



Staff Report

Report To: Council Meeting
From: Robin Greenall, Chief Administrative Officer
Date: 2026-04-23
Subject: Considerations of the West Elgin Parking By-Law – Rodney Market

Recommendation:

That West Elgin Council hereby receives the report from R. Greenall, CAO regarding deliveries occurring upon and By-Laws applicable to the roadway between Furnival Road and Stinson Street that is used to deliver goods to the Rodney Market, and

That West Elgin Council determine suitable interim measures to allow time for the interested parties to prepare full presentations that will permit Council to reach a final decision, and

That Council pass a resolution urging the parties to discuss solutions and put forward a joint proposal at the next Council meeting

Purpose:

The purpose of this report is to provide Council with context to support its understanding of concerns surrounding deliveries making use of said road.

Background and Report

There is an ongoing dispute over the use of a municipal roadway (marked in yellow on the below) located between the commercially zoned Furnival Road and the residentially zoned Stinson Street. The primary access to the roadway is from Moriah Street.



The municipal alleyway provides rear loading zone access to the commercial properties fronting Furnival. For the Rodney Market, their loading dock (approximate location marked in red on the above) is located at the rear of the property. Historically, deliveries have been received from this location.

The municipal roadway also provides rear access to garages of select homeowners. For the residential owners of the property fronting onto Moriah, the roadway provides primary access to one of the two garages located on their property (approximate access points for each garage marked in green on the above). The smaller, older garage has a single vehicle entry by way of the roadway. The larger, newer garage was built with dual access, by way of both the alleyway and the main driveway onto Moriah.

Resident Concerns

The residential owners whose properties abut the roadway have issued complaints that delivery trucks are creating unpleasant living conditions, as the sounds and smells of the trucks idling at the rear of the property prohibits them from enjoying their back yards. The property owners with the small garage along the roadway have also complained that the trucks are blocking access to their garage, which houses a work vehicle. A delegation of residents will expand on these concerns before Council is asked to reach any final decision.

Rodney Market Concerns

The Rodney Market, in turn, has raised concerns that prohibiting deliveries along this roadway could affect its ability to stay in business and continue to provide its services to the Rodney community, as the Market has identified issues with other proposed delivery access points. The Market has also emphasized that it is not responsible for the truck drivers, who are employees of delivery companies, not the Market. A delegation from the Rodney Market will expand on these concerns before Council is asked to reach any final decision.

Staff Concerns

A proposed alternative approach to delivery would see the delivery vehicles park on Furnival Rd. for the duration of the deliveries. Staff are concerned that this proposed solution would create traffic issues on a main thoroughfare. Staff can expand on this concern at Council's request.

Further, requesting all parties comply with a solution and enforcing that solution is a challenge for the West Elgin By-Law staff, as they work very limited hours per week. The OPP are hesitant to ticket vehicles without clearly marked "no parking" zones and, even if the OPP did issue a ticket, it would require officers to recognize that parking in a 'no parking' zone is permitted for the purposes of making a delivery but is *not* permitted where it blocks a driveway.

By-Law Restrictions Currently in Place

West Elgin Parking By law 2001 designates the roadway "no parking" zone. However, the by-law defines that parking may be temporarily permitted for the purposes of loading and unloading merchandise or passengers:

"PARK" or "PARKING", when prohibited, means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers"

The Parking By-Law also sets general parking rules (see attached), including Section 20 (2), which prohibits stopping in front of a driveway:

20. GENERAL PARKING REGULATIONS:

Subject to or in conjunction with the provisions of Sections 21, no person shall stop or park a vehicle or permit a vehicle to be stopped or parked....

(2) In front of or within 1m of any lane, driveway or alley entrance;

The Anti-Idling by-law generally prohibits idling in excess of five minutes.

Other Relevant History

On December 23rd, 2025 the West Elgin By-law officer visited the site and suggested a temporary solution to the parties involved, whereby shorter trucks would enter and depart from the store's driveway from Furnival Rd, and that longer trucks (i.e. tractor-trailers, etc., that would not be able to enter from Furnival) would enter from Moriah St by pulling straight in and down the alleyway, where they could unload without blocking any traffic accessing the garages/sheds that had access through the alleyway. For departure, the transport trucks could back across Moriah St into the opposite alleyway and then pull out. This solution is challenging to implement, as the delivery drivers do not report to the Market owners and are managed by third-party companies or expediting firms.

Since that time, the issue has continued to create conflict and inconvenience for all parties. It became clear that some form of intervention—legal or otherwise—would be required to reach a

resolution. West Elgin therefore sent a letter to all parties indicating that the Municipality would pursue the following approach (provided as-written to interested parties):

1. At its April 23, 2026 meeting, staff will bring a report to Council outlining the conflict and asking Council whether it wishes to maintain the status quo or else to amend s. 20(2) of By-law 2001-50 pending the resolution of this conflict as laid out below. Addressees of this letter may speak to the matter at Council but are advised any comments must be directed to the specific merits of the *interim* approaches available to Council and not to the larger issue or any final resolution thereof, which are issues that will be addressed at a subsequent meeting as described below. The Municipality stresses that any such interim by-law would be in effect only for the limited time required to reach a final resolution of the issue as outlined below. If you wish to address Council at this meeting you must confirm your attendance by contacting the Clerk no later than April 20, 2026 at noon. Each delegation may address Council for a maximum of 10 minutes.
2. In the meantime, all affected parties should submit to the Municipality, in writing, proposed solution(s) to the conflict, including any changes to applicable by-laws that would be required to implement such solution. The proposed solutions should identify the hurdles faced by the party and should reasonably address the concerns of all parties to the extent possible. Written submissions must be received by May 7, 2026 and will be published alongside Council's agenda (note that submissions will be open to the public).
3. Each proposal should also propose reasonable limitations that could be placed upon delivery vehicles to resolve this conflict. Proposals might address, for instance, restrictions on delivery location, timing, or duration, the speed with which drivers must be available to move trucks to allow residents access, etc.
4. The Municipality will present these submissions to Municipal Council at its May 14, 2026 meeting. Each addressee hereto is invited to send a delegation to that meeting. Each delegation may address Council for a maximum of 10 minutes. Delegations will occur in open session (i.e. will be open to the public). If you wish to address Council at this meeting you must confirm your attendance by contacting the Clerk no later than May 11, 2026 at noon.
5. Council may, after considering these submissions and making subsequent deliberations, direct staff to draft by-law amendments that would implement the solution that Council views to be in the public interest. In the event that Council directs staff to bring further reports or to draft by-law amendments, staff will strive to produce such deliverables for consideration at Council's meeting of May 28, 2026. Once Council is satisfied with any final deliverable that it determines to be in the public interest, it may pass the same as a by-law.

Purpose of this Report and Interim Options

The purpose of this report is for Council to consider an *interim* approach to the conflict pending a final resolution. For Council's next meeting, the interested parties will make submissions and prepare delegations that will give Council a full picture of the issue. In the meantime, staff recommend that Council select a path forward from among the below:

1. Maintain the status quo, pending final resolution. It is the understanding of Municipal staff that homeowners have been collecting evidence of by-law violations, which they have/will continue to submit to by-law enforcement. Council can also strongly recommend to the Rodney Market

that it take steps to instruct all delivery trucks, upon arrival, to move their vehicles forward so they do not block the driveway access. The fact that this approach has not already resolved this issue suggests that it may not be feasible. The homeowners report that delivery trucks frequently block a driveway, so this approach will likely lead to one or more tickets being issued to delivery trucks. The effect of such tickets upon the deliveries to the Market is unknown.

2. Pass a temporary, limited by-law exception that permits trucks to block access to the roadway in question, including access to driveways fronting onto the roadway. Such an exception should be tailored (i.e. restricting deliveries to certain hours, implementing time limits, requiring that truck drivers be available to quickly move trucks where residents require access, etc.). It would be very difficult to enforce these limitations, meaning that this approach would negatively affect abutting homeowners for the duration of the exception; i.e. driveways would be blocked and it is unlikely that Municipal staff or the OPP could enforce restrictions in the moment, though residents can, of course, document evidence of violations and submit the same to enforcement staff. This approach might effectively require the homeowner fronting on Moriah St. to use their larger, Moriah St. garage for their work vehicle usually stored in the smaller garage, pending Council's final disposition of the issue.
3. Ban all large vehicles from the alleyway, pending final resolution. This is a very enforceable approach, since physical barriers could be used to prevent large vehicle access to the roadway and/or 'no stopping' signs could be temporarily placed along the roadway, which the OPP would, presumably, be more willing to enforce.

In addition to the above, staff recommend that Council pass a resolution that strongly encourages affected residents, delivery companies, and the Rodney Market and their representatives to cooperatively negotiate a proposed solution to this issue for presentation to Council at its next meeting. The parties could propose signage solutions, delivery time restrictions, alternate delivery access proposals, by-law amendments, and so on, emphasizing enforceability in each instance. A proposal with the backing of multiple parties would give Council confidence that the proposed solution considers multiple points of view and would have buy-in from stakeholders. This would allow the Municipality to implement and enforce a compromise satisfactory to all parties, rather than asking Council to consider and balance the public interest impacts of diametrically opposed positions. While it may be difficult for the parties to return to the table after months of conflict, staff believe that this approach offers the best chances of an enforceable solution that is acceptable to all involved.

Financial Implications:

There are no financial implications from this report.

Policies/Legislation:

[West Elgin By Law 2001 – 50 to Regulate Parking and Traffic](#)

Alignment with Strategic Priorities:

Infrastructure Improvement	Recreation	Economic Development	Community Engagement
<input 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 checked="" type="checkbox"/> To enhance communication with residents.

Respectfully submitted by,

Robin Greenall