

## REPORT

COMMUNITY SERVICES COMMITTEE

MEETING DATE: DECEMBER 11, 2012

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**FROM:** Engineering and Construction Department

**DATE:** November 14, 2012

**SUBJECT:** By-law Amendment 2012-112 to By-law 1984-1 (The Traffic By-law)

**LOCATION:** Town Wide

**WARD:** Multiple Wards:

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**RECOMMENDATION:**

That By-law 2012-112; a by-law to amend By-law 1984-1 (The Traffic By-law), as detailed in the report from the Engineering and Construction Department, dated November 14, 2012, be passed.

**KEY FACTS:**

The following are key points for consideration with respect to this report:

- The Traffic By-law regulates traffic and parking operations for Oakville's roads and from time to time the by-law is amended in response to Council resolutions, changes to the town's road network, and proactive initiatives by staff.
- This by-law amendment includes the introduction of an all-way stop control at the intersection of Chamberlain Lane/Melvin Avenue / Cynthia Lane, changes in parking restrictions along Westside Drive, and also various housekeeping amendments to cover a series of existing streets previously not included within the Traffic By-law.

**BACKGROUND:**

The Traffic By-law regulates traffic and parking operations on roadways under the jurisdiction of the Town of Oakville. This by-law is amended several times each year in response to Council resolutions, changes to the town's road network, and proactive initiatives by staff.

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### **COMMENT/OPTIONS:**

By-law 2012-112 introduces the following amendments to the current Traffic By-law:

#### **RIGHT OF WAY TRAFFIC CONTROL CHANGE**

Staff is introducing all-way stop control at the intersection of Chamberlain Lane/Melvin Avenue / Cynthia Lane due to a sightline obstruction. The intersection previously operated under side street stop control which was determined to be insufficient in providing clear sightlines for vehicles turning south from Melvin Avenue.

#### **CHANGE IN PARKING RESTRICTIONS ON WESTSIDE DRIVE**

Based on concerns being expressed by area residents, this amendment proposes to implement a 2-hour parking provision along the south side of Westside Drive. A time limit of this nature is a common parking regulation for side-streets in areas experiencing overflow parking from a commercial area, and several roadways in the Kerr Village BIA district currently have similar restrictions (e.g. Bond Street, Chisholm Street, Florence Drive, Head Street, etc.). Due to the narrow street width, the parking prohibitions currently in place on the north side of the road will not be affected. The proposed change would limit the duration that vehicles could park on the south side of Westside Drive to a maximum of 2 hours, 8 am to 5 pm, Monday to Saturday.

#### **HOUSEKEEPING AMENDMENTS**

The by-law amendments introduce provisions for “No Parking at Anytime”, “No Stopping at Anytime” along the following roadways for general housekeeping purposes and enforcement requirements:

- |                      |                       |
|----------------------|-----------------------|
| ● Gable Drive        | ● Hays Boulevard      |
| ● Gallery Hill Drive | ● Inglewood Drive     |
| ● Garden Drive       | ● Ivy Court           |
| ● Garthdale Court    | ● Jamesway Boulevard  |
| ● Gatestone Avenue   | ● Jasmine Crescent    |
| ● Germorda Drive     | ● Jeanette Drive      |
| ● Gibson Drive       | ● Jeff Drive          |
| ● Glen Oak Drive     | ● Jefferson Crescent  |
| ● Half Moon Lane     | ● Jutland Place       |
| ● Hanover Street     | ● Kathleen Crescent   |
| ● Harcroft Court     | ● Kelsey Court        |
| ● Hardy Crescent     | ● Kenilworth Crescent |
| ● Harmsworth Square  | ● Kent Avenue         |
| ● Hart Crescent      | ● Kimberley Drive     |
| ● Hastings Road      |                       |
| ● Hawthorne Road     |                       |

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This amendment does not change the current operation or signed prohibitions along the various listed streets above. However, in reviewing the by-law for updates, it was established that these streets were not currently covered in the by-law and the signs on display may not be successfully defended in court if parking or stopping infractions were challenged by a ticket recipient. As such, this amendment provides the necessary legal basis to enforce the regulations as currently signed.

## **CONSIDERATIONS:**

### **(A) PUBLIC**

Town staff will inform the area residents of the change in traffic control at the intersection of Chamberlain Lane/Melvin Avenue / Cynthia Lane. Advance warning signs will be implemented for a period of 30-60 days. The residents of Westside Drive have been notified of the proposed 2-hour parking provision that will be implemented on a trial basis.

### **(B) FINANCIAL**

The cost associated with the installation of new signs will be accommodated within the operating budget of the Roads and Works Operations Department.

### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

The by-law as amended confirms the operating conditions on specified roadways in Oakville and provides enforcement personnel with necessary supporting authority to pursue matters of non-compliance.

### **(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS**

This report addresses the corporate strategic goal to:

- continuously improve our programs and services
- be accountable

### **(E) COMMUNITY SUSTAINABILITY**

The safe operation of our intersections and roadways is an important facet supporting the social pillar of community sustainability.

## **APPENDICES:**

Appendix A – By-Law Amendment 2012-112

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