

Recent Developments on Parking Strategy in Tiny

By CAROLE FERGUSON

On July 14, 2014, Council received the Comprehensive Parking Strategy report that R.J. Burnside & Associates had been asked to prepare in response to concerns raised by the Township's Fire Chief. After measuring the width of tanker and pumper trucks at the Wyevale Fire Station, Burnside recommends a road width of 6.0 m as the **maximum** needed to accommodate all emergency response operations (even though the Fire Chief had in 2012 recommended the 6.0 width as a **minimum**). Not addressed in this study, however, is the actual method of fire suppression in Tiny in areas without hydrants. Reservoirs have to be erected and filled by tanker trucks delivering water from the nearest pumping station. A 6.0 m width does not allow maneuvering room for emergency vehicles shuttling back and forth to the pumping station.

When calculating appropriate locations for parking, Burnside determined the 'shoulder-to-shoulder' width of each road west of County Road 6, namely 6.0 m road surface and 2.5 m shoulder space on each side of roads with no ditches, and 3.0 m space where there is a ditch. Shoulder-to-shoulder includes unobstructed adjacent grass, which along the shore grows on sand and, in my opinion, will not support the weight of a vehicle. Burnside also notes that Penetanguishene uses a width of 8.5 m for No Parking, 8.5 m to 11.0 m for parking on one side and greater than 11.0 m for both sides, while Tay and Wasaga determine parking restrictions on an individual road basis.

This chart supplies the essence of Burnside's findings and recommendations.

Number of Roads	Current Signage No Parking 2 sides	Current Signage No Parking 1 side	Recommended Additional Signage No Parking 2 sides	Recommended Additional Signage No Parking 1 side
No ditches	426	189	20	159
Ditch 1 side	87	18	1	61
Ditch 2 sides	360	46	13	252

Burnside also recommends that there be No Parking where less than 6 vehicles can be accommodated after space is allocated for driveways, walkways, and intersection set-backs.

On September 8, 2014, the Manager of Public Works provided a report to Council about implementing this Parking Strategy recommending that

- Special Occasion permits should not be made available
- Specific Permit Parking areas that were not reviewed by Burnside in Concessions 4, 5, 6, 9, 11, 12, 13 West and Balm Beach Road West be investigated to ensure that they comply, and that
- By-Law should monitor the demand for permit parking.

His report identifies three options:

- Do Nothing (which addresses neither access for emergency services nor risk and liability costs).
- Place additional No Parking Signs as recommended

in either of two ways: by contracting an outside firm to install 4,435 additional signs within a year at a cost of approximately \$595,000, or by having the signage installed in stages by an outside contractor, to a maximum value of work of \$75,000 per year plus \$9,000 a year for additional contract staff (an option that also does not address risk and liability issues).

- Place No Parking On Any Street signage at strategic locations, with further wording to explain permit parking, at an estimated cost of \$15,000 including the removal of existing no parking signs.

These options and Burnside's report, in my view, don't take into account the Fire Department's use of reservoirs, the loss of 0.5 m of pavement on each side of the road after winter storms, population density on each street, volume of traffic, lack of sidewalks for pedestrians, or any safety issues. Also, according to the Accessibility for Ontarians with Disabilities Act, a width of 1.5 m on both sides of the street beyond the paved surface should be available for pedestrians. I would argue that each street identified as suitable for parking needs to be re-assessed by the Fire Chief, as some of them do not even meet the stated criteria. For example, Milton Street, listed on Appendix C, Roads with No Ditches, is shown to have a road surface width of 6.0 m with a shoulder-to-shoulder width of 11.0 m. In fact Milton has ditches on both sides, does not have a 6.0 m road surface in many places, has numerous driveways, and no stretch that could accommodate 6 parked vehicles. Trew Avenue, which is identified as a 'good area for parking', likewise does not meet the criteria.

Decisions about implementation are to be made during the 2015 budget discussions.

Climate Change Impacts Tiny's Streams

Report on FoTTSA's 2014 Volunteer Water Program

By JUDITH GRANT

Each fall, FoTTSA gathers onto a spreadsheet all the results, sample by sample, beach by beach, for the summer's systematic, weekly sampling of swimming water in Tiny Township. These samples are taken by volunteers at private beaches all along Tiny's shores, by the Simcoe-Muskoka District Health Unit at public beaches, and by the staff at Awenda Provincial Park and at Camp Marygrove. This year's spreadsheet will be added to earlier spreadsheets under "Water Reports" on www.tiny-cottager.org once Awenda and the Health Unit release their data later this fall.

The volunteers' sample results, which have already been entered, reveal that the improvement in recreational water quality in the Bay that has taken place since the program began in 2001 has, in general, been maintained. The septic re-inspection program has probably been responsible for much of the improvement.

However, all of you have probably noticed that the character of this year's rainfall differed markedly from earlier years' precipitation events. This summer we had frequent, intense, heavy rains, which have raised the level of the water in the Bay, and which, we suspect, have loaded a few streams with higher than usual levels of E. coli (and, probably, the pathogens often associated with E. coli).

We believe this may be the case because of an act of generosity on the part of the laboratory that analyses the volunteers' water samples – namely Central Ontario Analytical Laboratory in Orillia. Ordinarily the E. coli counts reported by the laboratory fall between <10 (ie less than 10) to >600 (greater than 600) per 100 ml. of sample. Because of the upper limit of 600, we usually don't know exactly how much the actual count exceeds 600. But then, just before the 8th week of sampling this summer, an association asked for an accurate count on a sample from a particular stream, that week and the final 9th week, of sampling.

Without being asked (and without charging us), the lab did exact counts on samples from several sites that had earlier had >600 counts. As it happened, one of the summer's deluge rains occurred within 48 hours of the sampling time on 18 August – and the results for two of the extra stream samples selected by the Laboratory were 13,400 and 50,000. Now, numbers in the tens of thousands are outside the experience of the volunteer water program. In 2001, the first year of the program, when we frequently asked (and paid) for exact counts for samples

in particular streams, the highest E. coli count was 5,600, though there were a number between that figure and the usual upper limit of >600.

A factor in these high counts was probably the fact that frequent heavy rains had saturated the ground, and so, instead of soaking in, the rain washed everything on the surface into the nearest stream, and if that surface happened to have cattle grazing on it, or manure spread on it, then E. coli counts were bound to be high.

Those who live along the shore and by streams and all those who swim in the Bay and Lake need better information so that they know when and how to take evasive action. How long after a heavy rain is a particular stream loaded with E. coli (and associated pathogens?). How broadly does the stream spread its effluent into the Bay or Lake? (Only a couple of our usual swimming sampling locations near particular streams had elevated counts.) We're considering mounting a water program focused specifically on streams that regularly have counts above 600 where samples would be taken immediately after a

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Candidates Tiny Election 2014

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Anthony Lancia*

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