TO: CHAIR AND MEMBERS  
CIVIC WORKS COMMITTEE  
MEETING ON APRIL 16, 2019
FROM: KELLY SCHERR, P. ENG., MBA, FEC  
MANAGING DIRECTOR, ENVIRONMENTAL AND  
ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT: AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the attached proposed by-law (Appendix A) BE INTRODUCED at the Municipal Council meeting to be held on April 23, 2019, 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 Building a Sustainable City 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 traffic safety, operations and parking concerns. The following amendments are proposed:

1. No Stopping Anytime

King Street

2019 construction plans include work on Dundas Street from Richmond Street to Wellington Street, King Street from Ridout Street to Colborne Street and York Street from Talbot Street to Clarence Street. To assist with the detour routes for Dundas Street and York Street, as well as tie into construction plans with King Street, it is recommended to implement ‘No Stopping Anytime’ zones on the north side of King Street from Ridout Street to Colborne Street to remove the ‘2 Hour Parking 8:00 a.m. to 6:00 p.m.’ and ‘Loading Zones’. The south side of King Street parking regulations will be affected based on the construction and future King Street configuration. A future PS-113 Traffic and Parking By-law amendment addressing those changes will be submitted once parameters are finalized.
Figure 1: King Street from Ridout Street North to Talbot Street

Figure 2: King Street from Talbot Street to Richmond Street
Figure 3: King Street from Richmond Street to Clarence Street

Proposed ‘No Stopping Anytime’ Zone — — —
Existing ‘No Stopping Anytime’ Zone

Figure 4: King Street from Clarence Street to Wellington Street

Proposed ‘No Stopping Anytime’ Zone — — —
Existing ‘No Stopping Anytime’ Zone

Figure 4: King Street from Clarence Street to Wellington Street

Existing ‘No Parking Anytime’ Zone ↔
Existing ‘2 Hour Parking 8:00 a.m. to 6:00 p.m.’
Amendments are required to Schedule 1 (No Stopping), Schedule 2 (No Parking), Schedule 5 (Prohibited Parking at Loading Zones) and Schedule 20 (On-Street 2 Hour Metered Zones) to address the above changes.
2. **No Parking**

**Killarney Road**

The subdivision development agreement specifies the construction of parking bays on the south side of Killarney Road from 50 m east of Cedarhollow Boulevard to the east limit of Killarney Road. ‘No Parking Anytime’ zones are recommended for the north side of Killarney Road opposite the parking bays and the south side of Killarney Road outside the limits of the parking bays.

![Figure 7: Killarney Road](image)

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

3. **Street Name Change**

**Third Street to Baransway Drive**

Municipal Council approved the renaming of Third Street from Oxford Street East to Cheapside Street to Baransway Drive, effective February 1st, 2019.

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

**ACKNOWLEDGEMENT:**

This report was prepared with the assistance of Doug Bolton of the Roadway Lighting and Traffic Control Division.
APPENDIX A

BY-LAW TO AMEND THE TRAFFIC AND 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. No Stopping

Schedule 1 (No Stopping) of the By-law PS-113 is hereby amended by deleting the following rows:

<table>
<thead>
<tr>
<th>King Street North</th>
<th>A point 96 m west of Talbot Street</th>
<th>Talbot Street</th>
<th>7:30 am to 9:00 am</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Street North</td>
<td>A point 30 m west of Covent Place</td>
<td>Covent Market Place</td>
<td>Anytime</td>
</tr>
<tr>
<td>King Street North</td>
<td>Covent Market Place</td>
<td>Richmond Street</td>
<td>3:30 p.m. to 6:30 p.m.</td>
</tr>
<tr>
<td>King Street North</td>
<td>Clarence Street</td>
<td>A point 80 m east of Clarence Street</td>
<td>Anytime</td>
</tr>
<tr>
<td>King Street North</td>
<td>A point 29 m west of Wellington Street</td>
<td>A point 20 m east of said street</td>
<td>Anytime</td>
</tr>
</tbody>
</table>
Schedule 1 (No Stopping) of the By-law PS-113 is hereby amended by adding the following rows:

King Street  North  Ridout Street N  A point 63 m east of Talbot Street  Anytime

King Street  North  A point 30 m west of Covent Market Place  Colborne Street  Anytime

2. No Parking

Schedule 2 (No Parking) of the By-law PS-113 is hereby amended by deleting the following rows:

King Street  North  Thames Street  A point 27 m east of Ridout Street N  Anytime

King Street  North  A point 47 m west of Talbot Street  A point 62 m east of said street  Anytime

King Street  North  A point 74 m east of Richmond Street  A point 77 m west of Clarence Street  Anytime

King Street  North  Wellington Street  A point 42 m west of Waterloo Street  Anytime

Third Street  Both  Cheapside Street  Oxford Street E  Anytime

Schedule 2 (No Parking) of the By-law PS-113 is hereby amended by adding the following rows:

Baransway  Both  Oxford Street E  Cheapside Street  Anytime

Killarney Road  North  Cedarhollow Boulevard  East limit of Killarney Road  Anytime
3. **Prohibited Parking at Loading Zones**

Schedule 5 (Prohibited Parking at Loading Zones) of the By-law PS-113 is hereby amended by deleting the following rows:

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Distance</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Street North A point 18 m</td>
<td>east of</td>
<td>Monday to Sunday</td>
</tr>
<tr>
<td>Richmond Street to a point 30 m</td>
<td>east of</td>
<td></td>
</tr>
<tr>
<td>Richmond Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>King Street North From a point</td>
<td>52 m</td>
<td>8:00 a.m. to 6:00 p.m.</td>
</tr>
<tr>
<td>74 m east of said street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>King Street North From a point</td>
<td>46 m</td>
<td></td>
</tr>
<tr>
<td>Wellington Street to a point 29</td>
<td>west of</td>
<td></td>
</tr>
<tr>
<td>m west of said street</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4. **On-Street 2 Hour Metered Zones**

Schedule 20 (On-Street 2 Hour Metered Zones) of the By-law PS-113 is hereby amended by deleting the following rows:

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Distance</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Street North Ridout Street N</td>
<td>A point 68 m east of said street</td>
<td>8:00 a.m. to 6:00 p.m.</td>
</tr>
<tr>
<td>King Street North Talbot Street</td>
<td>A point 96 m east of said Street</td>
<td>8:00 a.m. to 6:00 p.m.</td>
</tr>
<tr>
<td>King Street North Talbot Street</td>
<td>Burwell Street</td>
<td>8:00 a.m. to 6:00 p.m.</td>
</tr>
</tbody>
</table>

Schedule 20 (On-Street 2 Hour Metered Zones) of the By-law PS-113 is hereby amended by adding the following rows:
<table>
<thead>
<tr>
<th>Street</th>
<th>Direction</th>
<th>Description</th>
<th>Burwell Street</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Street</td>
<td>North</td>
<td>A point 27 m east of Colborne</td>
<td>Burwell Street</td>
<td>8:00 a.m. to 6:00 p.m.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Street</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on April 23, 2019

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – April 23, 2019
Second Reading – April 23, 2019
Third Reading – April 23, 2019