

# Staff Report



Development Services Department

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**REPORT TO:** Planning and Strategic Initiatives Committee

**DATE OF MEETING:** September 8, 2025

**SUBMITTED BY:** Barry Cronkite, Director, Transportation Services  
519-783-8955

**PREPARED BY:** Sebastian Biernat, Traffic Technologist  
519-707-1461

**WARD(S) INVOLVED:** Ward 1, Ward 6, Ward 7, Ward 8, Ward 9

**DATE OF REPORT:** August 20, 2025

**REPORT NO.:** DSD-2025-327

**SUBJECT:** Uniform Traffic & Parking Bylaw Amendments

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## RECOMMENDATION:

That parking be prohibited on the north (even-numbered) side of Otterbein Road from Dunnigan Court to a point 60 metres west thereof; and,

That parking be prohibited on the south (odd-numbered) side of Country Hill Drive from a point 26 metres west of Cherry Hill Drive to a point 28 metres west thereof; and,

That parking be prohibited on the east (odd-numbered) side of Benesfort Drive from Benesfort Court to a point 23 metres south thereof; and,

That parking be prohibited on the south (odd-numbered) side of Avalon Place from Southmoor Drive to a point 114 metres west thereof; and,

That parking be prohibited on the east (odd-numbered) side of Karn Street from a point 85 metres north of Westmount Rd to a point 112 metres north thereof; and,

That parking be prohibited on the east (even-numbered) side of Mooregate Crescent from a point 35 metres north of Hazelglen Drive to a point 30 metres north thereof; and,

That parking be prohibited on the west (even-numbered) side of Madison Avenue South from a point 140 metres north of Courtland Avenue East to a point 40 metres north thereof; and,

**That stopping (8:00am – 4:30pm, Monday to Friday) be prohibited on the north (odd-numbered) side of Shea Crescent from a point 30 metres east of Laurentian Drive to a point 26 metres east thereof; and,**

**That stopping (8:00am – 4:30pm, Monday to Friday) be prohibited on the south (odd-numbered) side of Parkland Crescent from Driftwood Drive to a point 53 metres west thereof; and,**

**That the Uniform Traffic Bylaw be amended accordingly.**

#### **REPORT HIGHLIGHTS:**

- The purpose of this report is to recommend amendments to the Uniform Traffic By-Law 2019-113, including the installation of on-street parking prohibitions and adjustments to stopping prohibitions near schools.
- The key finding of this report is that safety and operations will be improved through the installation and adjustments of parking and stopping restrictions.
- Directly affected properties were notified of the proposed amendments via hand delivered letters, and no concerns were raised.
- The financial implications are approximately \$2,300 and will be taken from the existing sign maintenance budget.
- This report supports the delivery of core services.

#### **BACKGROUND:**

Transportation Services receives numerous concerns from residents regarding general traffic operation and safety related to parking and stopping on a regular basis. This report summarizes concerns which have reviewed by Transportation Services and determined to be valid. In response, amendments to existing bylaws are recommended to enhance traffic and improve safety for all street users.

#### **REPORT:**

##### **Proposed No Parking Restrictions**

##### **Otterbein Road - Ward 1**

Transportation Services received a request to review on-street parking adjacent to the roundabout on Otterbein Road. The request cited safety concerns related to vehicles parked along the inside of the curve on the east (even-numbered) side, which affects visibility and navigation through the roundabout.

After review, Transportation Services has confirmed that a sightline deficiency exists in this area due to the presence of vehicles parked adjacent to the roundabout. To address this concern Transportation Services recommends prohibiting parking on the north side of Otterbein Road from Dunnigan Court to a point 60 metres west thereof.

The proposed parking prohibition will result in the loss of approximately two (2) legal on-street parking spaces. However, there are sufficient on-street parking options available within close-proximity to the affected area. A key plan of the street is attached in Appendix A.

##### **Country Hill Drive - Ward 6**

Transportation Services received a request to review the existing on-street parking regulations on Country Hill Drive. The request cited safety concerns related to sightlines for vehicles exiting the east access at 17 Country Hill Drive.

After review, Transportation Services has confirmed that a sightline deficiency exists in this area due to the presence of vehicles parked close to the driveway entrance. To address this safety concern, staff recommend prohibiting parking on the south (odd-numbered) side of Country Hill Drive from a point 26 metres west of Cherry Hill Drive to a point 28 metres west thereof.

The proposed parking prohibition would result in the loss of approximately two (2) legal on-street parking spaces. However, there are sufficient on-street parking options available within close proximity to the affected area. A key plan of the street is attached in Appendix B.

#### **Benesfort Drive - Ward 7**

Transportation Services received a request to review the existing on-street parking regulations on Benesfort Drive near Benesfort Court. The request cited safety concerns related to sightlines for vehicles exiting Benesfort Court.

After review, Transportation Services has confirmed that a sightline deficiency exists in this area due to the presence of parked vehicles near the intersection. To address this safety concern, staff recommend prohibiting parking on the east (odd-numbered) side of Benesfort Drive from a point 23 metres south of Benesfort Court.

The proposed parking prohibition would result in the loss of approximately one (1) legal on-street parking space. However, there are sufficient on-street parking options available within close proximity to the affected area. A key plan of the street is attached in Appendix C.

#### **Avalon Place - Ward 8**

Transportation Services received a request to review the existing on-street parking regulations on Avalon Place between Stirling Avenue South and Southmoor Drive. The request cited safety concerns related to vehicles parking on both sides of the street, making it difficult for traffic to safely pass through.

Avalon Place is a local residential street with an approximate width of 6 metres and currently permits parking on both sides. It should be noted that a pedestrian bridge was recently installed in the area, which has resulted in a reduction in street width near the bridge location. After reviewing conditions on-site, Transportation Services has determined that vehicles cannot pass if cars are parked on both sides of the street with the new reduced width. Overall safety would be improved if parking were prohibited on the south (odd-numbered) side of Avalon Place from Southmoor Drive to a point 114 metres west thereof.

The proposed parking prohibition will improve traffic flow, sightlines, and provide a safer environment for all street users. The proposed parking prohibition would result in the loss of approximately eighteen (18) legal on-street parking spaces. However, there are sufficient on-street parking options available on the opposite side of the street and within close proximity to the affected area. A key plan of the street is attached in Appendix D.

### **Karn Street - Ward 8**

Transportation Services received a request to review the existing on-street parking regulations on Karn Street between Westmount Road and Weichel Street. The request cited concerns about limited sightlines along the vertical curve of the hill, particularly when vehicles are parked on both sides of the street. The combination of the hill, curve and parked vehicles affect visibility and navigation.

After review, Transportation Services has determined that safety would be improved by prohibiting parking on the east (odd-numbered) side of Karn Street from a point 85 metres north of Westmount Road to a point 112 metres north thereof.

The proposed parking prohibition would result in the loss of approximately seven (7) legal on-street parking spaces. However, there are sufficient on-street parking options available within close proximity to the affected area. A key plan of the street is attached in Appendix E.

### **Mooregate Crescent - Ward 8**

Transportation Services received a request to review the existing on-street parking regulations on Mooregate Crescent. The request cited safety concerns related to sightlines for vehicles exiting the access at 24 Mooregate Crescent.

After review, Transportation Services has confirmed that a sightline deficiency exists in this area due to the presence of vehicles parked near the entrance. To address this safety concern, staff recommend prohibiting parking on the east (even-numbered) side of Mooregate Crescent from a point 35 metres north of Hazelglen Drive to a point 30 metres north thereof.

The proposed parking prohibition would result in the loss of approximately three (3) legal on-street parking spaces. However, there are sufficient on-street parking options available within close proximity to the affected area. A key plan of the street is attached in Appendix F.

### **Madison Avenue South – Ward 9**

Transportation Services received a request to review on-street parking regulations near 119 Madison Avenue South. The request cited concerns that parked vehicles are obstructing access to the rear of the apartment building, preventing garbage trucks from safely accessing the service area.

After review and completing turning movement analysis, Transportation Services has confirmed that vehicles parked in front of the driveway limit maneuverability and restrict access for large service vehicles. To address this issue, staff recommend implementing a no parking restriction on the west (even-numbered) side of Madison Avenue South from a point 140 metres north of Courtland Avenue East to a point 40 metres north thereof.

The proposed parking prohibition will result in the removal of approximately three (3) legal on-street parking spaces. However, there are sufficient on-street parking options available within close proximity to the affected area. A key plan of the street is attached in Appendix G.

## **Proposed No Stopping Restrictions**

### **Shea Crescent - Ward 6**

Transportation Services is recommending an extension of the existing no stopping zone (8:00am to 4:30pm, Monday-Friday) on Shea Crescent to support safe and efficient school bus operations.

Currently there is a gap in the existing prohibition that includes one (1) parking space in the middle of a no-stopping area. To improve accessibility and maneuverability for school buses, it is recommended that stopping be prohibited from 8:00am to 4:30pm (Monday to Friday) on the north (odd-numbered) side of Shea Crescent from a point 30 metres east of Laurentian Drive to a point 26 metres east thereof.

This proposed extension will help ensure that school buses can navigate the area safely and without obstruction while addressing the existing signage gap. The restriction will result in the removal of approximately one (1) legal on-street parking space from 8:00am to 4:30pm (Monday to Friday). However, there are sufficient on-street parking options available within close proximity to the affected area. A key plan of the street is attached in Appendix H.

### **Parkland Crescent - Ward 7**

Transportation Services received a request from a school bus operator to review parking regulations on Parkland Crescent. The request cited concerns regarding limited accessibility and maneuverability for school buses due to vehicles parked on both sides of the street.

To address this concern and support safe and efficient school bus operations, staff recommend implementing a no stopping regulation (8:00am to 4:30pm, Monday to Friday) on the south side of Parkland Crescent from Driftwood Drive to a point 53 metres west thereof.

The proposed restriction will help ensure adequate clearance for school buses to safely travel and turn through this section of Parkland Crescent. This restriction will result in the removal of approximately four (4) legal on-street parking spaces from 8:00am to 4:30pm (Monday to Friday). However, there are sufficient on-street parking options available within close proximity to the affected area. A key plan of the street is attached in Appendix I.

## **STRATEGIC PLAN ALIGNMENT:**

This report supports the delivery of core services.

## **FINANCIAL IMPLICATIONS:**

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has the following impact on the Operating Budget. Sign installations: Otterbein Road, \$200; Shea Crescent, \$200; Country Hill Drive, \$200; Parkland Crescent, \$200; Benesfort Drive, \$200; Avalon Place, \$500; Karn Street, \$300;

Mooregate Crescent, \$250; Madison Avenue South, \$250 for a total estimated cost of \$2300. These costs will be charged to the existing Sign Maintenance budget.

**COMMUNITY ENGAGEMENT:**

INFORM – This report has been posted to the City’s website with the agenda in advance of the council / committee meeting.

INFORM – Directly affected properties were notified of the proposed changes via a hand delivered letter by Transportation staff. No concerns were raised regarding the proposed changes, while positive feedback was received regarding some of the proposed changes.

**PREVIOUS REPORTS/AUTHORITIES:**

- City of Kitchener Uniform Traffic By-law No. 2019-113

**APPROVED BY:** Justin Readman, General Manager, Development Services Division

**ATTACHMENTS:**

Attachment A – Key Map – Otterbein Road – On-Street Parking Prohibition  
Attachment B – Key Map – Country Hill Drive – On-Street Parking Prohibition  
Attachment C – Key Map – Benesfort Drive – On-Street Parking Prohibition  
Attachment D – Key Map – Avalon Place – On-Street Parking Prohibition  
Attachment E – Key Map – Karn Street – On-Street Parking Prohibition  
Attachment F – Key Map – Mooregate Crescent – On-Street Parking Prohibition  
Attachment G – Key Map – Madison Avenue South – On-Street Parking Prohibition  
Attachment H – Key Map – Shea Crescent – On-Street Stopping Prohibition  
Attachment I – Key Map – Parkland Crescent – On-Street Stopping Prohibition