

# Appendix C Existing Traffic and Parking By-law Amendments Policy



## Traffic and Parking By-law Amendments

**Policy Name:** Traffic and Parking By-law Amendments

**Legislative History:** Enacted September 19, 2017 (By-law No. CPOL.-222-474); Amended June 26, 2018 (By-law No. CPOL.-324-315)

**Last Review Date:** March 8, 2019

**Service Area Lead:** Director - Roads and Transportation

### 1. Policy Statement

This policy provides direction on amendments to the Traffic and Parking By-law.

### 2. Definitions

Not applicable.

### 3. Applicability

The policy applies to the Traffic and Parking By-law.

### 4. The Policy

4.1. That the City Engineer (or designate) be authorized to initiate changes to all schedules in the Traffic and Parking By-law directly through the City Clerk and City Council in the form of by-law amendments in accordance with Table "A" Traffic and Parking By-law Amendments, and that staff continue to process supportive reports relating to changes to by-laws on all those matters where an awareness of public concern has been identified, or significant changes are contemplated which would normally require extensive public liaison and/or matters which involve significant expenditures in current or capital budgets.

#### 4.2. Table "A" Traffic and Parking By-law Amendments

Item	Existing Policy, Criteria and/or Warrant	Council Approval Required
New Traffic Signals	OTM and Council approved warrant	Yes
Pedestrian Crossover Systems	Council approved warrant	No
All-way Stops (new)	Council approved warrant	No
Speed Limits	Council approved policy	No
Truck Routes	Council adopted policy	No
One-way Designations	OTM	Yes
Turn Prohibitions	OTM	No
Stop/Yield Controls	OTM	No
School Bus Loading Zone	OTM	No
On-street Parking Regulations	See Appendix "B" Below	No

OTM = Ontario Traffic Manual

\*where no objections are received.

#### 4.3. Table "B" Criteria Relating To On-Street Parking Regulations

##### 4.3.1. No Stopping

No stopping zones will be utilized where it has been determined that the stopping of vehicles on roadways is interfering with the safe and efficient movement of traffic.

##### 4.3.2. No Parking

No Parking zones will be utilized to provide safe and efficient traffic movement and/or adequate sight lines at intersections. The "No Parking" provisions in the By-law do permit short term stopping for the purposes of loading. The City's policies in the past have utilized 20 m No Parking zones for end zone clearance and parking has normally been banned on one side of streets with a width of less than 7.3 m.

##### 4.3.3. Limited Parking/Metered

Limited Parking zones ranging from 15 min. to 4 hrs. in duration will be utilized where studies have indicated a need to regulate on-street parking to ensure maximum utilization and turn-over. Limited Parking zones are normally initiated through inquiries or complaints regarding all day parking and the time durations are established through parking reviews to identify the required interval of parking frequency.

##### 4.3.4. Loading Zones

Loading Zone designations will be instituted where a review of loading practices has identified the need for such designations. Studies to determine Loading Zone requirements normally include liaison with the abutting businesses to establish business loading requirements.

##### 4.3.5. Taxi Zones

Taxi Zones will be established pursuant to requests and subsequent to studies which identify the need for the storage of taxis to assure the proper performance of their service. The zones are normally located in curb parking areas, where parking is already permitted and hence the zone in itself does not create an obstruction to the movement of traffic.

##### 4.3.6. Hotel or Theatre Zones

Hotel or Theatre Zones are installed adjacent to the entrances to public facilities (mainly hotels and theatres) where it is considered essential that parked vehicles not obstruct emergency evacuation of buildings etc. Zone lengths are kept to a minimum but normally will permit occupancy by no less than two vehicles.