



On-Street Parking Policy

Policy Number:	TBD
Applies to:	TBD
Approval Date:	Click or tap to enter a date.
Revision Date(s):	
Approval Authority:	Choose an item.

1. 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.

2. 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 the Town of Collingwood's Parking By-law and Zoning By-law and associated amendments. 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.

3. Definitions

- "Angled Parking" means vehicles parked at a 45-degree angle to an adjacent road.
- "Loading Space" means designated short-term parking space to off-load or load goods.
- "On-Street Parking" means a designated on-street facility allocating vehicle lanes to parked vehicles.
- "On-Street Segment" means an on-street parking location or area.
- "Parallel Parking" means vehicles parked parallel to an adjacent road.

4. 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-laws at the time of implementation.

5. Principles of the Policy

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.

- **Legislation and Municipal By-Laws**

The policy outlined in this document is developed in accordance with the Ontario Municipal Act, section 11 (1) and O.Reg. 191/11 Integrated Accessibility Standards (Part IV.1 Design of Public Spaces Standards). 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.

- **Municipal Plans**

Municipal Plans such as the 2024 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.

- **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 to maintain appropriate response times.

- **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 turnover, 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.

- **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.

6. Policy

On-Street Parking Space Regulation

Based on the Town of Collingwood’s Zoning By-law 2010-040, as amended, this policy supports and recommends the application of the following minimum parking space sizes for on-street parking seen in Table 1.

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

Context Considerations for On-Street Parking

Consistent with the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (Chapters 4 and 5) and Ontario Traffic Manual (OTM) Book 18, the provision of on street parking or stopping shall be subject to specific

contexts where it can be confirmed that minimum operational, safety, and multimodal requirements can be met.

At a minimum, the following constraints shall be considered:

Available Travelled Way and Lane Function

On-street parking or stopping should not be considered where the remaining traveled portion of the roadway cannot safely accommodate vehicular movement; this includes:

- Where effective lane widths would be reduced below values appropriate for the roadway's functional classification, operating speed, traffic volumes, or vehicle mix (e.g., transit or heavy vehicles).
- Where horizontal or vertical alignment, curvature, or roadside constraints reduce driver expectancy or operating safety once parking is introduced.

Bicycle Facilities and Cycling Routes

Consistent with TAC Chapter 5 and OTM Book 18, on-street parking should generally not be considered where conflicts may arise with designated cycling facilities unless adequate separation and operating space can be provided.

This includes where:

- A bicycle lane or cycling facility is present and insufficient width exists to provide:
 - The cycling facility at its functional operating width;
 - A buffer between parked vehicles and cyclists; and
 - Adequate adjacent vehicular travel lanes.

Where on-street parking is retained adjacent to bicycle facilities, parking limits, markings, and separation treatments should be clearly defined to reinforce user priority and expected operation.

Sight Distance, Intersection Function, and Vulnerable Road Users

On-street parking or stopping should be limited where it would adversely affect visibility, accessibility, or safety. In accordance with TAC and OTM guidance, this includes:

- Near intersections, crossings, driveways, and curves where parked vehicles could obstruct sightlines for motorists, pedestrians, or cyclists.
- In locations where parking would interfere with accessible curb ramps, loading zones, or pedestrian zones.
- Where collision history or observed operational issues indicate elevated risks associated with parking presence.

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.

Established requirements will be implemented through the Town of Collingwood's Development Standards that impact road construction.

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.
- Parking should be clearly noted where a bike lane is present, or there should be separation for bike lanes or fully painted lanes (i.e., not just a white stripe) where street parking is likely.
- 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.

7. 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. For example, following the proposed street typologies in the Complete Streets Policy, stores with street frontage in the downtown core and neighbourhoods with 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, 2010-040 and O.Reg. 191/11 Integrated Accessibility Standards (Part IV.1 Design of Public Spaces Standards).