



## Staff Report

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**Report To: Council Meeting**

**From: Lee Gosnell, Manager of Operations & Community Services**

**Date: 2024-11-28**

**Subject: Parking By-Law Amendment – Centre Street**

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### **Recommendation:**

That West Elgin Council hereby receives the report from Lee Gosnell, Manager of Operations & Community Services: and,

That By-Law 2001-50, “being a By-Law to regulate parking and traffic in the Municipality of West Elgin” be amended to establish a restricted parking zone as follows:

- Centre Street in Rodney, south side, from a point 120 meters west of the west limits of Furnival Road to the west end of the ROW known as Centre Street, being a distance of 80 meters

### **Purpose:**

The purpose of this report is to seek West Elgin Council’s approval for amendment of the current Parking By-Law, as outlined under the recommendations section of this report.

### **Background:**

West Elgin Council recently approved a parking zone amendment for this section of Centre Street. The restricted parking area was created in response to concerns from a local resident regarding trucks that were stopping in front of their property for tasks such as opening/closing trailer doors, thus blocking their driveway in the process. There is currently one industry that utilizes this road for access to its’ shipping & receiving department, as well as one residential property. Although business representatives have taken steps to inform drivers this behavior is unwanted, the message is hard to distribute effectively when there are new drivers constantly attending the site. In response, a restricted parking area was implemented at the West End of Centre Street on the north side only.

Since this recent amendment, issues in this area continue to be on-going, with police attending the site on a regular basis. OPP have suggested that ‘No Parking’ be expanded to include both sides of the street in this immediate area. They feel this would provide clarity for users of the street and assist police in handling the on-going concerns. The continued presence of OPP is both inefficient and expensive, therefore enhanced parking restrictions should be considered if there is a possibility the desired effect will be achieved.

**Financial Implications:**

This newly established, restricted parking zone would require three signs for proper implementation. With an estimated cost of \$190.00 per sign (including installation), approval of this amendment would cost a total of \$570.00. Signage costs would be allocated to the safety portion of the 2024 public works budget.

**Policies/Legislation:**

By-law 2001-50, Parking By-law

**Alignment with Strategic Priorities:**

<b>Infrastructure Improvement</b>	<b>Recreation</b>	<b>Economic Development</b>	<b>Community Engagement</b>
<input checked="" type="checkbox"/> To improve West Elgin’s infrastructure to support long-term growth.	<input type="checkbox"/> To provide recreation and leisure activities to attract and retain residents.	<input type="checkbox"/> To ensure a strong economy that supports growth and maintains a lower cost of living.	<input type="checkbox"/> To enhance communication with residents.

Respectfully submitted by,

Lee Gosnell, Manager of Operations and Community Services

## Report Approval Details

Document Title:	Parking By-Law Amendment - Centre Street - 2024-29-Operations Community Services.docx
Attachments:	
Final Approval Date:	Nov 26, 2024

This report and all of its attachments were approved and signed as outlined below:

Terri Towstiuć