

On-Street Parking

County of Brant Design Guideline

Adopted: January 31, 2023

Introduction

Balancing the need for on-street parking with the needs of other road users and with streetscape amenities is important to the development of a multi-modal transportation network in the County of Brant. Parking shall be in accordance with the details of the County of Brant's Official Plan, including the functional road categories, as well as any applicable requirements of the County of Brant's Zoning By-Law (By-Law 61-16, as amended), and Parking By-Law (By-Law 004-19, as amended).

These design guidelines are intended to provide further direction on the implementation of the policies of the County of Brant Official Plan. It is the intention of these guidelines to apply to all development and redevelopment involving on-street parking opportunities to ensure that the planning, review, and construction meets the objectives of the Official Plan with respect to on-street parking.

Objectives

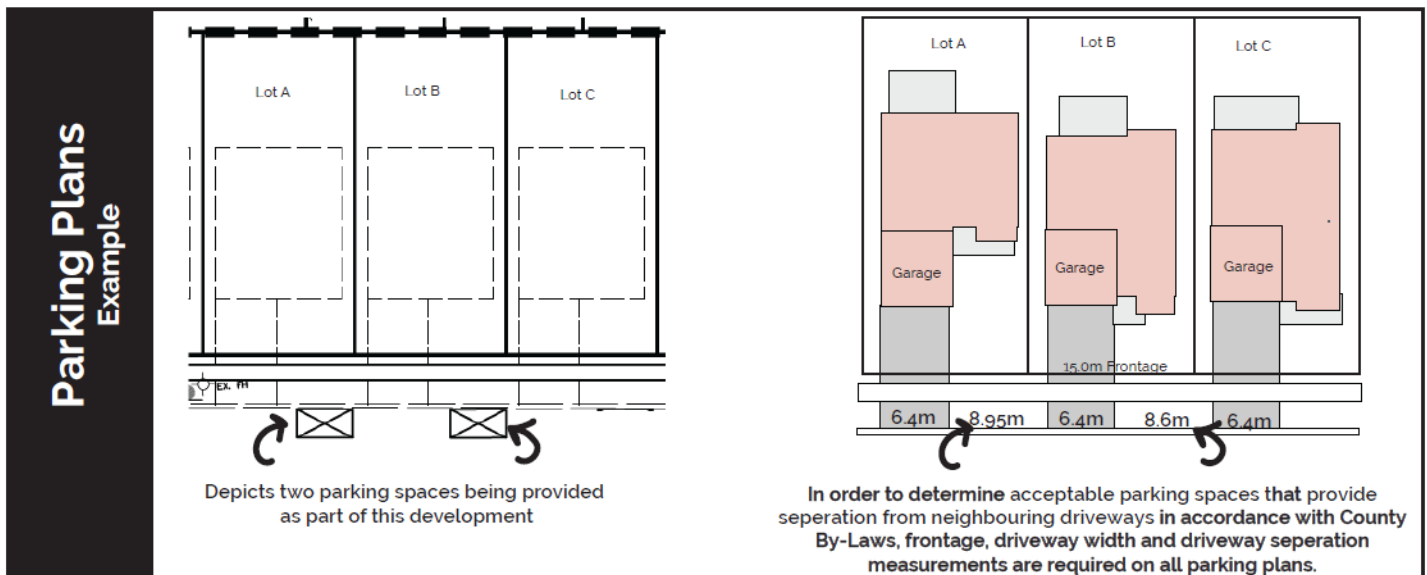
Planning for parking in new developments should focus on promoting efficiently planned, compact, and accessible development for all modes of transportation. This will require a carefully thought-out network of road classifications that can accommodate the needs of all road users, including automobile and active transportation modes, as well as the needs of future users, including the potential for public transportation routes.

On-street parking functions as a component of the transportation network by primarily providing temporary parking opportunities and access to nearby land uses. On-street parking can also slow vehicular traffic and improve pedestrian safety.

Guidelines:

1. The provision of off-street parking, including size and location, will support development in accordance with the requirements of the County of Brant Zoning By-Law, Road-Use By-Law, Parking By-Law, Development and Engineering Standards, and any further applicable instrument or policy, as may be amended from time to time.
2. The ideal dimensions for an on-street parking space are 2.8m x 5.5m. Any spaces directly adjacent to such features as entrances, fire hydrants and other applicable infrastructure, will require separation for safe ingress and egress in accordance with the County of Brant Parking By-Law.

3. On-street parking is intended for short-term use (less than 24 consecutive hours) by personal vehicles and the County of Brant may implement systems for metering, permits or similar, to support the prioritization of short-term use.
4. On-street parking will typically be provided at a ratio of one available parking space per two residential units and be spread evenly throughout the development so that all residences have easy access to on-street parking for visitors. A reduction in the ratio of on-street parking spaces will only be considered where it can be demonstrated to the County of Brant that there are other adequate visitor parking facilities within proximity.
5. On-street parking should be provided on only one side of the street and the side of the street should be chosen to consider pedestrian safety, number of on-street parking spaces available, available sidewalks, conflicts with notable utilities (such as hydro poles, street lighting, mailboxes, fire hydrants, etc.), number of intersections and number of driveways.
6. On-street parking should be located parallel to the direction of traffic
7. As part of the development review process, on-street parking plans will note only viable parking spaces in terms of size, location, and separation, which are dictated by applicable regulatory By-Laws. Proposed spaces that do not meet the applicable By-Law standards will not count towards the provision of on-street parking in the development. approval process and may require changes to the design of the plans to accommodate adequate on-street parking.



8. The overall design of the development, including frontages and distances between driveways, will be appropriately mixed so that on-street parking facilities are located in proximity to all residences. For example, the preferred width between driveways is in accordance with the Parking By-Law requirements for separation between on-

8.5m Minimum

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Alternative Designs
Example

Pairing garages and driveways along a common lot line provides more frontage for parking opportunities.

Where small-frontage development is proposed, it should be mixed with a variety of frontages to provide on-street parking opportunities within proximity

street parking and driveway entrances (minimum 1.5m) plus the required length for parking (5.5m). Where frontages do not provide for these distances between driveways, requirements for alternative designs may result in changes to setbacks to accommodate adequate parking on private property, the use of rear-laneway facilities, or a further mixing of uses, housing types, and lot frontages to facilitate on-street parking frontage and visitor parking opportunities.

9. In instances where dedicated on-street parking is provided as lay-by parking, it may be beneficial to differentiate the material and markings from travel lanes if it will have a positive impact on the visual nature of the streetscape and would provide opportunities for flexible use of the space.
10. Where crosswalks are provided, bump-outs are encouraged to shorten the crossing length for pedestrian traffic and to logically fill the safe setback distance between the crossing and permitted on-street parking areas.
11. Where intersections are provided, bump-outs and pavement markings may be needed to clearly delineate required separation distances from the intersection to permitted parking areas.