active transportation, micromobility users and emergency and municipal services.

Public Transportation

Bus bays, lanes and stops may impede on-street parking, but allowance should be given to provide optimal space for transit users to safely access and egress public transit locations without obstructions.

Active Transportation and Micromobility

To efficiently facilitate on-street parking along cycling corridors and sidewalks, right of way should be appropriately allocated to each mode to ensure safety, buffer active transportation and micromobility from on-going traffic and ensure that the concurrent operation of these modes around designated on-street segments does not obstruct travel.

Emergency and Municipal Services

Considerations should be made to ensure that on-street segments are selected strategically to ensure that emergency and municipal services can access critical equipment maintain appropriate response times.

6.1.4 Enforcement

As adherence to parking regulations is challenging in many municipalities, enforcement is an important part of regulating on-street parking. Enforcement strategies have been shown to improve road safety, efficiently regulate parking turn over, provide emergency access and improve mobility and accessibility constraints for all road users. In areas with limited parking or access, enforcement signifies where, when and how to navigate parking in specific locations. Strategies for parking enforcement are implemented to ensure that on-street parking operates efficiently and safely.

6.1.5 Maintenance & Operations

Maintenance and operation of on-street segments should be planned, consulted with and managed by Town staff. A significant portion of maintaining and operating on-street parking can fall under general roadway maintenance. When activities such as snow clearing, plowing, street sweeping and pavement marking occur on roadways, the maintenance of designated on-street segments will be recommended to occur simultaneously to retain egress and access to available parking.

7. Policy

7.1 On-Street Parking Space Regulation

Based on the 2025 Amendment of the Town of Collingwood's Zoning By-law 2010-040, this policy supports and recommends the application of the following minimum parking space sizes for on-street parking:

Table 1: Minimum Parking Space Size

Type of Parking Space	Minimum Width (m)	Minimum Length (m)
Perpendicular	2.8	6.0
Parallel	2.8	7.0
Angled	2.8	7.0
Accessible, Perpendicular	4.5	6.0
Accessible, Parallel or Angled	4.5	7.0

7.1.1 Regulations for Delivery Spaces and Loading Spaces

According to the Zoning By-law, regulations for the design of delivery spaces and loading spaces in the case that provisions for this are included for on-street facilitation, delivery spaces and loading spaces are recommended to follow the following requirements:

Table 2: Sizes for Delivery Spaces and Loading Spaces

Space Type	Width (m)	Length (m)	Minimum Vertical Clearance (m)	Required Street Setback (m)
Delivery Space	3.5	7.5	3.0	6.0
Loading Space	3.5	20.0	4.5	15.0

7.2 Proposed Design Standards for Implementing On-Street Parking

To facilitate safe, appropriate on-street parking, this policy recommends following a set of on-street parking design standards to safely accommodate all modes of transportation around on-street parking facilities. The design standards that are recommended for consultation include the Transportation Association of Canada's (TAC) Design Guidelines, Chapter 4 and 5. Chapter 4 and 5 from the TAC Design Guidelines provide guidance on Cross-Section Design Elements and Bicycle Integrated Design. Each of these chapters recommend minimum roadway dimensions for accommodating on-street parking in urban and rural contexts based on e.g.:

- Road Classification
- Average Annual Daily Traffic Volumes
- Collision History
- 85th Percentile Speed
- Bicycle Facility Type
- Sidewalks
- Boulevard Design

The use of these design guides will ensure that on-street parking is designed to provide sufficient space and access for parked vehicles to safely maneuver to and from parking spaces. From the noted guidelines, the policy can be used to facilitate adequate on-street parking based on prioritizing:

- Vehicle Lane Width
- Sidewalk Width
- Bicycle Lane Width for different Facility-Types
- Boulevard Width

The design standards for these roadway elements are established to maintain access and demarcate right-of-way for modes travelling within a transportation corridor. That said, on-street parking design standards are meant to ensure that active transportation, micromobility and public transportation is facilitated in a manner that accommodates the needs of multiple modes in a multi-modal network. If adequate space is not available, the Town should discuss and develop a plan, or options to determine how to efficiently facilitate multi-modal travel alongside streets supporting on-street parking.

Notes

- According to Town of Collingwood's Zoning By-law, the minimum required width of parking spaces is 2.8 m. The width of the parking lane should therefore accommodate a width no less than 2.8 m.
- On-street parking can be used as a traffic-calming measure. When vehicular lanes are replaced with parking, the narrow lanes encourage travel at lower speeds.
- A minimum buffer width of 0.6m is required when bike lanes are placed beside on-street parking, or vehicular traffic.
- Bicycle lanes should not exceed the recommended lane width as vehicles could be encouraged to use the lanes as on-street parking.
- To select appropriate bicycle facilities to support a street with on-street parking, *Ontario Traffic Manual (OTM) Book 18* should be consulted.
- Providing adequate sightlines can reduce safety risks. Provide sidewalk extensions, bulb-outs and protected intersections where sightlines are inadequate, and pedestrian and cyclist safety is of concern due to on-street parking.
- Boulevards can be used to provide space for road maintenance and snow clearing outside the designated on-street parking lane.

8. Application

To provide and facilitate on-street parking, the recommended policies should be applied using a context sensitive approach to determine appropriate locations for on-street parking. In reference to street-typologies proposed in the Complete Streets Policy, on-street parking should be facilitated in areas that naturally require such parking. Neighbourhood Residential Streets, Neighbourhood Connector Streets and Urban Commercial/Main Streets are street-typologies that would benefit from on-street parking. I.e., following the proposed street-typologies is the Complete Streets Policy, stores with street-frontage in the downtown core and neighbourhoods with minimal driveway limited driveway right-of-way could be expected to support on-street parking. As this policy is intended to guide the development of on-street parking in downtown and surrounding neighbourhoods, it is expected that on-street parking will be facilitated in these land-use contexts. Regulation and provision will be determined based on By-law 03-02 and 2010-040.