

то:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON SEPTEMBER 9, 2015
FROM:	JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the <u>attached</u> proposed by-laws (Appendix A & B) **BE INTRODUCED** at the Municipal Council meeting to be held on September 15, 2015 for the purpose of amending the Traffic and Parking By-law (P.S. 111).

BACKGROUND

The Traffic and Parking By-law (P.S.111) requires amendments (Appendix A) to address traffic safety, operations and parking concerns. The following amendments are proposed:

1. No Stopping

As a result of discussions with the London District Catholic School Board, the Principle of St. Martin Catholic School and a field review, the following changes are recommended to address safety and student pick-up/drop-off concerns:

- Reduce the existing 'School Bus Loading' zone on the north side of Duchess Avenue;
- Reduce the existing 'No Stopping' zone on the north side of Duchess Avenue east of the 'School Bus Loading' zone.

An amendment is required to Schedule 1 (No Stopping) and Schedule 16 (School Bus Loading Zones) for the above changes.

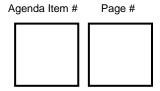
2. Parking Surveys

At the request of local residents, a mail-back survey was sent to the property owners on Addison Drive. A majority of respondents supported the proposed change to remove the summertime overnight parking restrictions.

An amendment is required to Schedule 2 (No Parking) for the above change.

3. Dufferin Avenue Construction

As part of the design and reconstruction of Dufferin Avenue from Richmond Street to Wellington Street, the 'Loading Zone' and 'Parking Meter Zones' were modified to address local needs and the installation of Pay and Display meters.



The existing loading zone on the south side of Dufferin Avenue west of Clarence Street is moved easterly.

As part of the project, accessible parking spaces were created at the following locations:

North side of Dufferin Avenue	From 10 meters west of Clarence Street to 18 meters west of Clarence Street	
South side of Dufferin Avenue	From 53 meters east of Richmond Street to 61 meters east of Richmond Street	
South side of Dufferin Avenue	From 20 meters east of Clarence Street to 28 meters east of Clarence Street	

These changes are consistent with the Accessibility for Ontarians with Disabilities Act (AODA).

An amendment is required to Schedule 5 (Loading Zones), Schedule 20 (2 Hour Metered Parking Zones) and Schedule 27 (Designated Parking Spaces – Disabled Persons) for the above changes.

4. Regulatory Signs

A traffic study was conducted at the intersection of Pine Valley Drive and Viscount Road which concluded that the intersection satisfied the warrant for an all-way stop it is necessary to add new stop signs on Viscount Drive at Pine Valley Drive

An amendment is required to Schedule 10 (Stop Sign Locations) and Schedule 13 (Through Highways).

Due to operational and safety concerns, it is proposed to replace existing Yield Sign with a Stop Sign at the following locations:

- Westbound Clermont Avenue at North Vernon Avenue; and
- Eastbound Wickerson Gate at Brayford Crescent.

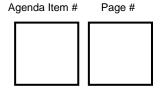
An amendment is required to Schedule 10 (Stop Signs) and Schedule 11 (Yield Signs) for the above changes.

Additional amendments (Appendix B) to the Traffic & Parking By-law (P.S.111) require new set fines before implementation. In order to allow for sufficient time to receive approval of the new set fines, the implementation date is January 4th, 2016 for the following proposed amendments:

5. No Parking In Unposted Locations

Municipal Council directed Civic Administration to review the current parking restrictions in the area between the sidewalk and the roadway on Wickerson Road. Due to the location of large transmission natural gas line, the sidewalk on Wickerson Road is located approximately 12 metres from the edge of the road.

The Traffic and Parking By-law currently prohibits parking between the sidewalk and the road. This provision was developed to help stop drivers from parking parallel to the road when the sidewalk is in the standard location. In order to



accommodate locations throughout the City where the sidewalk is set-back from the standard location it is recommended to permit parking in this area when the sidewalk is more than 5.5 metres from the road. It should be noted that the Zoning By-law defines a parking space as being a minimum of 2.7 metres by 5.5 metres.

During the review of this section of the by-law a wording error was found in 9 (1) b which requires correction for consistency.

These changes will require an amendment to Section 9 (No Parking In Unposted Locations) of the Traffic & Parking By-law (PS-111) and new set fines.

ACKNOWLEDGEMENTS:

This report was prepared by Doug Bolton and Shane Maguire of the Roadway Lighting & Traffic Control Division.

PREPARED BY:	REVIEWED & CONCURRED BY:	
SHANE MAGUIRE, P. ENG.	EDWARD SOLDO, P.ENG.	
DIVISION MANAGER	DIRECTOR, ROADS AND	
ROADWAY LIGHTING & TRAFFIC	TRANSPORTATION	
CONTROL		
RECOMMENDED BY:		
JOHN BRAAM, P.ENG.		
MANAGING DIRECTOR,		
MANAGING DIRECTOR,		
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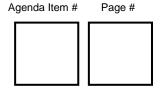
August 31, 2015/DB

Attach: Appendix A & B: Proposed Traffic & Parking By-Law Amendments

Appendix C: Summary of Recommended By-law Amendments

cc. City Solicitor's Office

Annette Drost, Parking Office



APPENDIX A BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (P.S. 111)

Bill No.

By-law No. PS-111

A by-law to amend By-law PS-111 entitled, "A by-law to regulate traffic and the parking of motor vehicles in the City of London."

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. No Stopping

Schedule 1 (No Stopping) of the By-law PS-111 is hereby amended by **deleting** the following row:

Duchess North A point 52 m A point 137 8:00 am to 4:00 pm Avenue east of m east of

Cathcart said street Street

Schedule 1 (No Stopping) of the By-law PS-111 is hereby amended by **adding** the following row:

Duchess North From a point To a point 8:00 am to 4:00 pm Avenue 52 m east of 113 m east Except Saturday

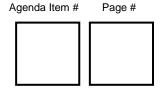
Cathcart of Cathcart Street Street

2. No Parking

Schedule 2 (No Parking) of the By-law PS-111 is hereby amended by **deleting** the following row:

Addison Drive Both Broughdale Huron St 3:00 am to 5:00 am

Ave



3. Loading Zone

Schedule 5 (Loading Zone) of the By-law PS-111 is hereby amended by **deleting** the following row:

Dufferin South From a point 48 m west of 8:00 a.m. to 6:00 p.m.

Avenue Clarence St to a point 34 m except Saturday

west of said street

Schedule 5 (Loading Zone) of the By-law PS-111 is hereby amended by **adding** the following row:

Dufferin South From a point 20 m west of 8:00 a.m. to 6:00 p.m.

Avenue Clarence St to a point 35 m except Saturday

west of said street

4. Stop Sign Locations

Schedule 10 (Stop Signs) of the By-law PS-111 is hereby amended by **adding** the following rows:

Westbound Clermont Avenue North Vernon Avenue

Northbound Pine Valley Drive Viscount Road

Eastbound and

Westbound Eastbound Viscount Road

Wickerson Gate

Pine Valley Drive

Brayford Crescent

5. Yield Sign Locations

Schedule 11 (Yield Signs) of the By-law PS-111 is hereby amended by **deleting** the following rows:

Westbound Clermont North Vernon Avenue

Avenue

Eastbound Wickerson Brayford Crescent

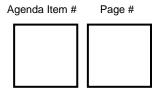
Gate

6. Through Highways

Schedule 13 (Through Highways) of the By-law PS-111 is hereby amended by **deleting** the following row:

Viscount Road Cranbrook Road Andover Drive

Except at the intersection thereof with Farnham Road



Schedule 13 (Through Highways) of the By-law PS-111 is hereby amended by adding the following row:

Viscount Road Cranbrook Road **Andover Drive**

> Except at the intersections thereof with Farnham Road and Pine Valley Drive

7. School Bus Loading Zone

Dufferin Avenue

Schedule 16 (School Bus Loading Zones) of the By-law PS-111 is hereby amended by **deleting** the following rows:

Duchess North A point 52 m east of Cathcart A point 137 m east of

Avenue Street Cathcart Street

Schedule 16 (School Bus Loading Zones) of the By-law PS-111 is hereby amended by adding the following rows:

Duchess North A point 52 m east of Cathcart A point 113 m east of

Avenue Street Cathcart Street

8. <u>Designated Parking Spaces - Disabled Persons</u>

Schedule 27 (Yield Signs) of the By-law PS-111 is hereby amended by adding the following rows:

Dufferin Avenue North From a point 10 m west of Clarence 8:00 am to 6:00

> Street to a point 18 m west of pm

Clarence Street

From a point 53 m east of Richmond 8:00 am to 6:00 South

pm

pm

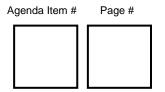
Street to a point 61 m east of

Richmond Street

Dufferin Avenue From a point 20 m east of Clarence 8:00 am to 6:00 South

Street to a point 28 m east of

Clarence Street



This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on September 15, 2015

Matt Brown Mayor

Catharine Saunders City Clerk

First Reading – September 15, 2015 Second Reading – September 15, 2015 Third Reading – September 15, 2015

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APPENDIX B BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (P.S. 111)

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By-law No. PS-111

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AND WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

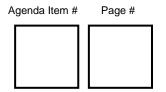
1. No Parking in Unposted Locations

Section 9 No Parking In Unposted Locations of the By-law PS-111 is hereby amended by **deleting** the following:

- a) in such a manner so that any part of the vehicle is situated upon or over a sidewalk at any time of the day or night;
- b) between a sidewalk and the adjacent roadway at any time;

Section 9 No Parking In Unposted Locations of the By-law PS-111 is hereby amended by **adding** the following:

- a) at any time in such a manner so that any part of the vehicle is situated upon or over a sidewalk;
- b) at any time between a sidewalk and the adjacent roadway where the shortest distance between the sidewalk and the roadway is less than 5.5 meters;
- 2. This by-law comes into force and effect on January 4, 2016.



PASSED in Open Council on September 15, 2015

Matt Brown Mayor

Catharine Saunders City Clerk

First Reading – September 15, 2015 Second Reading – September 15, 2015 Third Reading – September 15, 2015

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APPENDIX C SUMMARY OF RECOMMENDED BY-LAW AMENDMENTS

Location		Existing	Recommended Change
Addison Drive	Both sides	No Parking 3:00 am to 5:00 pm	Remove the summertime overnight parking restriction
Clermont Avenue	Northbound at North Vernon Avenue	Yield	Stop
Duchess Avenue	North side east of Cathcart Street	'School Bus Loading Zone' and 'No Stopping 8:00a.m. to 4:00 p.m. from 52 m east of Cathcart Street to 137 m east of Cathcart Street	'School Bus Loading Zone' and 'No Stopping 8:00a.m. to 4:00 p.m. from 52 m east of Cathcart Street to 113 m east of Cathcart Street
Dufferin Avenue	North side west of Clarence Street, south side east of Clarence Street and south side east of Richmond Street	2 Hour Parking	2 Hour Parking Designated Parking Spaces – Disabled Persons
Dufferin Avenue	South side east of Clarence Street	'Loading Zone' from 48 m west of Clarence Street to 33 m east of Clarence Street	'Loading Zone' from 20 m west of Clarence Street to 35 m east of Clarence Street
Viscount Road	Eastbound and Westbound at Pine Valley Drive	Stop on Pine Valley Drive at Viscount Road	All-way Stop
Wickerson Gate	Eastbound at Brayford Crescent	Yield	Stop
Section 9	PS-111 Traffic & Parking By-law	Vehicles not permitted to park in the area between the sidewalk and roadway	Vehicles permitted to park in the area between the sidewalk and the roadway when the area is no less than 5.5 meters