

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON SEPTEMBER 26, 2017
FROM:	KELLY SCHERR, P. ENG., MBA, FEC 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 attached proposed by-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on October 3, 2017 for the purpose of amending the Traffic and Parking By-law (PS-113).

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of **Strengthening Our Community** by improving safety, traffic operations and residential parking needs in London's neighbourhoods.

BACKGROUND

The Traffic and Parking By-law (PS-113) requires amendments (Appendix A) to address reduce the posted speed limit to 40 km/h at the following locations as per the School Zone Speed Limit Policy as approved by Council:

Byron Southwood Public School

Jellicoe Crescent A point 150 m south of Lola Street to Blake Street

It should be noted that Byron Baseline Road is classified as an arterial road; therefore, the School Zone Speed Limit does not apply.

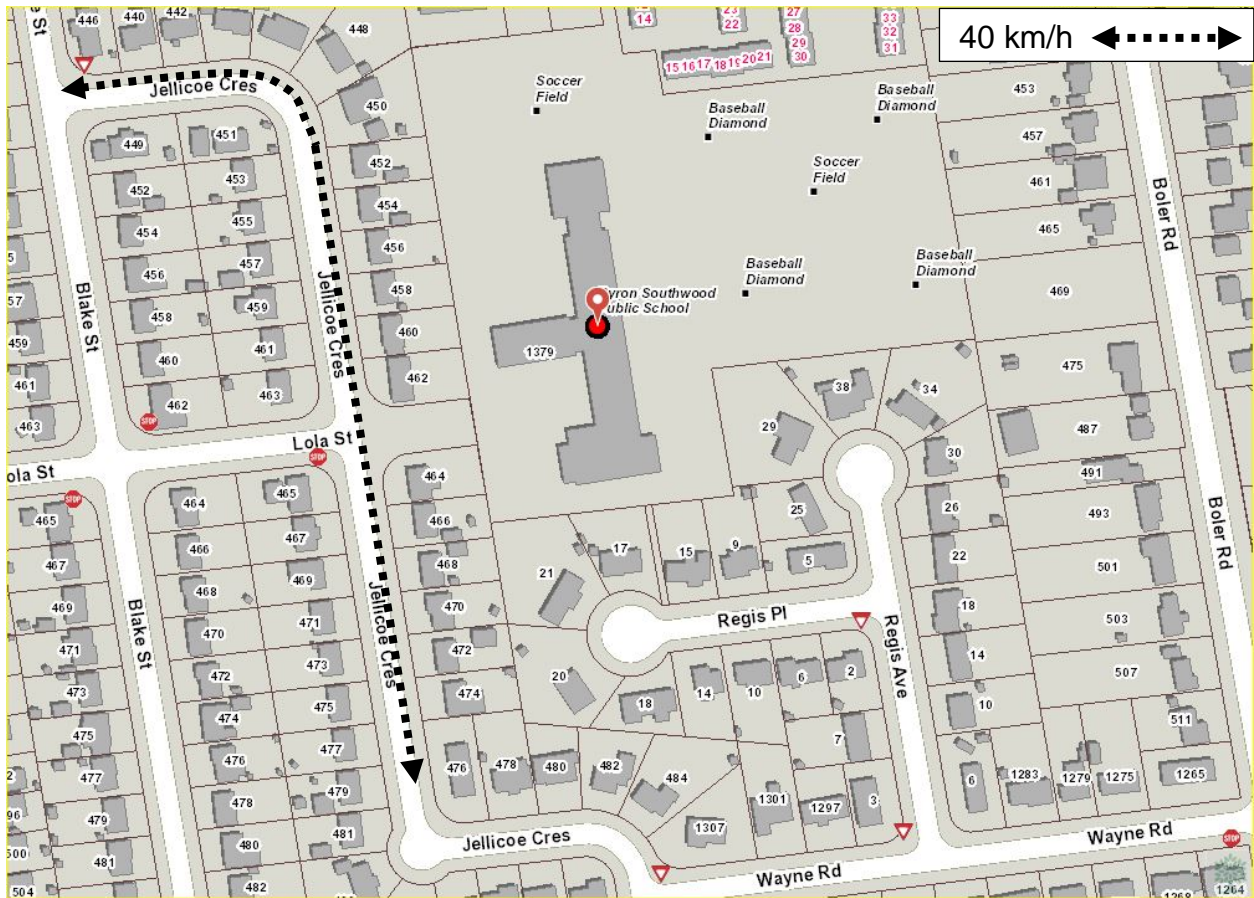


Figure 1: Byron Southwood Public School

Cedar Hollow Public School (NEW)

Cedarhollow Road

Cedarpark Crescent to Killarney Road

Killarney Road

A point 62 m west of Cedarpark Drive to a point 144 m east of Cedarhollow Road

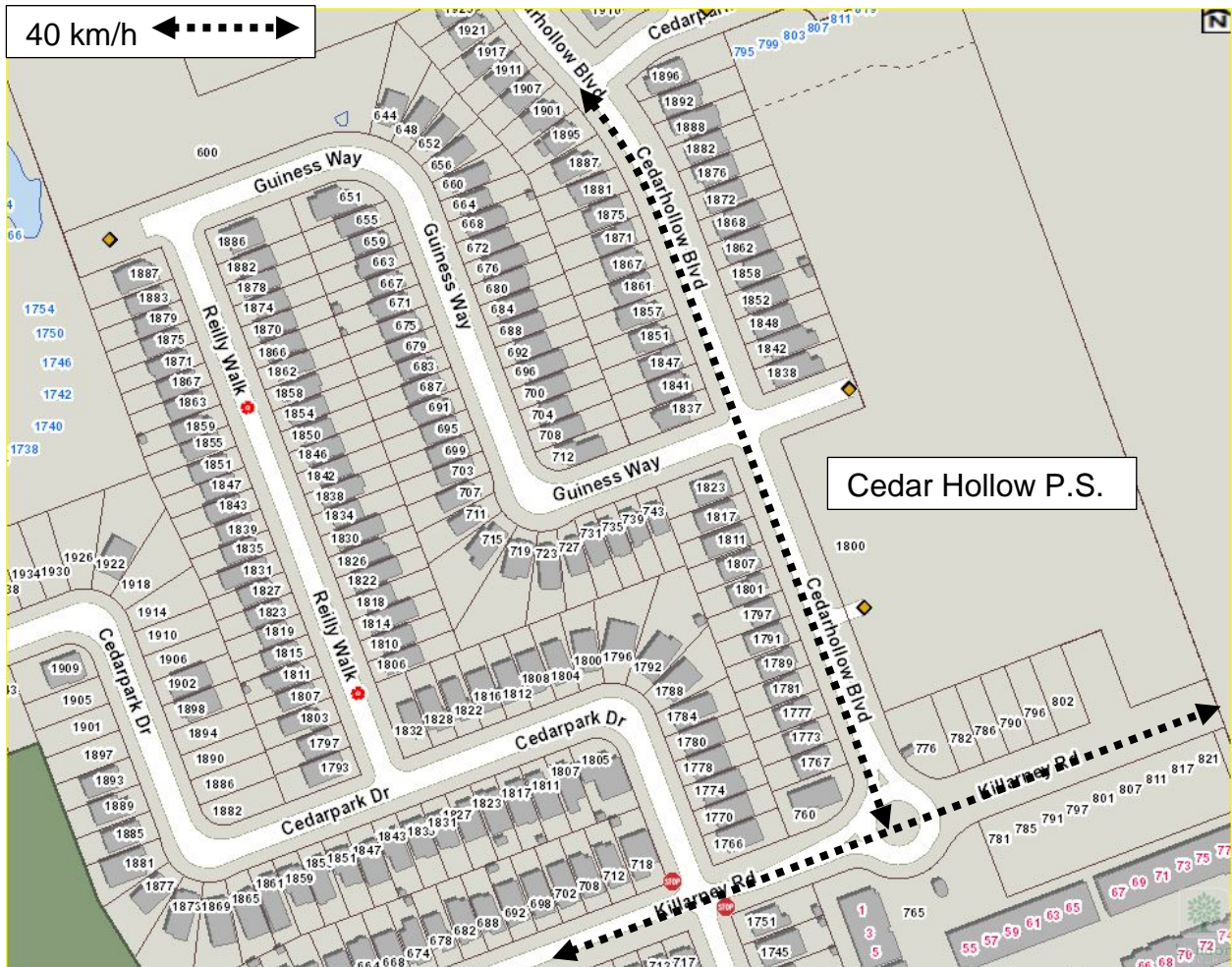


Figure 2: Cedar Hollow Public School

Clara Brenton Public School & St. Paul Catholic School

Guildwood Crescent

Royal York Road to Cedarwood Road

St. Croix Avenue

Guildwood Crescent (west intersection) to Guildwood Crescent (east intersection)

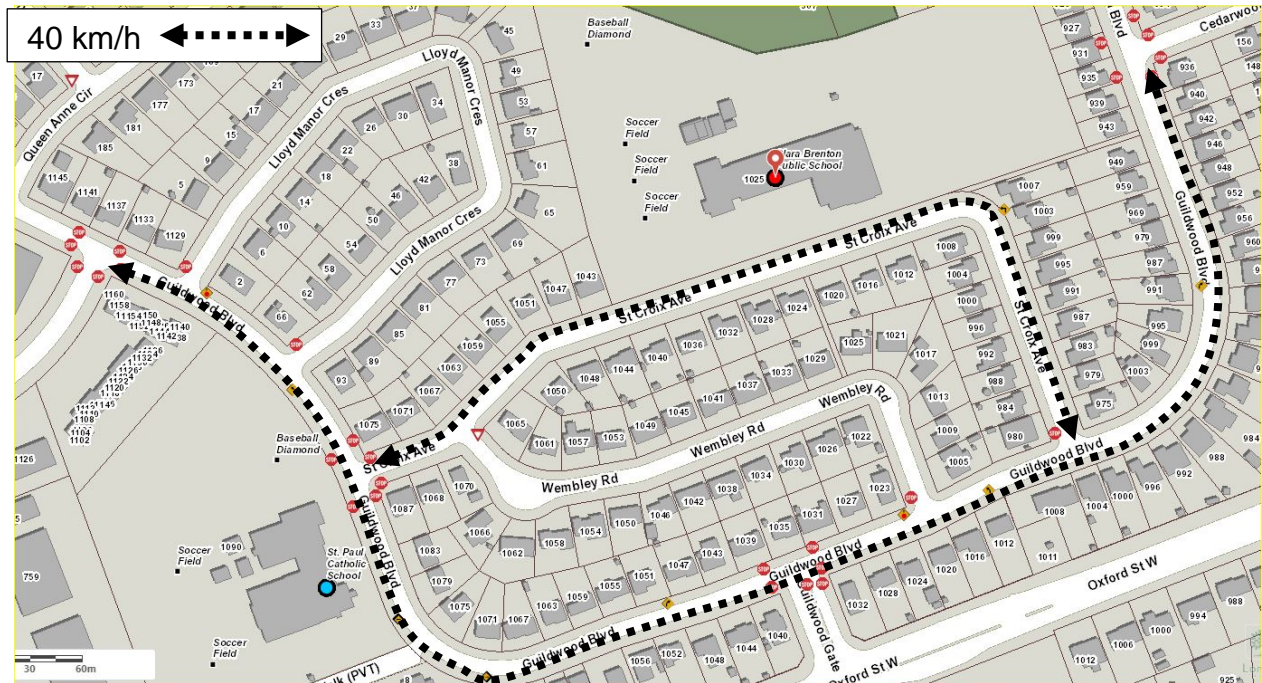


Figure 3: Clara Brenton Public School & St. Paul Catholic School

Chippewa Public School

Chippewa Drive

A point 104 m west of Pawnee Road to a point 105 m north of Oakville Avenue

Oakville Avenue

Chippewa Drive to Pawnee Road

Pawnee Road

Chippewa Drive to Oakville Avenue

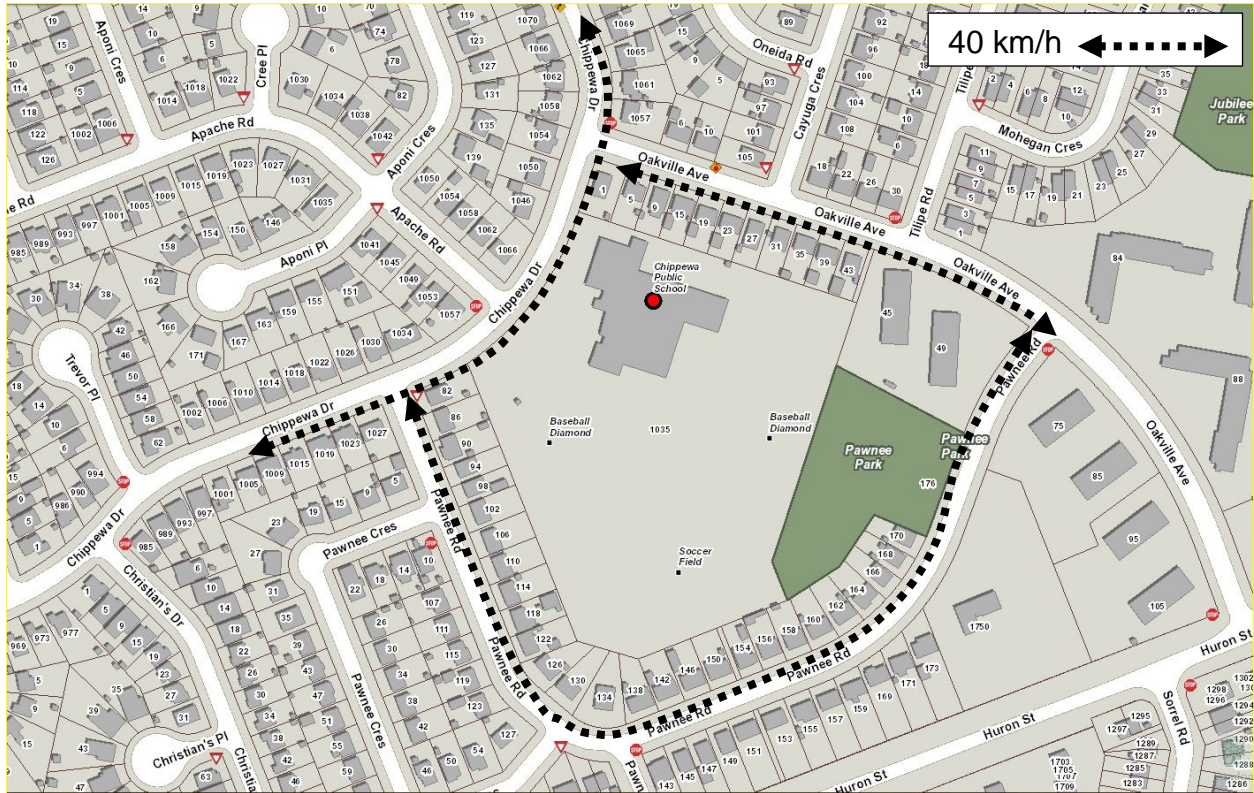


Figure 4: Chippewa Public School

Clarke Road Secondary School

Wavell Street

Clarke Road to a point 225 m east of Castle Drive

It should be noted that Clarke Road is classified as an arterial road; therefore, the School Zone Speed Limit does not apply.



Figure 5: Clarke Road Secondary School

Holy Rosary Catholic School

Herkimer Street

Whetter Avenue to Alexandra Street

Trevithen Street

Whetter Avenue to Alexandra Street



Figure 7: Holy Rosary Catholic School

Knollwood Park Public School

Cheapside Street 50 m west of Harley Street to Barker Street

Gammage Street Cheapside Street to Traverse Street

Grosvenor Street Gammage Street to Sterling Street

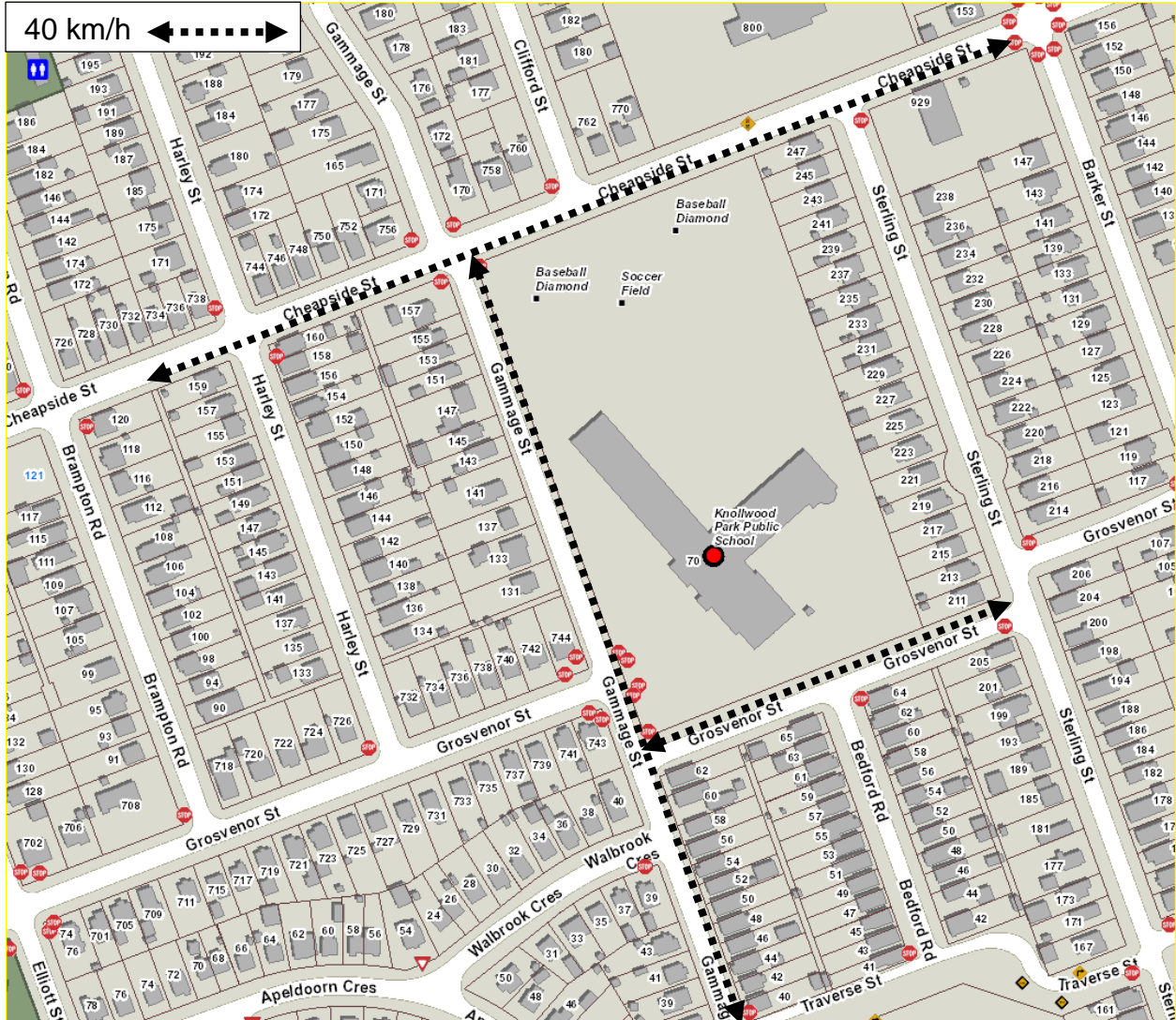


Figure 6: Knollwood Park Public School

Lord Roberts French Immersion Public School

Cartwright Street Princess Avenue to Central Avenue
Maitland Street Princess Avenue to Central Avenue
Princess Avenue Colborne Street to Maitland Street



Figure 8: Lord Roberts French Immersion Public School

Masonville Public School

Hillview Boulevard

Hillside Drive to Richmond Street

It should be noted that Fanshawe Park Road W is classified as an arterial road; therefore, the School Zone Speed Limit does not apply.

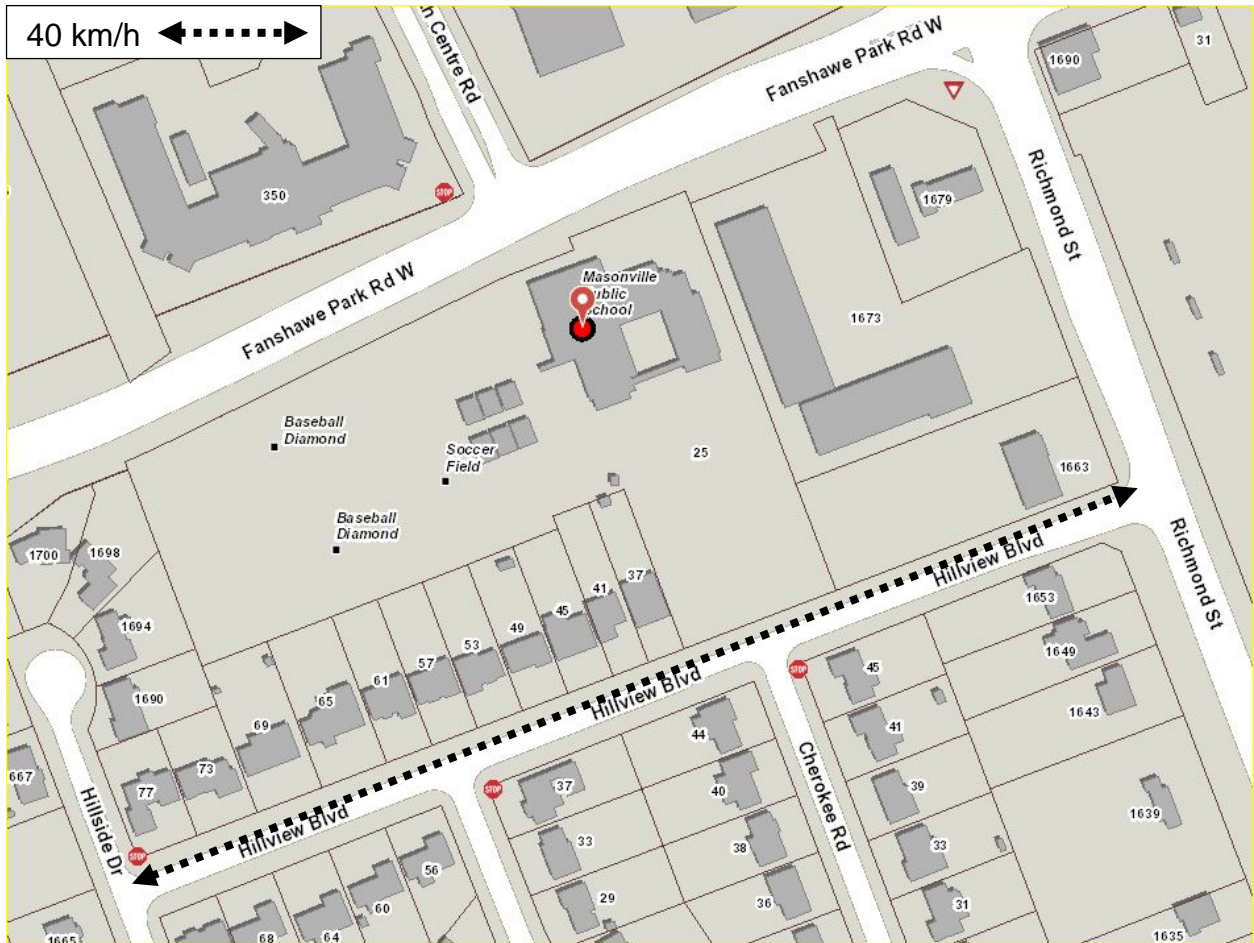


Figure 9: Masonville Public School

Mountsfield Public School

Mountsfield Crescent Mountsfield Drive to Ridout Street S

Mountsfield Drive Wortley Road to Commissioners Road E



Figure 10: Mountsfield Public School

Ryerson Public School

Victoria Street

Waterloo Street to Colborne Street

Waterloo Street

Cheapside Street to Victoria Street

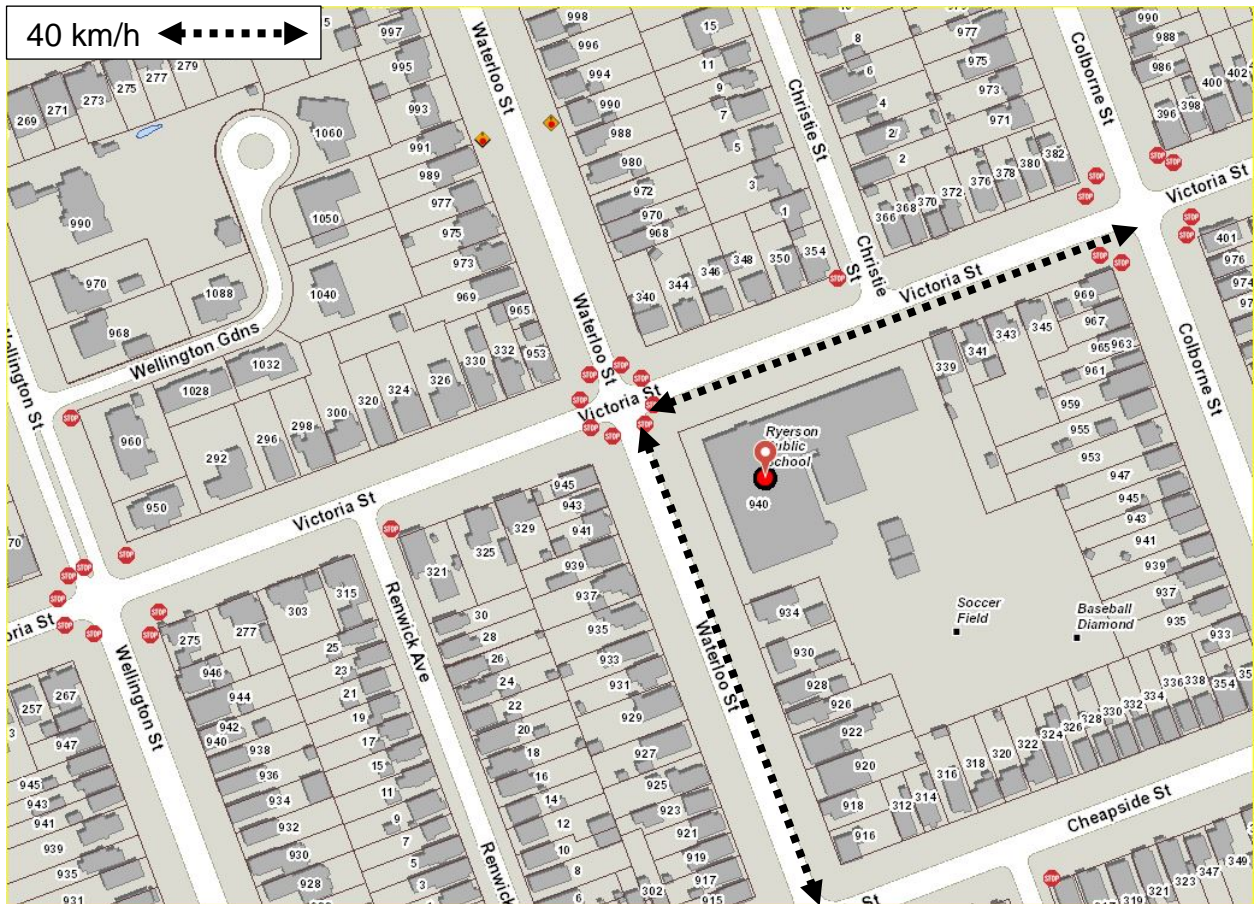


Figure 11: Ryerson Public School

Sir Georges-Étienne Cartier Public School

Chiddington Avenue

Huntingdon Drive to Chiddington Place

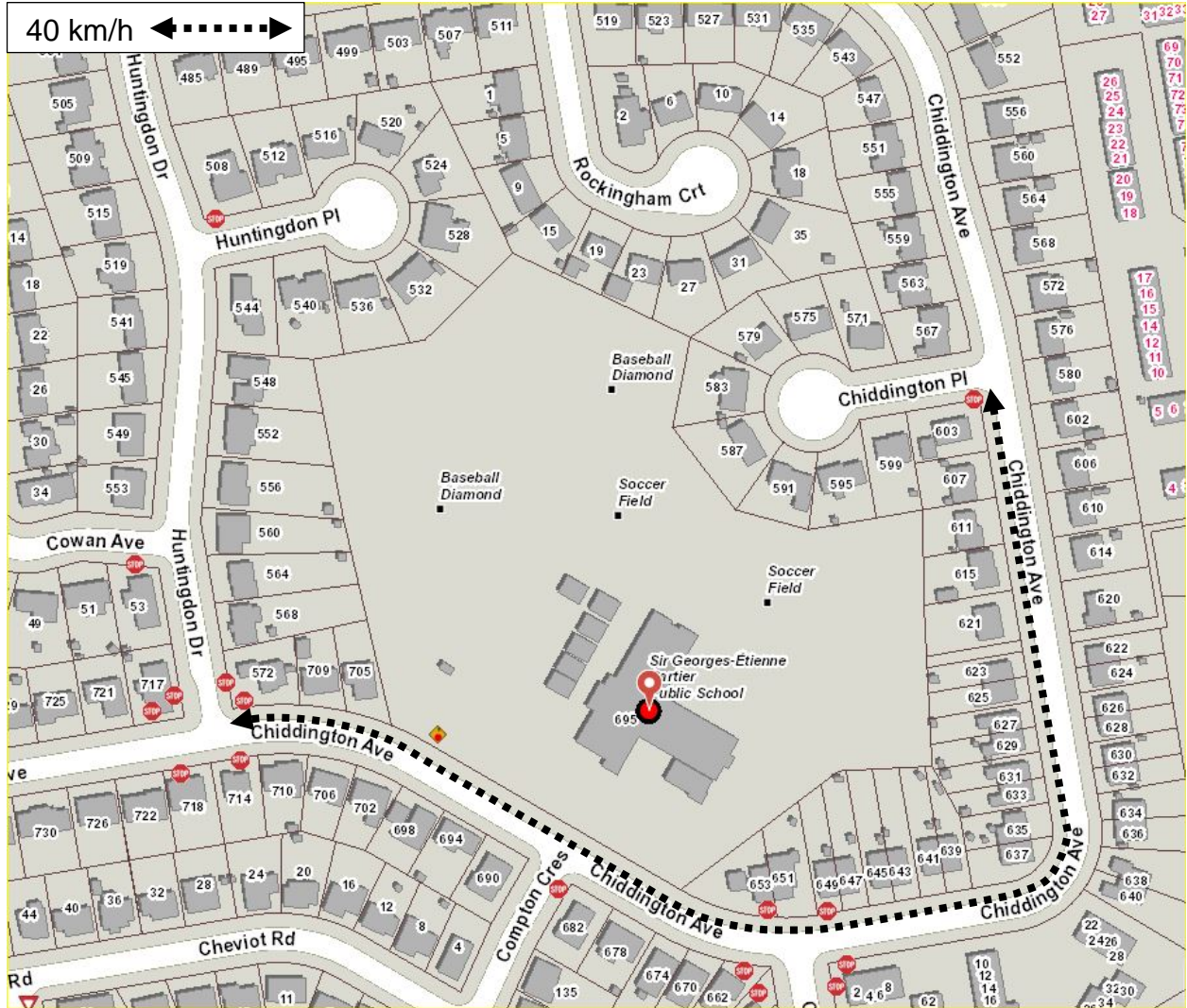


Figure 12: Sir Georges-Étienne Cartier Public School

Sir Isaac Brock Public School

Lenore Street Glendale Avenue to the north limit of the street

St. Lawrence Boulevard South limit of the street to Belmont Drive

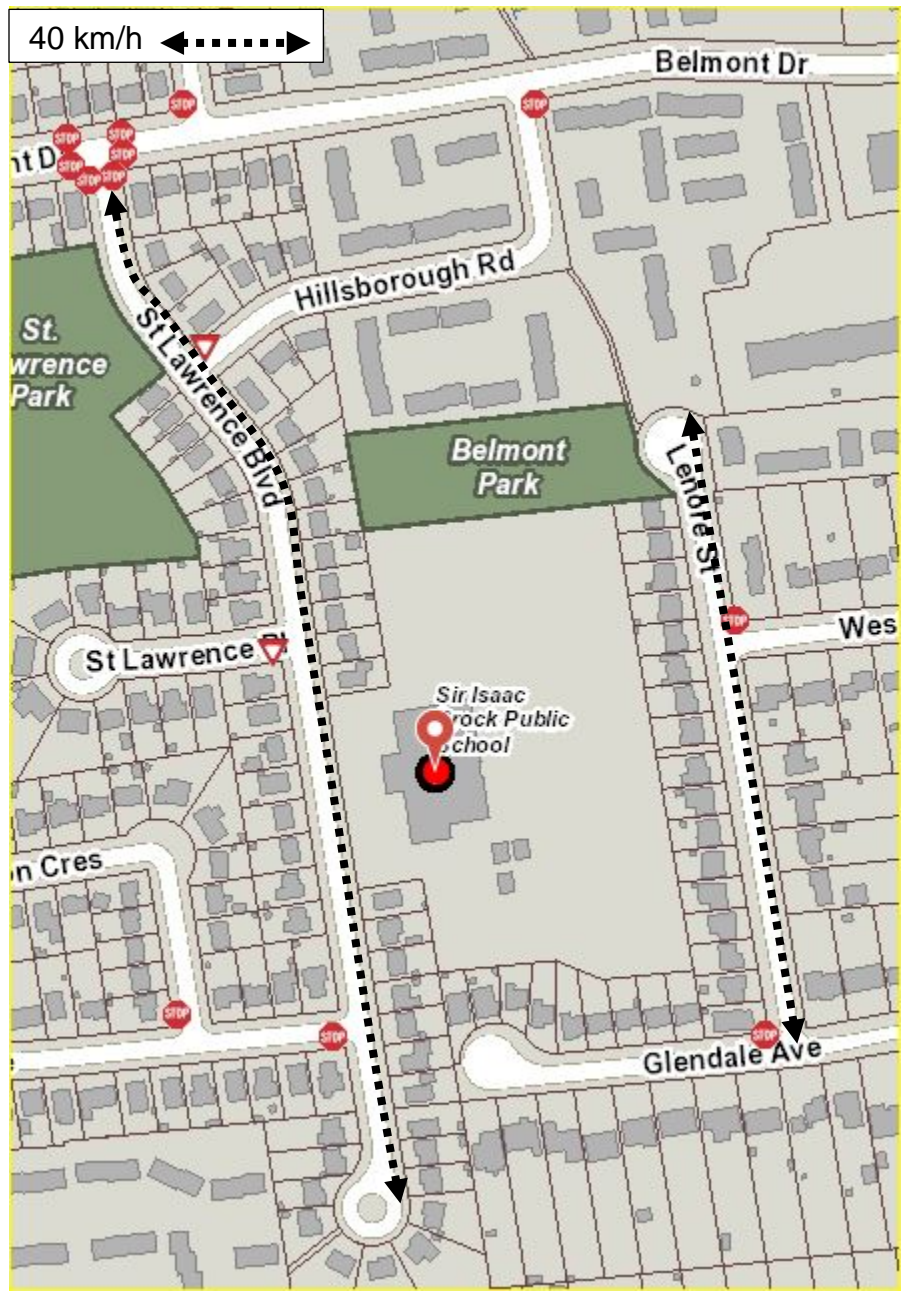


Figure 13: Sir Isaac Brock Public School

St. Francis Catholic School & Wilton Grove Public School

Ashbury Avenue	Surrey Crescent (north intersection) to a point 67 m west of Barrett Crescent
Dudley Crescent	A point 168 m west of Millbank Drive (south intersection) to Millbank Drive (north intersection)
Osgoode Drive	Dow Road to a point 223 m east of Adelaide Street S (north intersection)

It should be noted that Southdale Road E is classified as an arterial road; therefore, the School Zone Speed Limit does not apply.

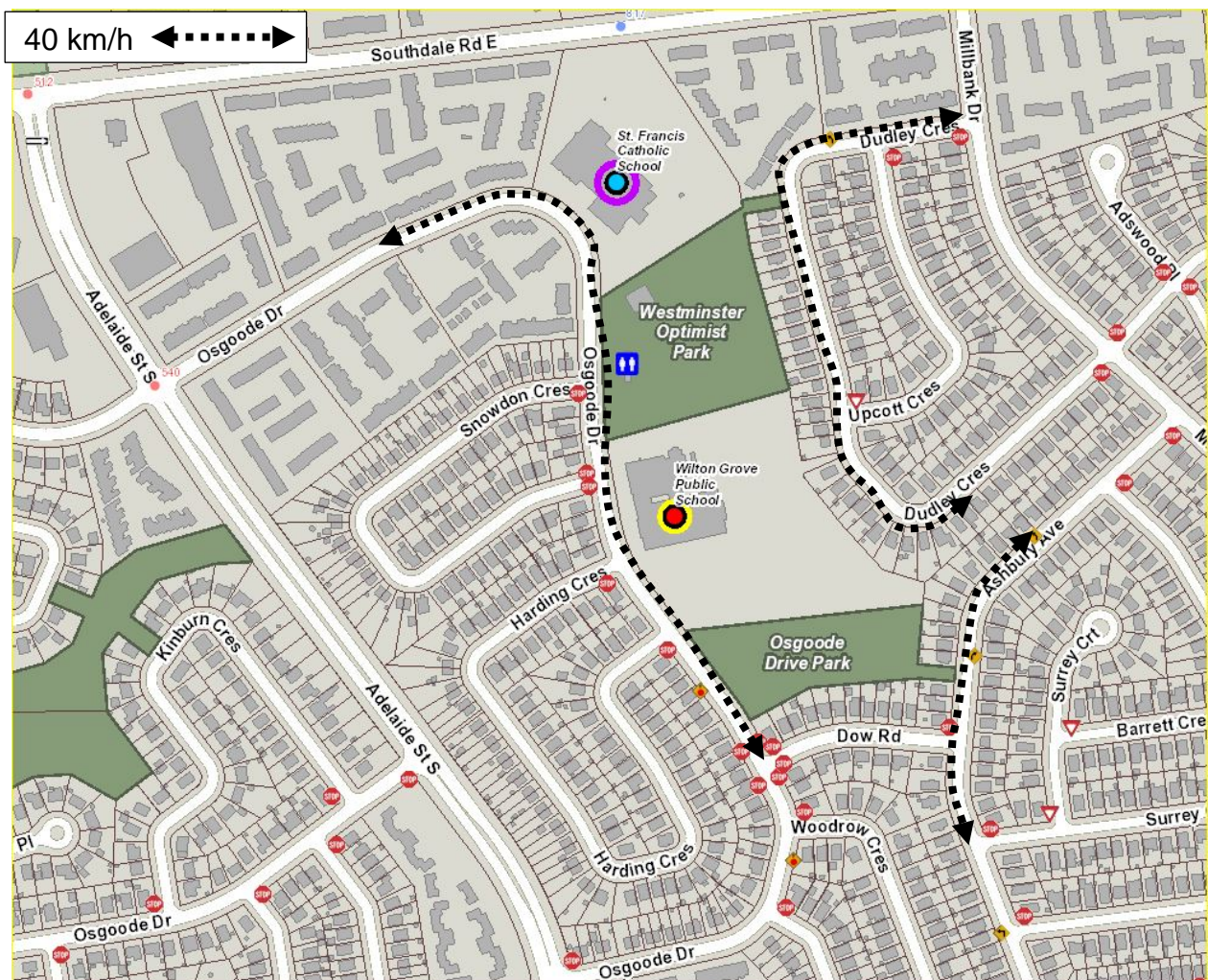


Figure 14: St. Francis Catholic School & Wilton Grove Public School

Stoneybrook Public School

- Hastings Drive A point 71 m east of Lindbrook Court to Hastings Gate
- Meridene Crescent W A point 136 m south of Ridge Road to Stoneybrook Crescent
- Stoneybrook Crescent A point 69 m south of Roland Crescent (west intersection) to Geary Avenue

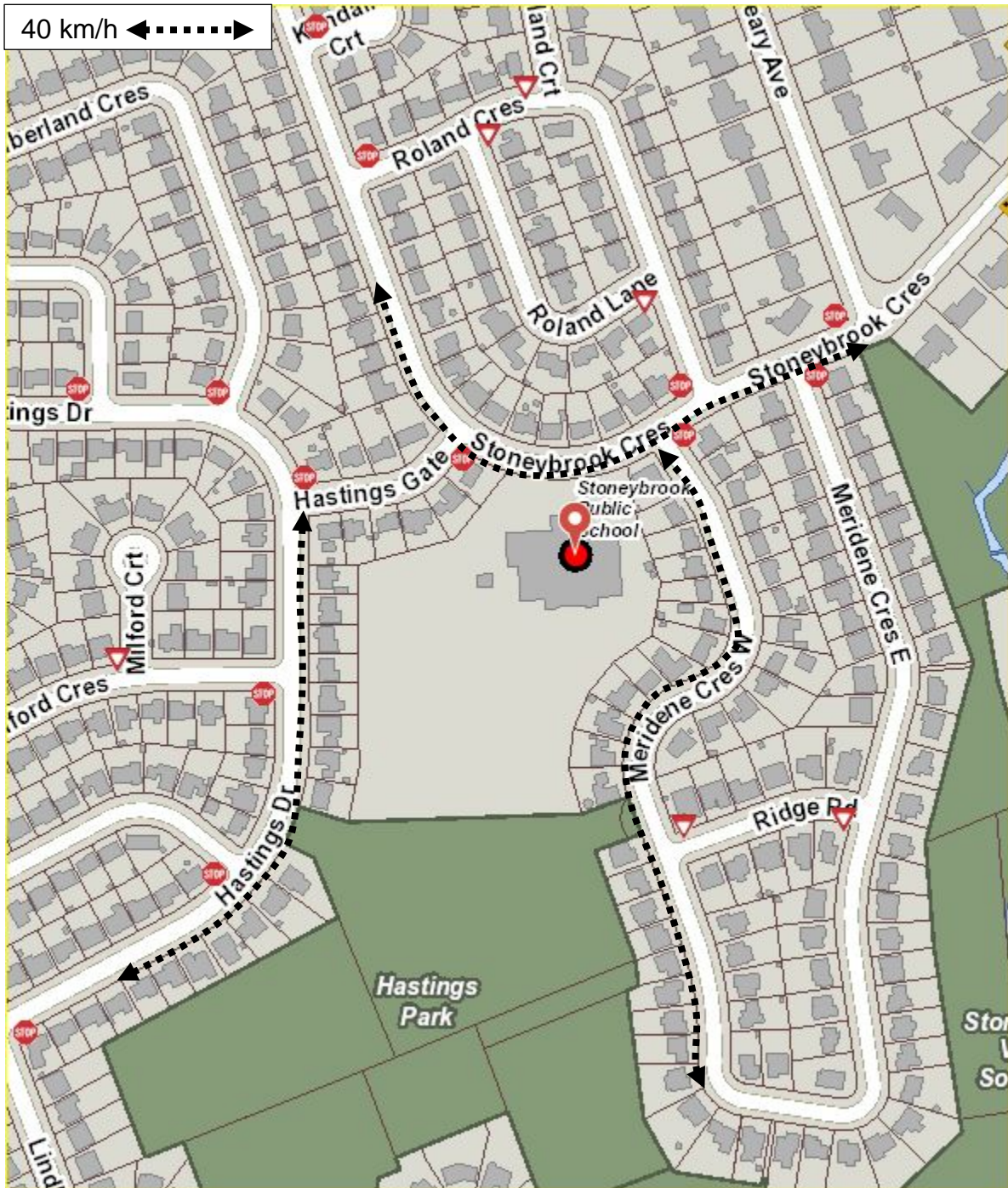


Figure 15: Stoneybrook Public School

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. DIVISION MANAGER, ROADWAY LIGHTING & TRAFFIC CONTROL	EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

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September 5, 2017/sm

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

cc. City Solicitor's Office
Parking Office

APPENDIX A

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 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. Lower Speed Limits

Schedule 17.1 (Lower Speed Limits) of the PS-113 By-law is hereby amended by **adding** the following rows:

Ashbury Avenue	Surrey Crescent (north intersection)	A point 67 m west of Barrett Crescent	40 km/h
Cartwright Street	Princess Avenue	Central Avenue	40 km/h
Cedarhollow Boulevard	Cedarpark Crescent	Killarney Road	40 km/h
Cheapside Street	A point 50 m west of Harley Street	Barker Street	40 km/h
Chiddington Avenue	Huntingdon Drive	Chiddington Place	40 km/h
Chippewa Drive	A point 104 m west of Pawnee Road	A point 105 m north of Oakville Avenue	40 km/h
Dudley Crescent	A point 168 m west of Millbank Drive (south intersection)	Millbank Drive (north intersection)	40 km/h
Gammage Street	Cheapside Street	Traverse Street	40 km/h
Guildwood Boulevard	Royal York Road	Cedarwood Road	40 km/h

Grosvenor Street	Gammage Street	Sterling Street	40 km/h
Hastings Drive	A point 71 m east of Lindbrook Court	Hastings Gate	40 km/h
Herkimer Street	Whetter Avenue	Alexandra Street	40 km/h
Hillview Boulevard	Hillside Drive	Richmond Street	40 km/h
Jellicoe Crescent	A point 150 m south of Lola Street	Blake Street	40 km/h
Killarney Road	A point 62 m west of Cedarpark Drive	A point 144 m east of Cedarhollow Boulevard	40 km/h
Lenore Street	Glendale Avenue	North limit of Lenore Street	40 km/h
Maitland Street	Princess Avenue	Central Avenue	40 km/h
Meridene Crescent W	A point 136 m south of Ridge Road	Stoneybrook Crescent	40 km/h
Mountsfield Crescent	Mountsfield Drive	Ridout Street S	40 km/h
Mountsfield Drive	Wortley Road	Commissioners Road E	40 km/h
Oakville Avenue	Chippewa Drive	Pawnee Road	40 km/h
Osgoode Drive	Dow Road	A point 223 m east of Adelaide Street S (north intersection)	40 km/h
Pawnee Road	Chippewa Drive	Oakville Avenue	40 km/h
Princess Avenue	Colborne Street	Maitland Street	40 km/h
St. Croix Avenue	Guildwood Crescent (west intersection)	Guildwood Crescent (east intersection)	40 km/h
St. Lawrence Boulevard	South limit of St. Lawrence Boulevard	Belmont Drive	40 km/h
Stoneybrook Crescent	A point 69 m south of Roland Crescent (west intersection)	Geary Avenue	40 km/h
Trevithen Street	Whetter Avenue	Alexandra Street	40 km/h
Victoria Street	Waterloo Street	Colborne Street	40 km/h

Waterloo Street	Cheapside Street	Victoria Street	40 km/h
Wavell Street	Clarke Road	A point 225 m east of Castle Drive	40 km/h

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

PASSED in Open Council on October 3, 2017

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 3, 2017

Second Reading – October 3, 2017

Third Reading – October 3, 2017