



**City of Kingston
Report to Council
Report Number 24-234**

To: Mayor and Members of Council
From: Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services
Resource Staff: Ian Semple, Director, Transportation & Transit
Date of Meeting: October 15, 2024
Subject: Road Safety Enhancements – Various Locations

Council Strategic Plan Alignment:

Theme: 3. Build an Active and Connected Community

Goal: 3.4 Improve road construction, performance, and safety.

Executive Summary:

This report requests approval of amendments to By-Law Number 2003-209, “A By-Law to Regulate Traffic” and By-Law Number 2010-128, “A By-Law to Regulate Parking”, to address a variety of road safety concerns that have been identified through the City’s ContactUs and monitoring programs, and proactively advance Council’s strategic priority to build an active and connected community through improving road safety.

This report recommends road safety enhancements and parking regulation changes at various locations to address safety and traffic flow issues on streets, including a proposed U-turn movement prohibition, adjustments to parking regulations in three school areas, adding No Parking on a segment of a street bordering a neighbourhood park to manage parking congestion during sporting activities, as well as updating schedules in the Traffic By-Law to list locations where signage indicating existing traffic regulations is already in place.

Two new clauses to the Parking By-Law are also being proposed to provide for No Parking regulations to be implemented at entranceways to streets and at curb ramps, where deemed necessary to maintain sufficient sightlines and pedestrian access.

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Amendments to the Traffic By-Law are proposed to advance the work directed by Council by way of a motion adopted at its meeting on May 21, 2024, to install all All-Way Stop Control (AWSC) at 10 locations across the city.

The recommendations identified in this report are aligned with the countermeasures and emphasis areas as identified in the City's Road Safety Plan. This report requests that the amending by-laws be presented for all three readings to allow the signage associated with the proposed regulations to be installed as soon as possible.

Recommendation:

That a by-law be presented for all three readings to amend By-Law Number 2003-209, being "A By-Law to Regulate Traffic", as amended, as per Exhibit A to Report Number 24-234; and

That a by-law be presented for all three readings to amend By-Law Number 2010-128, being "A By-Law to Regulate Parking", as amended, as per Exhibit B to Report Number 24-234.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

**Brad Joyce, Commissioner,
Infrastructure, Transportation &
Emergency Services**

p.p. ORIGINAL SIGNED BY CHIEF

ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Paige Agnew, Commissioner, Growth & Development Services	Not required
Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Peter Huigenbos, Commissioner, Major Projects & Strategic Initiatives	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

The City completes ongoing assessments to evaluate and monitor a wide variety of road safety concerns or operational issues. This includes regularly reviewing parking regulations and undertaking intersection assessments to ensure appropriate traffic control measures are in place.

This report recommends adding and changing parking regulations to address safety and traffic flow issues on streets, including in school zones, as well as other road safety enhancements including a U-turn movement prohibition. These identified approaches are aligned with the recommendations of the School Pedestrian Safety Working Group referenced in [Report Number EITP-22-004](#) and the countermeasures and emphasis areas identified in the City's Road Safety Plan.

This report also provides the by-law amendments necessary to implement All-Way Stop Control (AWSC) at several locations as directed by Council. At its May 21, 2024 meeting, Council adopted the following motion:

Whereas the continued growth in Kingston is causing increased speeding and traffic on previously calm streets; and

Whereas there are a number of intersections that do not meet the current warrants for all-way or three-way stop signs, however, the intersections are problematic and cause grave concerns to the citizens who reside in these neighbourhoods, as well as the drivers who must navigate them; and

Whereas it is important and essential that speeding and reckless driving within neighbourhoods be curtailed and mitigated for the safety and peace of mind of residents and drivers;

Therefore Be It Resolved That a four-way stop be installed at the following intersections:

- Glengarry Road at Westmoreland Road;
- Park Street at Toronto Street; and
- Rideau Street at Cataraqui Street.

That a three-way stop sign be installed at the following intersections:

- Humberside Drive at Ryan Court;
- Malabar Drive at Fernmoor Drive;
- Old Oak Road at Collegeview Road;
- Barrie Street at Union Street;
- Crerar Boulevard at Lakeshore Boulevard;
- Connaught Street at Third Avenue; and
- Grenadier Drive at Woodfield Crescent

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Housekeeping updates to the All-Way Stop signs schedule to reflect four existing AWSC locations are also proposed.

It is recommended that two new clauses be added to the Parking By-Law to allow No Parking regulations to be implemented, where deemed appropriate, to provide staff with the authorization to install No Parking signs at entranceways and curb ramps where sightlines or access need to be protected without the requirement to amend the Parking By-Law in each instance.

These proposed improvements and changes are reflected in the amendments to By-Law Number 2003-209, "A By-Law to Regulate Traffic" (Exhibit A) and By-Law Number 2010-128, "A By-Law to Regulate Parking" (Exhibit B). This report requests that the amending by-laws be presented for all three readings to allow the signage associated with the proposed regulations to be installed as soon as possible.

Traffic By-Law Amendments

U-Turn Prohibition

Staff have received concerns regarding U-turn movements that are taking place on Bath Road at Days Road for vehicles that are initially travelling westerly and U-turning easterly. Staff are recommending the prohibition of this movement as it conflicts with existing right-turn advance signals that activate during the left-turn phase from Bath Road, during which conflicting U-turns may be occurring. For the proposed changes to take effect, amendments are required to the Traffic By-Law under Schedule E-3, U-Turn Restrictions.

All-Way Stop Control

At its meeting on May 21, 2024, Council directed staff to implement AWSC at 10 locations across the city. Seven of these locations were previously assessed as part of a February 6, 2024 report, [Report Number 24-056](#), and were determined not to be warranted for AWSC based on provincial guidelines:

- Glengarry Road at Westmoreland Road
- Park Street at Toronto Street
- Rideau Street at Cataraqui Street
- Humberside Drive at Ryan Court
- Malabar Drive at Fernmoor Drive
- Old Oak Road at Collegeview Crescent
- Crerar Boulevard at Lakeshore Boulevard

One of the locations, Barrie Street at Union Street, was within an acceptable margin of meeting the AWSC warrant, however, the location was to undergo further study due to its geometric configuration as it relates to its intersection with Court Street being in close proximity. This study will be completed as part of the design work associated with the AWSC implementation.

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The remaining two locations, Third Avenue at Connaught Street, and Grenadier Drive at Windfield Crescent (west), had not been assessed. Grenadier Drive at Windfield Crescent currently has a pedestrian crossover (PXO B), including overhead signage, Rectangular Rapid Flashing Beacons (RRFBs), and push buttons, which will be removed as part of an All-Way Stop implementation.

At Council's direction, staff have prepared the necessary amendments to authorize this work to be completed in 2025 and 2026, and to coincide with other planned capital projects as required.

Cost estimates are site-specific as they may involve concrete and road works in addition to line painting and signage to satisfy necessary accessibility, sightline, or other safety improvements to ensure road safety at the new AWSC location. Detailed cost estimates are not available for each location currently. However, for reference purposes, the costs for AWSC installation arising from [Report Number 24-056](#) range from \$15,000 to \$140,000 per location. Funds to complete this work will be included in the upcoming capital budget cycle for Council's consideration.

Conversion of Yield Control to Stop Control

Traffic on Carriage Court Avenue is currently required to yield to traffic at the intersection with Folger Street. As this is a T-intersection, staff recommend that the traffic control on the Carriage Court Avenue approach be upgraded from yield control to stop control for eastbound traffic on Carriage Court Avenue.

Staff note there are other similar yield-controls at T-intersections in this area and other areas in the city that require a more fulsome review. This review is scheduled to take place in the fall and winter, and additional locations will be brought forward in a future report.

Minor Housekeeping Amendments

Update Schedule E-2, Right-Turn Restrictions, to reflect where signage already exists, or existed previously, indicating No Right Turns, including Centennial Drive at Fernmoor Drive, and Gore Road at Point St. Mark Drive.

Update Schedule C-3, All-Way Stop Signs, to include intersections where All-Way Stop Control is already currently implemented, including Rose Abbey Drive at St. Martha Street, Grenadier Drive at Chartwell Crescent, Bagot Street at Ordnance Street, and Atkinson Street at Augusta Drive.

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Parking By-Law Amendments

School Zones

St. Teresa of Calcutta Catholic School

- Extend the No Stopping prohibitions on the north side of Lancaster Drive (the side opposite the school) westerly and onto a segment of the west side of Dunham Street from the intersection at Lancaster Drive southerly to deter students crossing these streets at drop-off and pick-up times. No Stopping zones are also proposed on the south side of Lancaster Drive either side of the intersection with Dunham Street to further maintain sightlines for motorists and pedestrians.
- Convert a segment of the existing School Bus Loading Zone to a 5-minute zone on the south side of Lancaster Drive in front of the school. The opening of St. Genieve Catholic School has resulted in a reduction in the number of school buses serving St. Teresa of Calcutta Catholic School, creating an opportunity to re-purpose one school bus parking layby to accommodate student drop-off and pick-up.

St. Francis of Assisi Catholic School and J.G. Simcoe Public School

- Convert a portion of the existing 5-minute drop-off and pick-up zone on the west (school) side of Wiley Street to a No Stopping zone, necessary to meet the required setbacks from the newly installed pedestrian crossing at the intersection of Wiley Street and Drennan Street.

Polson Park Public School

- Extend existing No Stopping prohibitions on the south side of Robert Wallace Drive (the side opposite the school) one block further west to deter students crossing the street at pick-up and drop-off times.
- Extend existing No Stopping prohibitions on the north side of Robert Wallace Drive further east to align with a relocated Kingston Transit bus stop and further west to protect sightlines for vehicles exiting the school's parking lot, available for student drop-off and pick-up.
- Extend the School Bus Loading Zone an additional 16 metres to fully accommodate all school buses present at dismissal time.

Boys and Girls Club - 559 Bagot Street

- Create a short-term (15 minute) parking zone on the east side of Bagot Street along the frontage of the Boys and Girls Club at 559 Bagot Street to accommodate drop-off and pick-up activity related to daycare and before and after school programs.

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No Parking Zones

- Implement No Parking along the west side of Milford Drive between Danbury Road and the northern intersection with Ludgate Crescent to manage parking congestion observed to occur during organized sporting activities at Ashton Park.
- Implement No Parking on both sides of the entire length of Rockwell Drive to maintain traffic flow and protect sightlines for motorists exiting apartment building properties.

Authorization Clauses

It is recommended that two new clauses be added to the Parking By-Law to allow No Parking regulations to be implemented, where deemed appropriate, to maintain sightlines and access:

- At entranceway to streets. Locations where this action could be considered include high-volume commercial driveways, institutional and large multi-residential properties or public parks via entranceways (i.e. driveways, lanes or private roads) onto public streets. A No Parking setback would be established on either side of the entranceway to provide sufficient sightlines to enable motorists exiting and those travelling on the street to see each other; and
- At curb ramps designed to provide an accessible route for pedestrians to/from a street and a sidewalk, walkway or path. This is intended to deter vehicles from parking in a manner that impedes access to curb ramps located at uncontrolled crossings, including for example at mid-block or the top of a “T” intersection.

The addition of these two general clauses will provide staff with the authorization to install No Parking signs at entranceways and curb ramps where sightlines or access need to be protected without the requirement to, in each instance, amend the Parking By-Law to add the specific locations to the corresponding by-law schedule. This approach would allow for a more expeditious response to changing parking conditions and is similar to other general clauses currently in the by-law that allow No Parking signage to be installed on the inside of curves, at the entry to and exit from roundabouts, and in front of community mailboxes.

Public Engagement

Staff consulted with the elementary schools and the Boys and Girls Club regarding the proposed changes to on-street parking impacting their respective locations.

Indigenization, Inclusion, Diversity, Equity & Accessibility (IIDEA) Considerations

As part of the design process for AWSC locations that have been identified for implementation, the City will consider, where appropriate, improvements to civil infrastructure to ensure crosswalks are accessible and in line with the City’s and provincial standards. This could include modifications to curbs and sidewalks, and the inclusion of tactile walking surface indicators.

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Existing Policy/By-Law

By-Law Number 2003-209, “A By-Law to Regulate Traffic”

By-Law Number 2010-128 “A By-Law to Regulate Parking”

Financial Considerations

Funds to construct the 10 All-Way Stop locations will be included as part of the upcoming capital budget submission. The remaining costs associated with the installation of the other required signage arising from the changes recommended in this report can be accommodated within the existing capital funds.

Contacts:

Matt Kussin, Manager, Transportation Policy & Programs 613-546-4291 extension 1333

Other City of Kingston Staff Consulted:

Mark Dickson, Manager, Transportation Systems

Greg McLean, Transportation Policy & Programs Coordinator

Exhibits Attached:

Exhibit A – Proposed Changes to By-Law Number 2003-209

Exhibit B – Proposed Changes to By-Law Number 2010-128

City of Kingston By-Law Number 2024–...

By-Law to Amend City of Kingston By-Law Number 2003–209, A By-Law to Regulate Traffic

Whereas:

The Corporation of the City of Kingston (the “**City**”) is a single-tier municipality incorporated pursuant to an order made under section 25.2 of the *Municipal Act*, R.S.O. 1990, c. M.45.

The powers of a municipality must be exercised by its council (*Municipal Act, 2001*, S.O. 2001, c. 25 (the “**Municipal Act, 2001**”), s. 5 (1)).

A municipal power must be exercised by by-law unless the municipality is specifically authorized to do otherwise (*Municipal Act, 2001*, s. 5 (3)).

A single tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public (*Municipal Act, 2001*, s. 10 (1)).

On July 29, 2003, council for the *City* (“**council**”) enacted *City of Kingston By-Law Number 2003-209, “A By-Law to Regulate Traffic”*.

Council considers it necessary and desirable for the public to amend *City of Kingston By-Law Number 2003–209*:

Therefore, *council* enacts:

1. Amendment

1.1 *City of Kingston By-Law Number 2003–209* is amended as follows:

- (a) Schedule C-1, Through Highways, is hereby amended by deleting the following therefrom:

Schedule C:

Schedule C-1 Through Highways

By-Law to Amend By-Law 2003–209

Highways	From	To
Augusta Drive	Princess Street	North side of Bradstone Street
Barrie Street	North Side of Stuart Street	South Side of Johnson Street
Barrie Street	King Street East	South Side of Clergy Street
Barrie Street	North Side of Clergy Street	South Side of York Street
Crerar Boulevard	All	
Glengarry Road	East side of McMichael Street	Sir John A. MacDonald Boulevard
Grenadier Drive	Road #15	Chartwell Crescent
Humberside Drive	Collins Bay Road	Mona Drive
Malabar Drive	Centennial Drive	Dolshire Street
Old Oak Road	Johnson Street	Country Club Drive
Park Street	Victoria Street	East Side of Macdonnell Street
Park Street	West Side of Mack Street	East Side of Regent Street
Rideau Street	Barrack Street	Montreal Street

- (b) Schedule C-1, Through Highways, is hereby amended by adding the following thereto:

Schedule C:

Schedule C-1 Through Highways

By-Law to Amend By-Law 2003–209

Highways	From	To
Atkinson Street	Centennial Drive	West side of Augusta Drive
Atkinson Street	East side of Augusta Drive	Andersen Drive
Augusta Drive	Princess Street	Crossfield Avenue
Augusta Drive	Crossfield Avenue	South side of Atkinson Street
Barrie Street	North Side of Stuart Street	South Side of Union Street
Barrie Street	North side of Clergy Street	South side of Johnson Street
Bagot Street	Queen Street	South side of Ordnance Street
Crerar Boulevard	South side of Front Road	North side of Lakeshore Boulevard
Glengarry Road	East side of Westmoreland Road	Sir John A. Macdonald Boulevard
Grenadier Drive	East side of Windfield Crescent (west intersection)	Chartwell Crescent
Humberside Drive	Collins Bay Road	West side of Ryan Court
Humberside Drive	East side of Ryan Court	Mona Drive
Malabar Drive	Centennial Drive	East side of Fernmoor Drive
Malabar Drive	West side of Fernmoor Drive	Dolshire Street

By-Law to Amend By-Law 2003–209

Highways	From	To
Old Oak Road	Johnson Street	East side of Collegeview Crescent
Park Street	West side of MacDonnell Street	East side of Regent Street
Rideau Street	Barrack Street	South side of Cataraqui Street
Rideau Street	North side of Cataraqui Street	Montreal Street
Rose Abbey Drive	East side of St. Martha Street	North side of Gore Road

- (c) Schedule C-2, Yield Right-of-Way Signs, is hereby amended by deleting the following therefrom:

Schedule C-2 Yield Right-of-Way Signs

From	At	Corner
Carriage Court	Folger Street	South West

- (d) Schedule C-3, All-Way Stop Signs, is hereby amended by adding the following thereto:

Schedule C-3 All-Way Stop Signs

Highway	At	Amended by By-law Number
Barrie Street	Union Street	By-Law Number 2024-xx
Bagot Street	Ordnance Street	By-Law Number 2024-

By-Law to Amend By-Law 2003–209

Highway	At	Amended by By-law Number
		xx
Crerar Boulevard	Lakeshore Boulevard	By-Law Number 2024-xx
Atkinson Street	Augusta Drive	By-Law Number 2024-xx
Glengarry Road	Westmoreland Road	By-Law Number 2024-xx
Grenadier Drive	Chartwell Crescent (south intersection)	By-Law Number 2024-xx
Grenadier Drive	Windfield Crescent (west intersection)	By-Law Number 2024-xx
Humberside Drive	Ryan Court	By-Law Number 2024-xx
Malabar Drive	Fernmoor Drive	By-Law Number 2024-xx
Old Oak Road	Collegeview Crescent	By-Law Number 2024-xx
Park Street	Toronto Street	By-Law Number 2024-xx
Rideau Street	Cataraqui Street	By-Law Number 2024-xx
Rose Abbey Drive	St. Martha Street	By-Law Number 2024-xx
Third Avenue	Connaught Street	By-Law Number 2024-xx

By-Law to Amend By-Law 2003–209

- (e) Schedule E-2, Right Turn Restrictions, is hereby amended by adding the following thereto:

Schedule E-2 Right Turn Restrictions

From	Travelling Direction	Into
Centennial Drive	South	Fernmoor Drive
Gore Road	East	Point St. Mark Drive

- (f) Schedule E-3, U-Turn Restrictions, is hereby amended by adding the following thereto:

Schedule E-3 U-Turn Restrictions

From	Travelling Direction	At
Bath Road	West	Days Road

2. Coming into Force

- 2.1 This by-law will come into force and take effect on the day it is passed.

By-Law to Amend By-Law 2003–209

1 st Reading	date
2 nd Reading	date
3 rd Reading	date
Passed	date

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

City of Kingston By-Law Number 2024–...

By-Law to Amend City of Kingston By-Law Number 2010–128, A By-Law to Regulate Parking

Whereas:

The Corporation of the City of Kingston (the “**City**”) is a single-tier municipality incorporated pursuant to an order made under section 25.2 of the *Municipal Act*, R.S.O. 1990, c. M.45.

The powers of a municipality must be exercised by its council (*Municipal Act, 2001*, S.O. 2001, c. 25 (the “**Municipal Act, 2001**”), s. 5 (1)).

A municipal power must be exercised by by-law unless the municipality is specifically authorized to do otherwise (*Municipal Act, 2001*, s. 5 (3)).

A single tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public (*Municipal Act, 2001*, s. 10 (1)).

On August 14, 2010, council for the City (“**council**”) enacted *City of Kingston By-Law Number 2010–128, “A By-Law to Regulate Parking”*.

Council considers it necessary and desirable for the public to amend *City of Kingston By-Law Number 2010–128*:

Therefore, *council* enacts:

1. Amendment

1.1 *City of Kingston By-Law Number 2010–128* is amended as follows:

- (a) Section 6, Parking on City Streets, Street Parking Prohibitions, is hereby amended by adding the following new subsections thereto:

“6.16.5 Pursuant to Section 6.16 of this By-Law, when indicated by signage, parking may be prohibited on a street within a distance of an entranceway to maintain sightlines.”

By-Law to Amend By-Law 2010–128

“6.16.6 Pursuant to Section 6.16 of this By-Law, when indicated by signage, parking may be prohibited on a street within a distance of a curb ramp.”

- (b) Schedule D-2, School Bus Loading Zones, School Days Only is hereby amended by deleting the following therefrom:

Schedule D-2: School Bus Loading Zones

School Days Only

Street	Side	From	Times
Lancaster Drive	South	137 metres west of Limestone Drive westerly 28 metres	7:30 am to 4:30 pm
Robert Wallace Drive	North	16 metres east of Richardson Drive easterly 45 metres	7:30 am to 4:30 pm

- (c) Schedule D-2: School Bus Loading Zones, School Days Only is hereby amended by adding the following thereto:

Schedule D-2: School Bus Loading Zones

School Days Only

Street	Side	From	Times
Robert Wallace Drive	North	16 metres east of Richardson Drive easterly 72 metres	7:30 am to 4:30 pm

- (d) Schedule F-1, No Parking At Any Time, is hereby amended by deleting the following therefrom:

By-Law to Amend By-Law 2010–128

Schedule F-1: No Parking At Any Time

Street	Side	From
Bagot Street	East	Corrigan Street to Dufferin Street

- (e) Schedule F-1, No Parking At Any Time, is hereby amended by adding the following thereto:

Schedule F-1: No Parking At Any Time

Street	Side	From
Bagot Street	East	Corrigan Street 25 metres northerly
Bagot Street	East	Dufferin Street 17.8 metres southerly
Milford Drive	West	Danbury Road to Ludgate Crescent (north intersection)
Rockwell	Both	All

- (f) Schedule F-2, No Stopping Zones, is hereby amended by adding the following thereto:

Schedule F-2: No Stopping Zones

Street	Side	From	Days	Times
Drennan Street	Both	Wiley Street 30 metres easterly	Mon to Sun	Any Time
Lancaster Drive	South	Dunham Street 23 metres westerly	Mon to Sun	Any Time

By-Law to Amend By-Law 2010-128

Street	Side	From	Days	Times
Lancaster Drive	South	Dunham Street 23 metres easterly	Mon to Sun	Any Time
Lancaster Drive	North	Bentley Terrace 72 metres easterly	Mon to Sun	Any Time
Wiley Street	East	Drennan Street 18 metres southerly	Mon to Sun	Any Time
Wiley Street	East	Drennan Street 20 metres northerly	Mon to Sun	Any Time
Wiley Street	West	98 metres south of Weller Avenue 68 metres southerly	Mon to Sun	Any Time

- (g) Schedule F-3, No Stopping Zones School Days Only, is hereby amended by deleting the following therefrom:

Schedule F-3: No Stopping Zones School Days Only

Street	Side	From	Times
Robert Wallace Drive	North	61 metres east of Richardson Drive easterly 50 metres	8:00 am to 4:30 pm
Robert Wallace Drive	North	16 metres east of Richardson Drive westerly 33 metres	8:00 am to 4:30 pm

By-Law to Amend By-Law 2010–128

Street	Side	From	Times
Wiley Avenue	East	30 metres south of Weller Avenue to Drennan Street	7:30 am to 3:30 pm
Wiley Avenue	East	Drennan Street 118 metres southerly	7:30 am to 3:30 pm

- (h) Schedule F-3, No Stopping Zones, School Days Only, is hereby amended by adding the following thereto:

Schedule F-3: No Stopping Zones School Days Only

Street	Side	From	Times
Dunham Street	West	Lancaster Drive 22 metres southerly	8:00 am to 9:30 am and 2:00 pm to 4:00 pm
Lancaster Drive	North	268 metres west of Limestone Drive 110 metres westerly	8:00 am to 4:00 pm
Robert Wallace Drive	North	88 metres east of Richardson Drive 29 metres easterly	8:00 am to 4:30 pm
Robert Wallace Drive	North	16 metres east of Richardson Drive westerly 64 metres	8:00 am to 4:30 pm
Robert Wallace Drive	South	Richardson Drive to Wallace Place	8:00 am to 4:30 pm
Wiley Street	East	30 metres south of Weller Avenue to 20 metres north of Drennan Street	7:30 am to 3:30 pm

By-Law to Amend By-Law 2010–128

Street	Side	From	Times
Wiley Street	East	18 metres south of Drennan Street 100 metres southerly	7:30 am to 3:30 pm

- (i) Schedule G-1, Limited Term Parking Zones, is hereby amended by deleting the following therefrom:

Schedule G-1: Limited Term Parking Zones

Street	Side	From	Times	Limit
Wiley Street	West	50 metres south of Weller Avenue 170 metres southerly	7:30 am to 3:30 pm School Days only	15 Minutes

- (j) Schedule G-1, Limited Term Parking Zones, is hereby amended by adding the following thereto:

Schedule G-1: Limited Term Parking Zones

Street	Side	From	Times	Limit
Lancaster Drive	South	137 metres west of Limestone Drive 28 metres westerly	8:00 am to 4:00 pm School Days Only	5 minutes
Wiley Street	West	20 metres south of Weller Avenue 78 metres southerly	7:30 am to 3:30 pm School Days only	15 minutes

By-Law to Amend By-Law 2010–128

Street	Side	From	Times	Limit
Wiley Street	West	184 metres south of Weller Avenue to 220 metres south of Weller Avenue	7:30 am to 3:30 pm School Days only	15 minutes

2. Coming into Force

2.1 This by-law will come into force and take effect on the day it is passed.

1st Reading date

2nd Reading date

3rd Reading date

Passed date

Janet Jaynes
City Clerk

Bryan Paterson
Mayor