

The Corporation of the City of Woodstock
By-law Number 9731-25

A by-law to amend Traffic By-law 8021-04, as amended.

WHEREAS By-law Number 8021-04 is a by-law for the regulating and control of traffic within the City of Woodstock;

AND WHEREAS Woodstock City Council deems it expedient to amend said by-law;

NOW, THEREFORE the Council of The Corporation of the City of Woodstock enacts as follows:

1. That SCHEDULE “A” – NO PARKING AT ANY TIME is hereby amended as follows:

- Add: East side of Butler Street from Main Street to Spencer Street.
(Reason: Expanding existing prohibited area, road width is too narrow to allow vehicles and emergency services through if there are parked cars on both sides)
- Add: South side of Walter Street from Victoria Street South to East Park Drive.
(Reason: Road width is too narrow to allow vehicles and emergency services through if there are parked cars on both sides)
- Add: Both sides of Spitfire Street from 30 meters east to 30 meters west of Dutton Way.
(Reason: Line of sight issue)
- Add: Both sides of Shenstone Avenue to from Huron Street to 25 meters west of Huron Street.
(Reason: Line of sight issue)
- Add: South side of Drew Street from Winnett Street to Oxford Street
(Reason: Road width is too narrow to allow vehicles and emergency services through if there are parked cars on both sides)
- Add: Both sides of Finkle Street from Parkinson Road to Juliana Drive.
(Reason: Parking blocks bike lanes, complex provides ample parking for destination traffic)
- Add: North side of Cardinal Drive from Falcon Drive to 30 meters west of the intersection of Falcon Drive and Cardinal Drive.
(Reason: Line of sight when turning onto Cardinal Drive)

- Add: Both sides of Griffin Way from Devonshire Avenue to the north limit of Griffin Way.
(Reason: City transit route, businesses are required to provide sufficient private parking during site plan approval)
- Add: The east side of Fairway Road from Oxford Road 17 to Wedgewood Drive
(Reason: Line of sight when turning onto Fairway Road from intersecting streets due to curvature in the road)
- Add: The north side of Fairway Road from Vansittart Avenue to a point 70m west of Vansittart Avenue
(Reason: Road width restricted due to island)
- Add: North side of Fairway Road from Fox Hollow Court to 25 meters west of Fox Hollow Court
(Reason: Line of sight when turning onto Fairway Road from intersecting streets due to curvature in the road)
- Add: Both sides of Fairway Road from 50 meters south of Greenside Court/Lakeview Drive to 50 meters north of Greenside Court/Lakeview Drive.
(Reason: Line of sight issues around bend, proximity to roundabout)
- Add: Both sides of Greenside Court from Fairway Road to 50 meters west of Fairway Road
(Reason: Line of sight issues around bend, proximity to roundabout)
- Add: Both sides of Lakeview Drive from Fairway Road to the west entrance of Garden Court Crescent
(Reason: Road width restricted due to islands, proximity to roundabout)
- Add: North side of Wedgewood Drive from Fairway Road to 80 meters west of Fairway Road
(Reason: Line of sight issues around bend)
- Add: Both sides of Lakeview Drive from 180 metres west of Vansittart Avenue to Vansittart Avenue
(Reason: Road width restricted due to islands)
- Add: Both sides of Downing Drive from Ridgewood Drive to 50 metres south of Ridgewood Drive
(Reason: Road width restricted due to islands)

- Add: Both sides of Alyea Street from Pattullo Avenue to the north limit of Alyea Street.
(Reason: Businesses are required to provide sufficient private parking during site plan approval)
- Delete: The east side of Butler Street from Main Street to Hay Street.
(Reason: Expansion of prohibited areas)
- Delete: The north side of Devonshire Avenue from a point 10 metres west of Light Street to a point 10 metres east of Graham Street.
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: The north side of Devonshire Avenue from a point 10 metres west of Riddell Street to a point 10 metres east of Riddell Street.
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: The north side of Devonshire Avenue from Vansittart Avenue to a point 80 metres east of Vansittart Avenue.
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: The north side of Devonshire Avenue from a point 60 metres west of Wellington Street North to a point 60 metres east of Wellington Street North.
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: The south side of Devonshire Avenue from a point 33.5 metres east of Graham Street to a point 24.5 metres west of Graham Street.
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: The south side of Devonshire Avenue from a point 15 metres west of Light Street to a point 24 metres east of Light Street.
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: The south side of Devonshire Avenue from a point 15 metres west of Riddell Street to a point 40 metres east of Riddell Street.
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: *The south side of Devonshire Avenue from Vansittart Avenue to a point 75 metres east of Vansittart Avenue.*
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: The south side of Devonshire Avenue from a point 70 metres west of Wellington Street North to a point 46 metres east of Wellington Street North.
(Reason: Upgrading to Stopping Prohibited signage)
- Delete: The south side of Drew Street from Oxford Street to a point 50 metres west of Oxford Street.
(Reason: Expansion of prohibited areas)

Delete: The west side of Finkle Street from a point 50 meters north of Pember's Pass to a point 50 meters south of Pember's Pass.
(Reason: Expansion of prohibited areas)

2. That SCHEDULE "H" – SIGNAL-LIGHT CONTROL SYSTEM INTERSECTIONS is hereby amended as follows:

Add: Dundas Street and Vansittart Avenue

3. That SCHEDULE "L" – RIGHT TURN PROHIBITED is hereby amended as follows:

Add: Dundas Street westbound onto Young Street/York Street/Bus Terminal except for buses.

Add: Dundas Street eastbound onto Young Street on red light.

4. That SCHEDULE "O" – STOPPING PROHIBITED is hereby amended as follows:

Add: Both sides of Algonquin Road between Springbank Avenue and Mohawk Street from 8:00 a.m. to 4:00 p.m., Monday to Friday, September 1 to June 30.
(Reason: Proximity to school, congestion during bus loading times)

Add: Both sides of Devonshire Avenue from Vansittart Avenue to Victoria Street North.
(Reason: Changes to road-cross section including dedicated cycling lanes during reconstruction of road)

Delete: The West side of Algonquin Road from a point 100 meters south of Springbank Avenue to a point 37 meters north of Haida Place from 8:00 a.m. to 4:00 p.m., Monday to Friday, September 1 to June 30
(Reason: To be expanded)

Delete: The East side of Algonquin Road from Indian Road to a point 137 meters south of Indian Road from 8:00 a.m. to 4:00 p.m., Monday to Friday September, 1 to July 30
(Reason: To be expanded)

5. That SCHEDULE "X" – INTERSECTIONS WHERE STOP SIGNS SHALL BE ERECTED is hereby amended as follows:

Add:

Intersection	Facing Traffic
Knightsbridge Road and Sloane Street	Eastbound and Southbound on Knightsbridge Road.
Sloane Street and Knightsbridge Road	Westbound on Sloane Street.

(Reasons: Convert to all-way stop)

6. That Bylaw Chapter 466-Fire Routes is hereby amended as follows:

Add: A Fire Route will be added to the apartment buildings at 749 Khalsa Drive. This location of this fire lane will be from the westmost to the eastmost driveway entrance of the apartment complex.

7. That this by-law shall become effective as of third and final reading.

READ a first and second time this 20th day of February 2025.

READ a third time and finally passed this 20th day of February 2025.

Mayor – Jerry Acchione

Deputy Clerk – Jeff Bunn