

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON AUGUST 12, 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 proposed by-law, attached as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on August 27th 2019, for the purpose of amending the Traffic and Parking By-law (PS-113).

2019-23 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

Broughdale Area

On the last Saturday of September, there is expected to be an unsanctioned street party in the Broughdale area that results in large volumes of attendees and their vehicles filling the streets and impeding first responders. To address this safety issue, it is recommended that 'no stopping anytime' zones on the both sides of the following streets be implemented in advance of the unsanctioned street party:

- Audrey Avenue;
- Broughdale Avenue west of Richmond Street;
- Huron Street between The Parkway and Richmond Street;
- Regent Street between The Parkway and Richmond Street;
- St. George Street between Regent Street and Huron Street;
- Sunset Street between Huron Street and Western University Entry; and,
- Talbot Street between Regent Street and Huron Street.

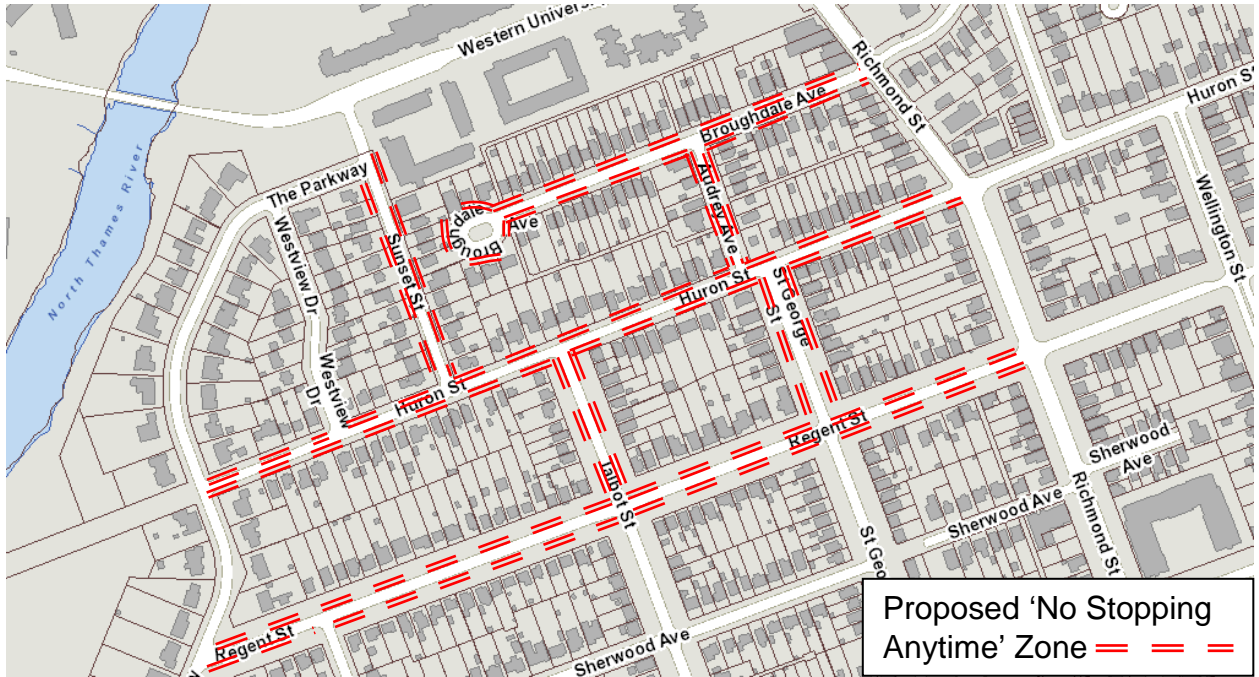


Figure 1: Broughdale Area

Any vehicles parked in these areas will be issued a parking fine and will be towed to a temporary impound yard for vehicle retrieval. There will be no cost associated with the vehicle retrieval process. Property owners/occupants will be notified of these temporary parking regulations for the purposes of public safety.

Springbank Drive

Staff have received a request to consider extending the existing 'No Stopping Anytime' zone on the south side of Springbank Drive at municipal number 460 due to delivery vehicles stopping in the 'No Parking Anytime' zone, rather than using the property for deliveries. Concerns have been raised that stopped delivery trucks are blocking the view of the pedestrian crossing just east of the property access, as well as blocking the view of exiting vehicles from the west access of the large commercial property. The current 'No Stopping Anytime' zone is from Trowbridge Avenue to 25 m west of Trowbridge Avenue. It is proposed to extend this to 95 m west of Trowbridge Avenue.

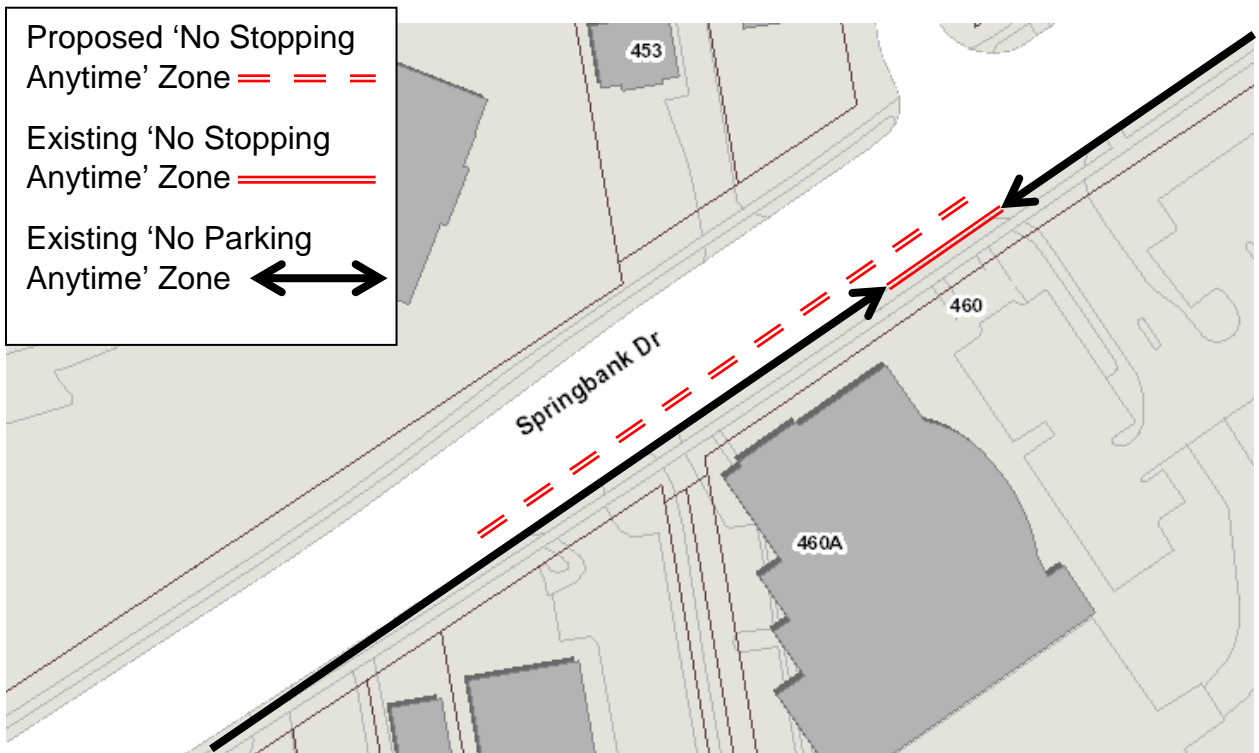


Figure 2: Springbank Drive

Amendments are required to Schedule 1 (No Stopping) to address the above changes.

2. Limited Parking

At the request of local businesses, a mail-back survey was sent to the property owners on Hamilton Road from East Street to Sanders Street, where the majority of the respondents supported amending an existing '1 Hour Parking 8:00 a.m. to 6:00 p.m.' zone to a '1 Hour Parking 8:00 a.m. to 9:00 p.m.' zone.

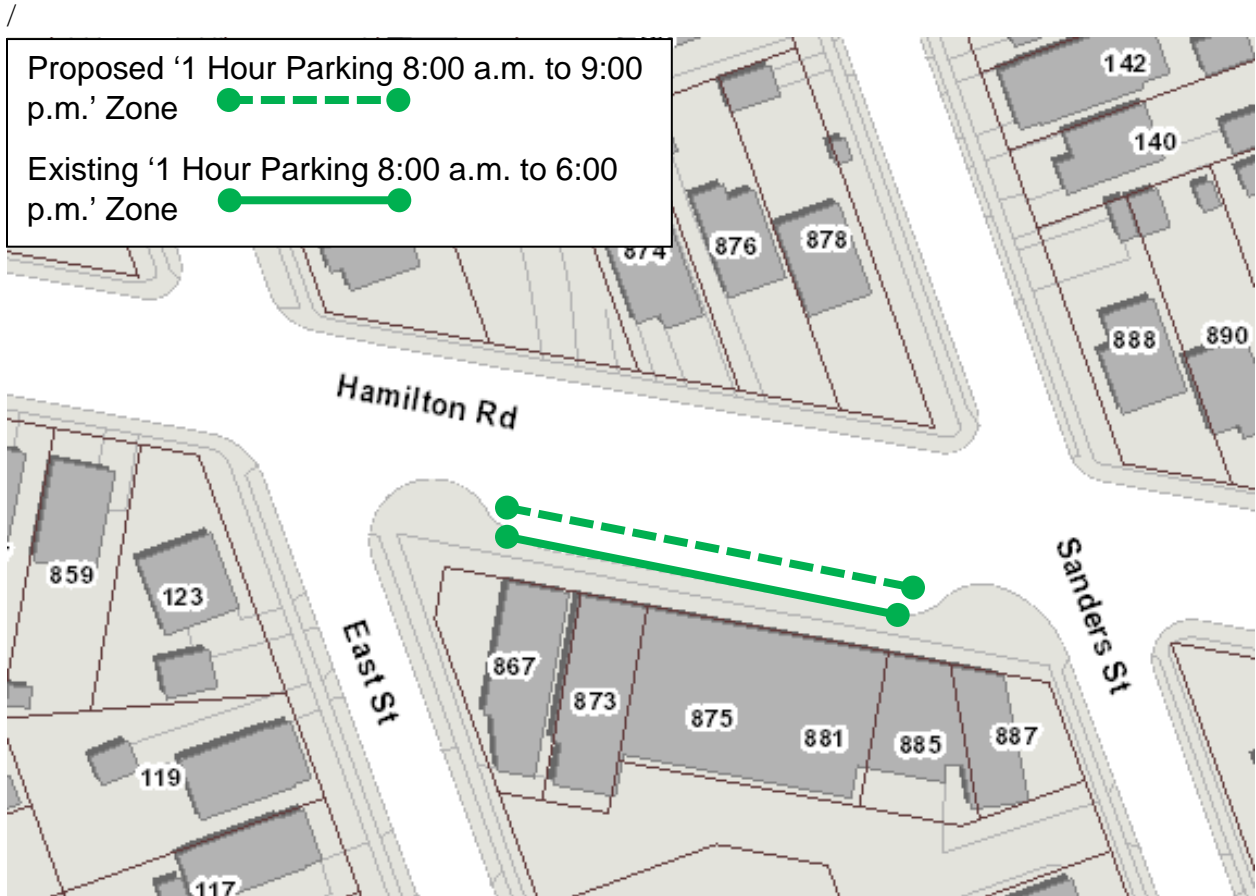


Figure 3: Hamilton Road

An amendment is required to Schedule 6 (Limited Parking) to address the above change.

3. Regulatory Signs

Highland Green Subdivision

All road accesses within Highland Green Subdivision are open to traffic. It is recommended that 'stop signs' and 'yield signs' be installed at the following location:

- Carnegie Lane at Edwin Drive; and
- Edwin Drive at Carnegie Lane.

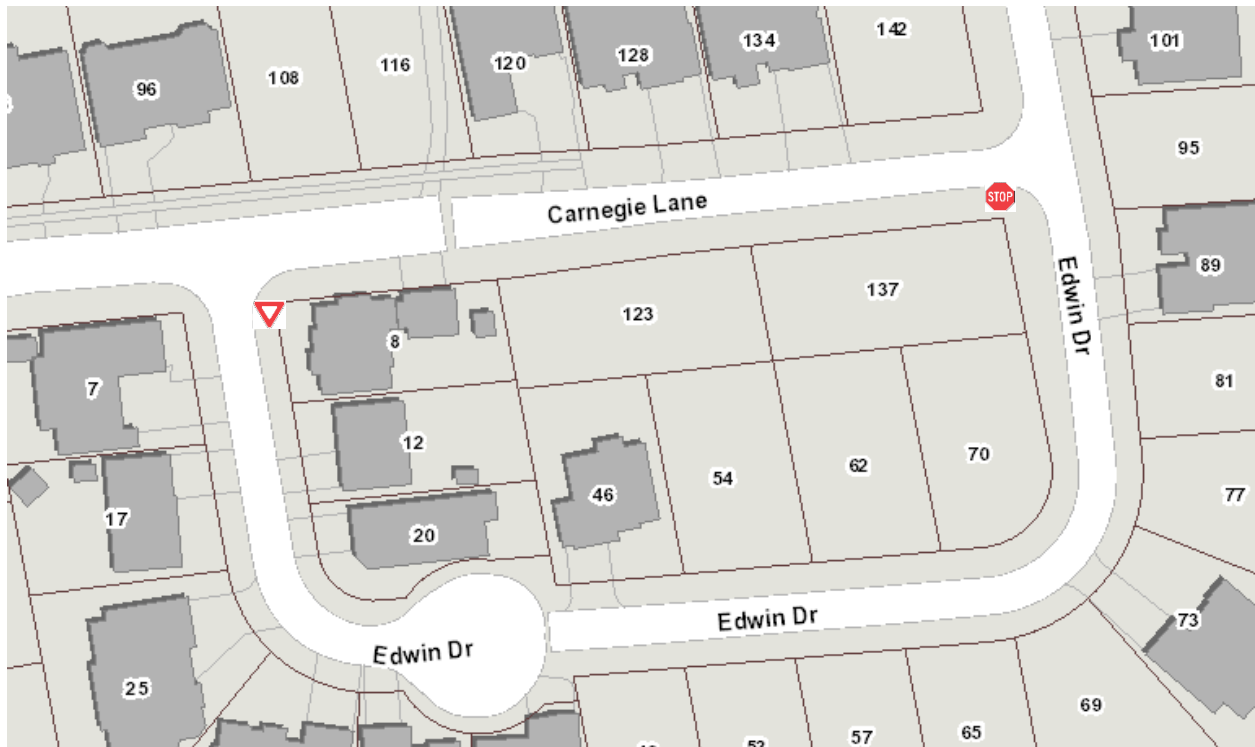


Figure 4: Highland Green Subdivision

Foxwood Crossing Subdivision

All road accesses within Foxwood Crossing Subdivision are open to traffic. It is recommended that 'stop signs' be installed at the following locations:

- Bakerville Street at Savoy Street;
- Bakerville Street at Westpoint Heights;
- Debra Drive at Bakerville Street;
- Debra Drive at Red Thorne Avenue;
- Red Thorne Avenue at Bakerville Street (west intersection);
- Red Thorne Avenue at Bakerville Street (east intersection);
- Westpoint Heights at Red Thorne Avenue;
- Westpoint Heights at Savoy Street;
- Westwick Walk at Beattie Street;
- Westwick Walk at Savoy Street; and
- Westwick Walk at Westpoint Heights.

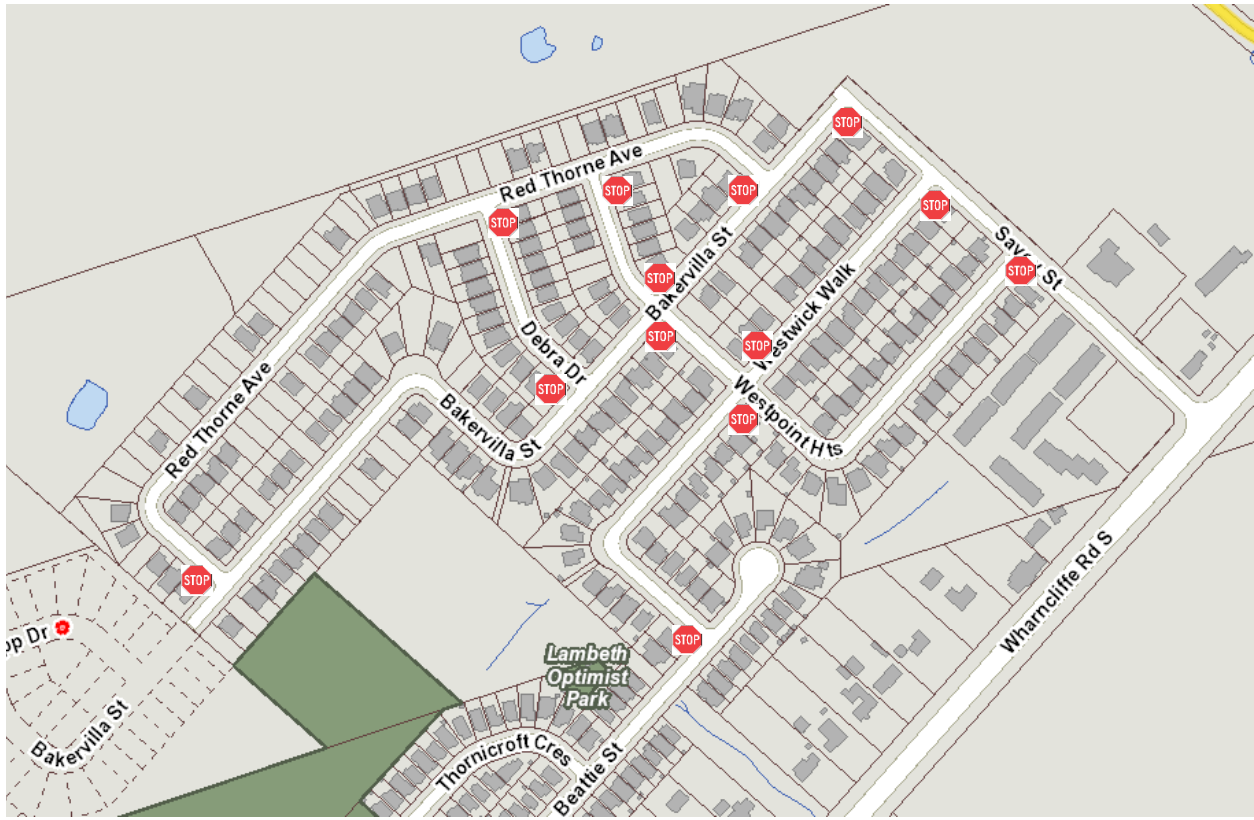


Figure 5: Foxwood Crossing Subdivision

St. James Street at Talbot Street

A high-density apartment building is in the approval process for No. 112 and No. 124 St. James Street for a high-density apartment building. Currently, traffic on St. James and Talbot Street flow freely with only the traffic exiting the park to the west being required to stop. It is recommended to implement an 'all-way stop' for the intersection of St. James Street and Talbot Street to address the change in traffic patterns. The signs will be implemented when the fourth leg of the intersection is implemented.

Uplands Subdivision

Due to operational and safety concerns, it is recommended to replace the existing 'yield signs' with 'stop signs' at the following locations:

- Berkley Crescent at Uplands Drive; and
- Redford Road at Uplands Drive (east and west intersections).



Figure 6: Uplands Subdivision

Warbler Woods West Subdivision

All road accesses within Warbler Woods West Subdivision are open to traffic. It is recommended that 'stop signs' be installed at the following locations:

- Sumac Way at Riverbend Road; and
- Sumac Way at Warbler Woods Walk.



Figure 7: Warbler Woods West Subdivision

Wickerson Heights Subdivision

Due to operational and safety concerns, it is recommended to replace the existing 'yield signs' with 'stop signs' at the following locations:

- Brayford Crescent at Ironwood Road (north and south intersections);
- Dogwood Crescent at Ironwood Road (east and north intersections);
- Lilac Avenue at Ironwood Road (east and north intersections);
- Lilac Gate at Wickerson Road;
- Tyson Walk at Brayford Crescent; and
- Wickerson Gate at Brayford Crescent.

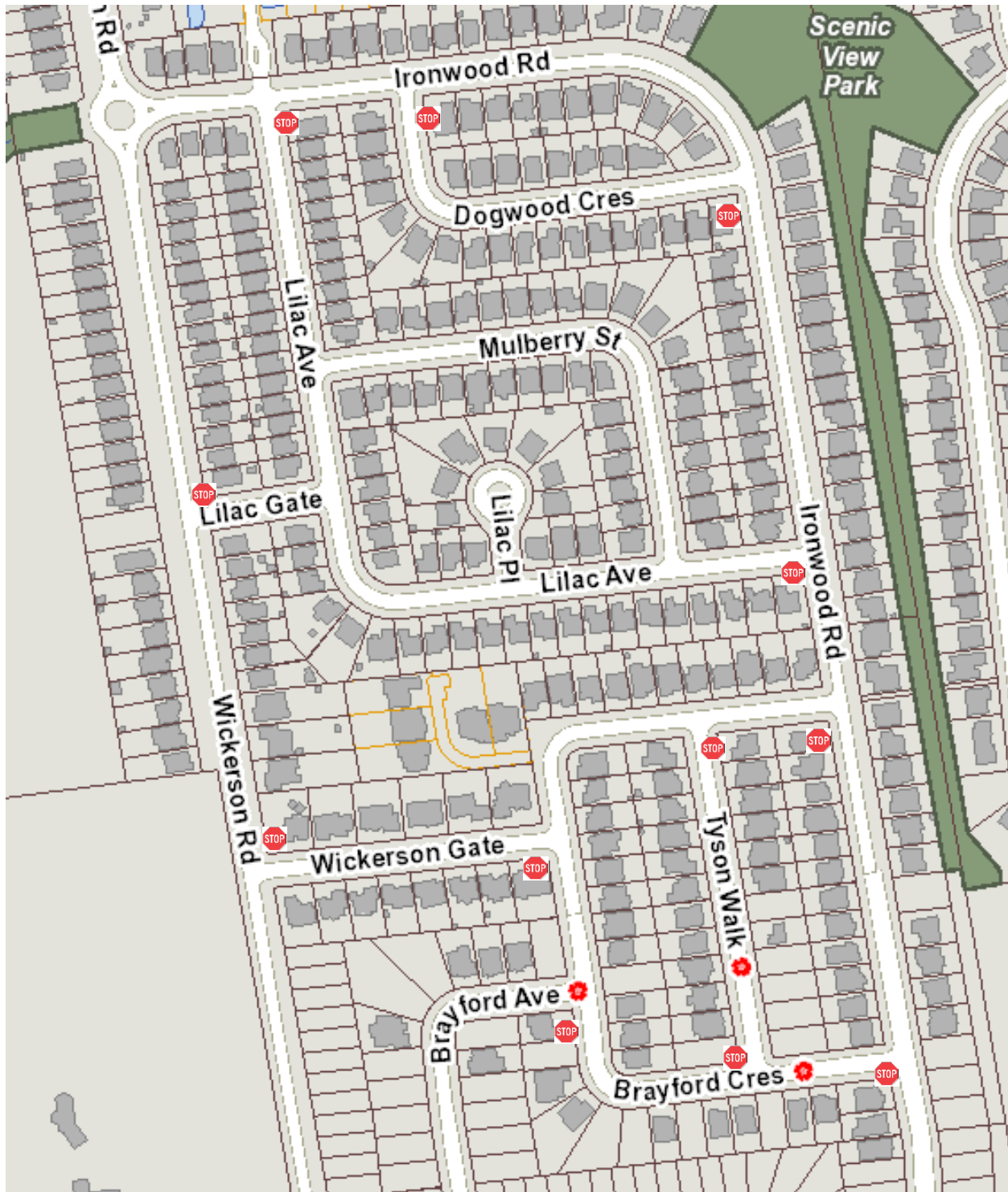


Figure 8: Wickerson Heights Subdivision

Amendments are required to Schedule 10 (Stop Signs) and Schedule 11 (Yield Signs) to address the above changes.

4. Speed Limits

Wharnccliffe Road

Due to a significant increase in development, it is recommended to reduce the posted speed on Wharnccliffe Road South between Bradley Avenue and Legendary Drive from 80 km/h to 60km/h. This will also match the 60 km/h posted speed on Wharnccliffe Road South north of Legendary Drive.

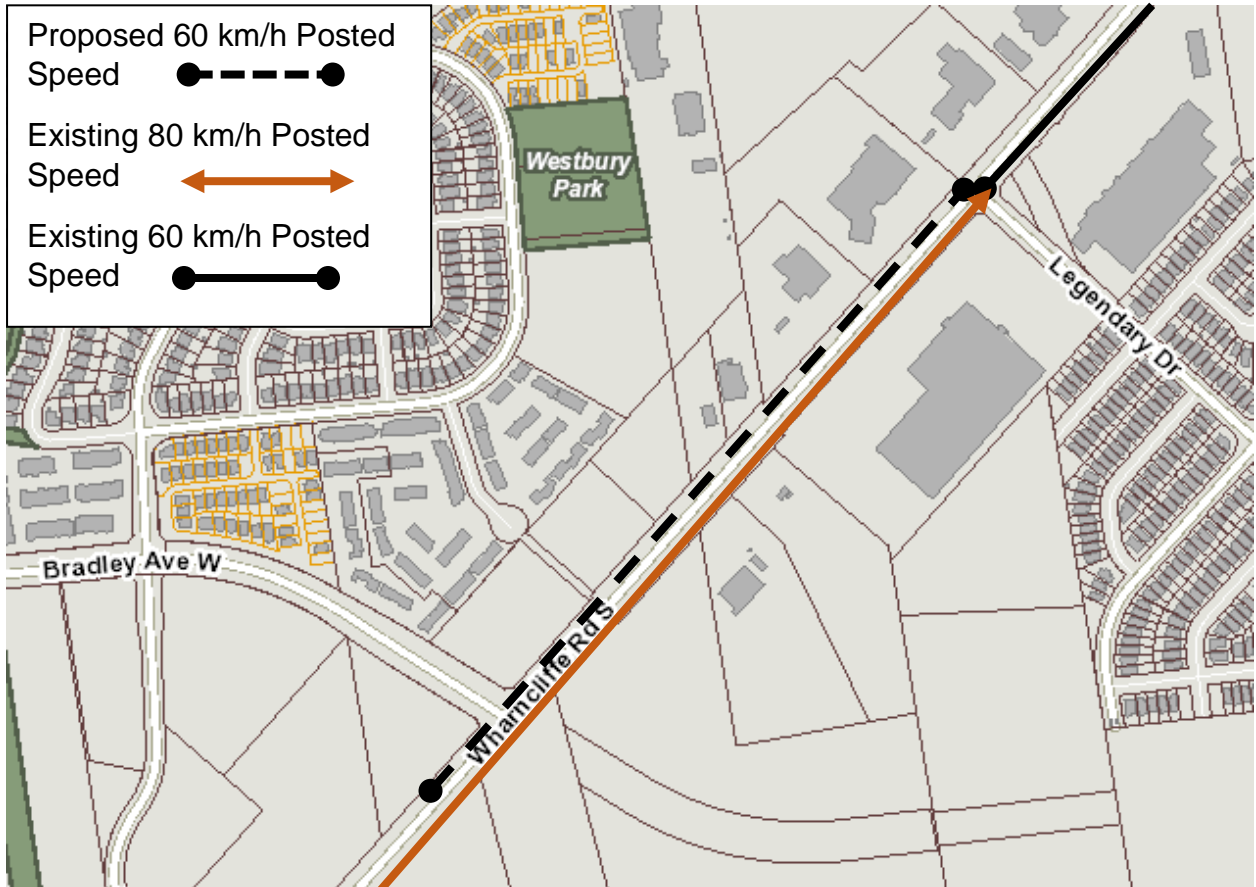


Figure 9: Wharnccliffe Road South

Amendments are required to Schedule 17 (Higher Speed Limits) to address the above changes.

5. Designated Parking

Pacific Court

Staff received a request from a local business to convert an existing parking stall on the south side of Pacific Court to a 'designated parking space'.

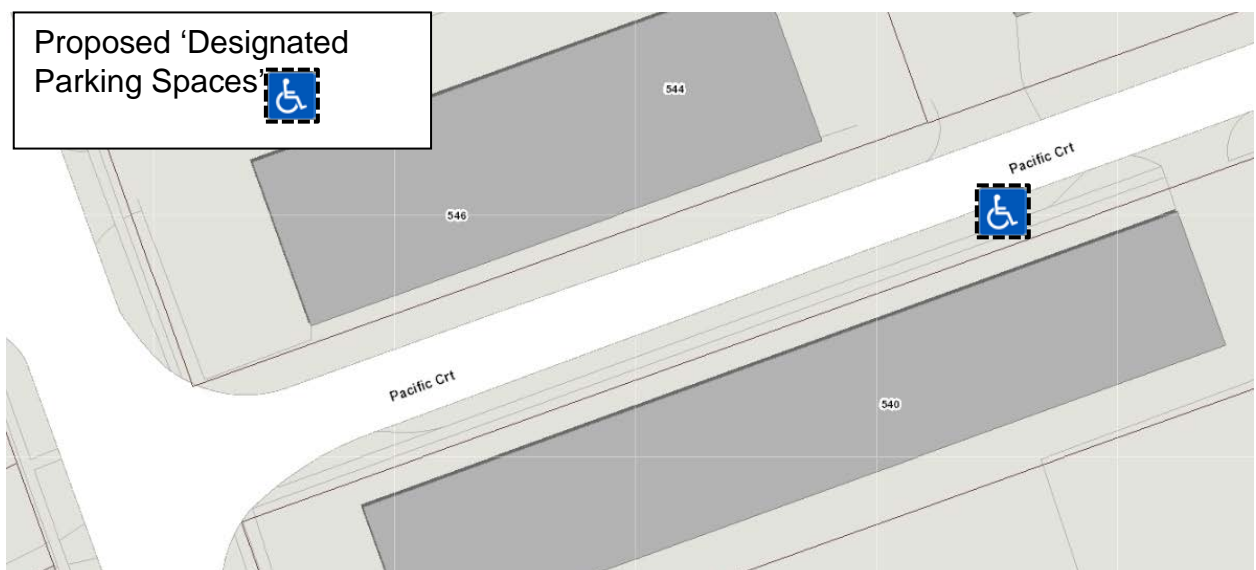


Figure 10: Pacific Court

An amendment to Schedule 27 (Designated Parking Spaces) is required to address the above change.

PREPARED BY:	REVIEWED AND CONCURRED BY:
SHANE MAGUIRE, P. ENG. DIVISION MANAGER, ROADWAY LIGHTING AND TRAFFIC CONTROL	DOUG MACRAE, P.ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER	

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August 2, 2019/db

Attach: Appendix 'A': Proposed Traffic and Parking By-Law Amendments

cc. City Solicitor's Office
Parking Office

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 PS-113 By-law is hereby amended by **deleting** the following row:

Springbank Drive	South	Trowbridge Avenue	A point 25 m west of said street	Anytime
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Schedule 1 (No Stopping) of the PS-113 By-law is hereby amended by **adding** the following row:

Audrey Avenue	Both	Huron Street	Broughdale Avenue	Anytime from 12:01 a.m. of the last Saturday in September to 11:59 p.m. of the last Saturday in September
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Broughdale Avenue	Both	West limit of Broughdale Avenue	Richmond Street	Anytime from 12:01 a.m. of the last Saturday in September to 11:59 p.m. of the last Saturday in September
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Huron Street	Both	The Parkway	Richmond Street	Anytime from 12:01 a.m. of the last Saturday in September to 11:59 p.m. of the last Saturday in September
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Regent Street	Both	The Parkway	Richmond Street	Anytime from 12:01 a.m. of the last Saturday in September to 11:59 p.m. of the last Saturday in September
Springbank Drive	South	A point 455 m east of Berkshire Drive	A point 550 m east of Berkshire Drive	Anytime
St. George Street	Both	Regent Street	Huron Street	Anytime from 12:01 a.m. of the last Saturday in September to 11:59 p.m. of the last Saturday in September
Sunset Street	Both	Huron Street	The Parkway	Anytime from 12:01 a.m. of the last Saturday in September to 11:59 p.m. of the last Saturday in September
Talbot Street	Both	Regent Street	Huron Street	Anytime from 12:01 a.m. of the last Saturday in September to 11:59 p.m. of the last Saturday in September

2. **Limited Parking**

Schedule 6 (Limited Parking) of the By-law PS-113 is hereby amended by **deleting** the following row:

Hamilton Road	South	East Street to Sanders Street	8:00 a.m. to 6:00 p.m.	1 Hour
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Schedule 6 (Limited Parking) of the By-law PS-113 is hereby amended by **adding** the following row:

Hamilton Road	South	East Street to Sanders Street	8:00 a.m. to 9:00 p.m.	1 Hour
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3. Stop Signs

Schedule 10 (Stop Signs) of the PS-113 By-law is hereby amended by **adding** the following rows:

Eastbound	Bakerville Street	Savoy Street
Eastbound	Bakerville Street	Westpoint Heights
Westbound	Bakerville Street	Westpoint Heights
Eastbound	Berkley Crescent	Uplands Drive
Eastbound	Brayford Avenue	Brayford Crescent
Eastbound	Brayford Crescent (north & south intersections)	Ironwood Road
Eastbound	Carnegie Lane	Edwin Drive (east intersection)
Northbound	Debra Drive	Red Thorne Avenue
Southbound	Debra Drive	Bakerville Street
Eastbound & Northbound	Dogwood Crescent	Ironwood Road
Eastbound & Northbound	Lilac Avenue	Ironwood Road
Westbound	Lilac Gate	Wickerson Road
Southbound	Red Thorne Avenue (east & west intersection)	Bakerville Street
Northbound	Redford Road (east & west intersections)	Uplands Drive
Southbound	Redford Road (west intersection)	Uplands Drive
Eastbound & Westbound	St. James Street	Talbot Street
Eastbound	Sumac Way	Warbler Woods Walk
Westbound	Sumac Way	Riverbend Road
Northbound	Talbot Street	St. James Street
Northbound & Southbound	Tyson Walk	Brayford Crescent
Northbound	Westpoint Heights	Red Thorne Avenue
Eastbound	Westpoint Heights	Savoy Street
Southbound	Westwick Walk	Beattie Street
Eastbound	Westwick Walk	Savoy Street

Eastbound & Westbound	Westwick Walk	Westpoint Heights
Eastbound	Wickerson Gate	Brayford Crescent

4. Yield Signs

Schedule 11 (Yield Signs) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Eastbound	Berkley Crescent	Uplands Drive
Eastbound	Brayford Crescent	Ironwood Road
Northbound & Eastbound	Dogwood Crescent	Ironwood Road
Northbound & Eastbound	Lilac Avenue	Ironwood Road
Westbound	Lilac Gate	Wickerson Road
Westbound	Redford Road (east intersection)	Uplands Drive
Northbound	Tyson Walk	Brayford Crescent
Westbound	Uplands Drive	Redford Road

Schedule 11 (Yield Signs) of the PS-113 By-law is hereby amended by **adding** the following rows:

Northbound	Edwin Drive	Carnegie Lane (west intersection)
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5. Higher Speed Limits

Schedule 17 (Higher Speed Limit) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Wharncliffe Road S	A point 50 m north of Highview Avenue E	A point 600 m south of said street	60 km/h
Wharncliffe Road S	A point 600 m south of Southdale Road W	A point 605 m south of Campbell Street	80 km/h

Schedule 17 (Higher Speed Limit) of the PS-113 By-law is hereby amended by **adding** the following rows:

Wharncliffe Road S	A point 50 m south of Bradley Avenue W	A point 50 m north of Highview Avenue E	60 km/h
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Wharncliffe Road S	A point 605 m north of Campbell Street	A point 50 m south of Bradley Avenue W	80 km/h
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6. Designated Parking Spaces

Schedule 27 (Designated Parking Spaces) of the PS-113 By-law is hereby amended by **adding** the following rows:

Pacific Court	South	A point 120 m east of Clarke Road to a point 128 m east of Clarke Road
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This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on August 27, 2019

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – August 27, 2019
Second Reading – August 27, 2019
Third Reading – August 27, 2019