Date August 13, 2019

Report No. 2019-478

To Chair and Members
Committee of the Whole – Operations and Administration

From E. (Beth) Goodger, General Manager
Public Works Commission

1.0 Type of Report

Consent Item [ ]
Item For Consideration [x]

2.0 Topic Brantview Heights Subdivision Phase 2 – Traffic and Parking Control [Financial Impact – none]

3.0 Recommendation

A. THAT stop controls BE BY-LAWED to regulate the right-of-way at intersections within the Brantview Heights Subdivision, Phase 2; and

B. THAT Schedule “1” of Traffic Bylaw 37-83 which pertains to “Through Highways” BE AMENDED as outlined in Appendix “A” of Traffic Report No. 2019-478; and

C. THAT parking controls BE BY-LAWED to on-street parking within the Brantview Heights Subdivision, Phase 2; and

D. THAT Schedule “7” of Parking Bylaw 144-88 which pertains to Parking Prohibited At Anytime” BE AMENDED as outlined in Appendix “A” of Traffic Report No. 2019-478.
4.0 Purpose and Overview

To provide a positive form of traffic control and to restrict on-street parking within the Brantview Heights Subdivision to address pedestrian and vehicular safety on the roadways.

5.0 Background

Council approved the Subdivision Agreement for the Brantview Heights Phase 2 Subdivision in June 2019 through Report 2019-324 “LIV Developments Ltd. - Brantview Heights Phase 2 Subdivision Agreement”. With approval of the associated By-law Number 101-2019, this subdivision connects to the existing road network via Bilanski Farm Road and Thomas Avenue. It is necessary to update the City’s Traffic and Parking By-laws to reflect the plans submitted by the developer as part of the approved Subdivision Agreement.

6.0 Corporate Policy Context

The following long term desired outcome from the Strategic Plan is addressed with the recommendation:

Brantford will be supported by well-developed and maintained transportation and servicing infrastructure.

7.0 Input From Other Sources

Traffic and parking controls are reviewed through the development review process for plan of subdivision approval. Through this process, Engineering staff have the opportunity to work with the developer to ensure consistency with engineering standards. A pavement marking and signage plan is submitted to the City as part of a complete application for plan of subdivision and must be to the satisfaction of City staff.

8.0 Analysis

8.1 Parking Control

With factors such as the various lot sizes and horizontal geometry of the roadway, there are areas where on-street parking is not feasible. The plans of subdivision conditions have been approved to indicate areas where on-street parking is prohibited to allow compliance with City bylaws, provide adequate driver sightlines, and be consistent with engineering standard cross sections.
The subdivision is currently unoccupied. Occupancy may occur prior to installation of parking signs. Staff will be requesting the developer to inform any residents within the subdivision before installing parking signs.

8.2 Traffic Control

The newly registered Brantview Heights Subdivision, Phase 2 creates five (5) new 'T' intersections. The base approach of the leg at each 'T' intersection has been identified for a stop control to coincide with the expectation of motorists. The top of the 'T' will therefore be recommended as the through street as no change in motorists travel direction is required. The existing through street bylaw for Bilanski Farm Road, approved though phase 1 of this development, will automatically by-law the new intersections with stop control as proposed in Figure 1 below. A By-law amendment will be required for the new intersection of Sleeth Street at Thomas Avenue.

The plan in Figure 1 shows the existing and proposed “Stop” sign locations and parking restrictions.

![Figure 1: Proposed Traffic and Parking Bylaws](image-url)
9.0 Financial Implications

There are no financial implications resulting from the recommendations of this report. The draft plan of subdivision conditions, as approved by Council, indicates that the developer is responsible for all costs associated with the supply and installation of the traffic control signs, including related pavement markings.

10.0 Conclusion

Approval of the traffic and parking control recommendations within Brantview Heights Subdivision, Phase 2 supports a safe and efficient transportation network.

R. Loukes, P.Eng., PTOE
Director, Engineering Services

E. (Beth) Goodger
General Manager, Public Works Commission

T. Ku, P.Eng., PTOE
Manager, Transportation Services

Attachments

Appendix A – Brantview Heights Subdivision, Phase 2 – Traffic and Parking Control

- By-law Amendment – Traffic and Parking Control

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required [x] yes [ ] no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk [ ] yes [x] no

Is the necessary by-law or agreement being sent concurrently to Council? [x] yes [ ] no
Appendix “A” – Brantview Heights Subdivision, Phase 2 Traffic and Parking Control

A) RECOMMEND that Schedule “1” of Traffic Bylaw 37-83 which pertains to “through Streets” BE AMENDED to provide the following:

<table>
<thead>
<tr>
<th>THROUGH STREET</th>
<th>LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sleeth Street</td>
<td>From Bilanski Farm Road (west intersection) to Bilanski Farm Road (east intersection)</td>
</tr>
</tbody>
</table>

Table 1 Traffic Bylaw Amendments

B) RECOMMEND that Schedule “7” of Parking Bylaw 144-88 which pertains to “Parking Prohibited At Anytime” BE AMMENDED to provide the following:

<table>
<thead>
<tr>
<th>NAME OF STREET</th>
<th>SIDE OF STREET</th>
<th>LOCATION WHERE PARKING IS PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sleeth Street</td>
<td>West</td>
<td>From Bilanski Farm Road (west intersection) to Thomas Avenue</td>
</tr>
<tr>
<td>Sleeth Street</td>
<td>East</td>
<td>From a point 78m south of the centreline of Bilanski Farm Road (west intersection) to a point 25m southerly</td>
</tr>
<tr>
<td>Sleeth Street</td>
<td>East</td>
<td>From Bilanski Farm Road (east intersection) to Thomas Avenue</td>
</tr>
<tr>
<td>Sleeth Street</td>
<td>West</td>
<td>From a point 78m south of the centreline of Bilanski Farm Road (east intersection) to a point 25m southerly</td>
</tr>
<tr>
<td>Rowley Street</td>
<td>West</td>
<td>From Bilanski Farm Road (west intersection) to Bilanski Farm Road (east intersection)</td>
</tr>
<tr>
<td>Rowley Street</td>
<td>West</td>
<td>From a point 78m south of the centreline of Bilanski Farm Road (east intersection) to a point 25m southerly</td>
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</tr>
</tbody>
</table>

Table 2: Parking Bylaw Amendments