

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020
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 Appendices A, B and C **BE INTRODUCED** at the Municipal Council meeting to be held on March 24, 2020, 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 (Appendices A, B and C) to address traffic safety, operations and parking concerns. The following amendments are proposed:

1. No Stopping Zones

St. Marguerite d'Youville Catholic School

Staff have been notified that the school buses for St. Marguerite d'Youville Catholic School are utilizing the u-driveway at the front of the school rather than the lay-by on Hawthorne Road, therefore the existing 'no stopping anytime' and 'school bus loading' zones for the lay-by are no longer required. Staff have been requested by the school and parents of students to allow drop-off and pick-up of students within this inlet bay during school drop-off and pick-up times, and allow for parking outside those times. It is recommended to replace the existing 'no stopping anytime' and 'school bus loading' zones with 'no parking 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday from September 1st to June 30th'.

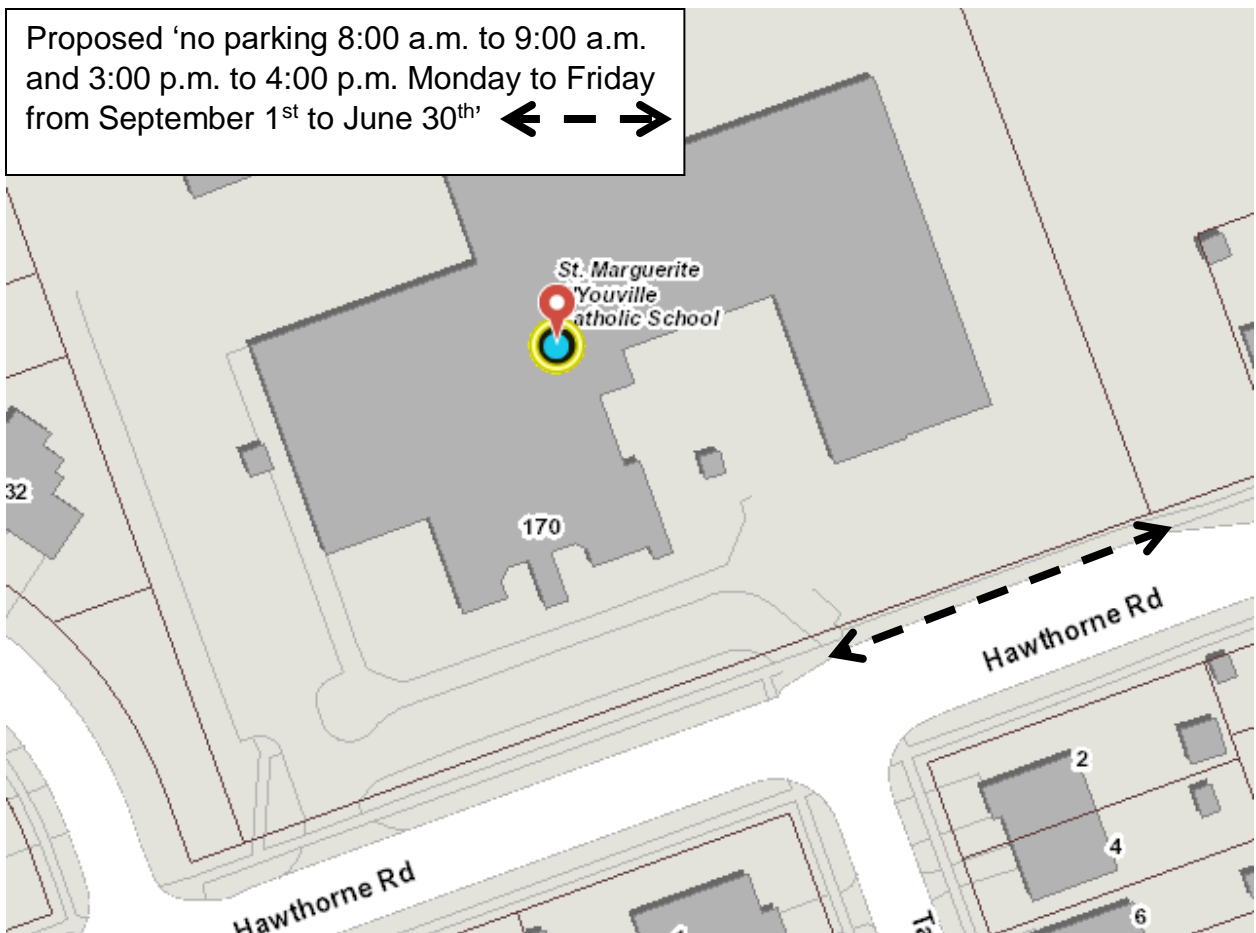


Figure 1: St. Marguerite d'Youville Catholic School - Hawthorne Road

St. Pius X Catholic School

At the request of area residents, staff has reviewed the current parking regulations on Vancouver Street within the vicinity of St. Pius X Catholic School to create more opportunities for on street parking for residents and their guests. Consultation with the school recommends replacing the existing 'no stopping anytime' zone on the west side of Vancouver Street from 28 m south of Wavell Street to 132 m south of Wavell Street with 'no stopping 8:00 a.m. to 4:00 p.m. Monday to Friday from September 1st to June 30th'. This will allow the school to maintain their bus access needs for daily pick-up and drop-off times and multiple monthly field trips as well as provide more on-street parking opportunities for area residents and their guests.

It is also recommended to replace the existing 'no stopping 7:30 a.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday to Friday' zone on the east side of Vancouver Street from Wavell Street to 160 m south of Wavell Street with 'no stopping 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday from September 1st to June 30th' to coincide with school drop-off and pick-up times, as well as to allow for more opportunities for area residents and their guests to utilize the 'no parking anytime' zone as a loading zone. The existing 'no parking anytime' zone on the east side of Vancouver Street from Wavell Street to Trafalgar Street will remain.

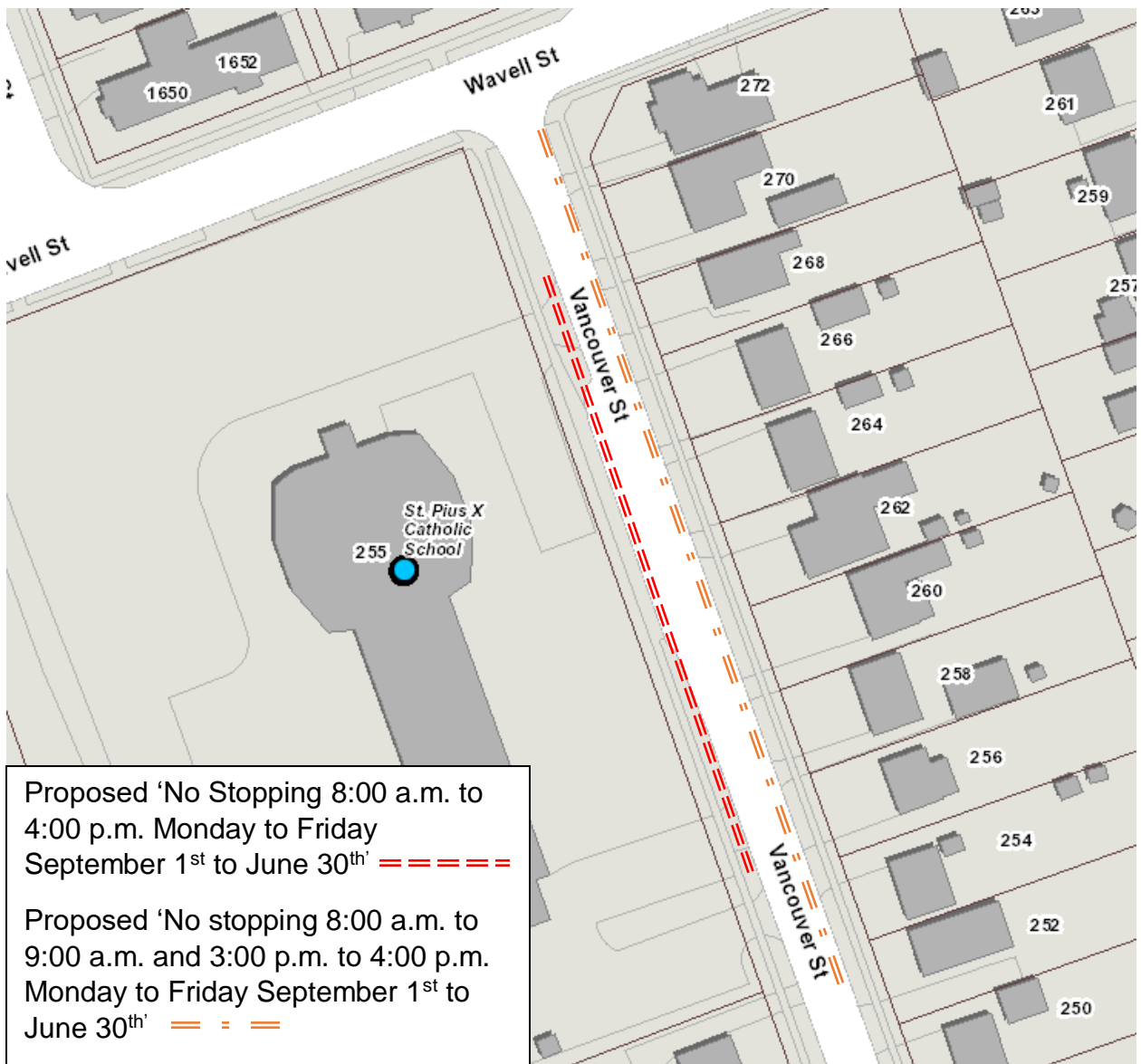


Figure 2: Vancouver Street

St. John Catholic French Immersion School

The St. John Catholic French Immersion School moved from Hill Street to Coronation Drive, therefore the existing 'no stopping 8:00 a.m. to 6:00 p.m.' and 'school bus loading' zones on the south side of Hill Street are no longer required. It is recommended to remove them and leave the existing 'no parking anytime' zone in place.

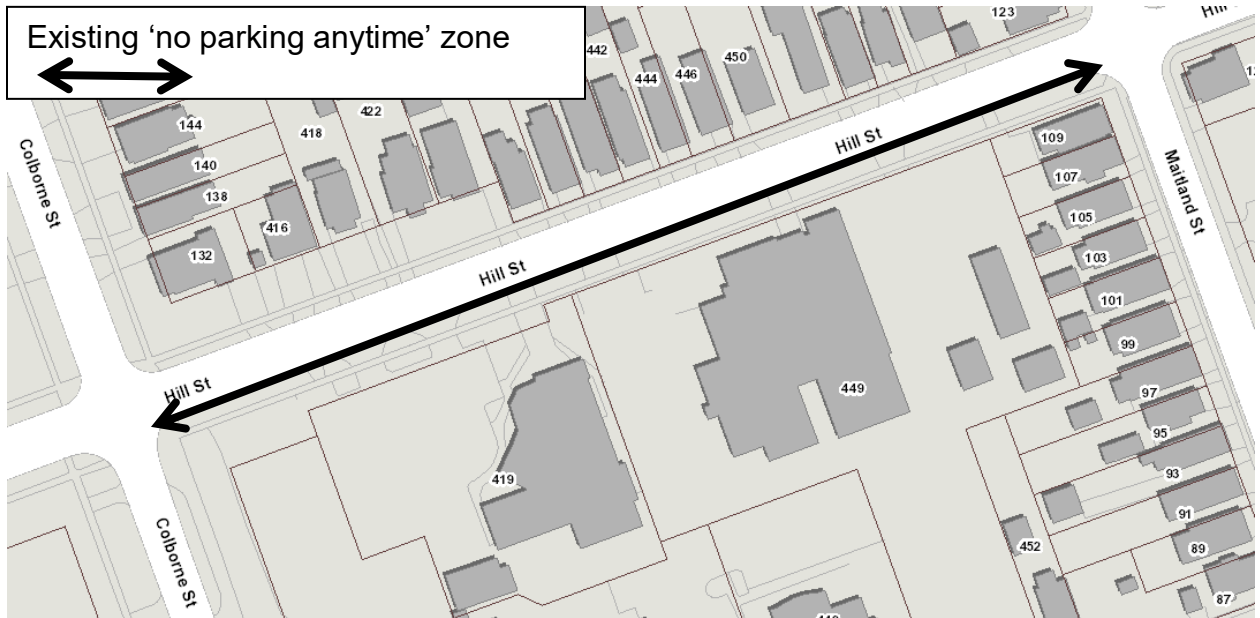


Figure 3: Hill Street

1235 Richmond Street

A lay-by is to be constructed on the west side at 1235 Richmond Street to allow for pick-up and drop-off of residents at this address. Changes to the existing 'no stopping' zone is required. The existing 'no parking anytime' zone will remain in place so that vehicles are not left parked unattended.

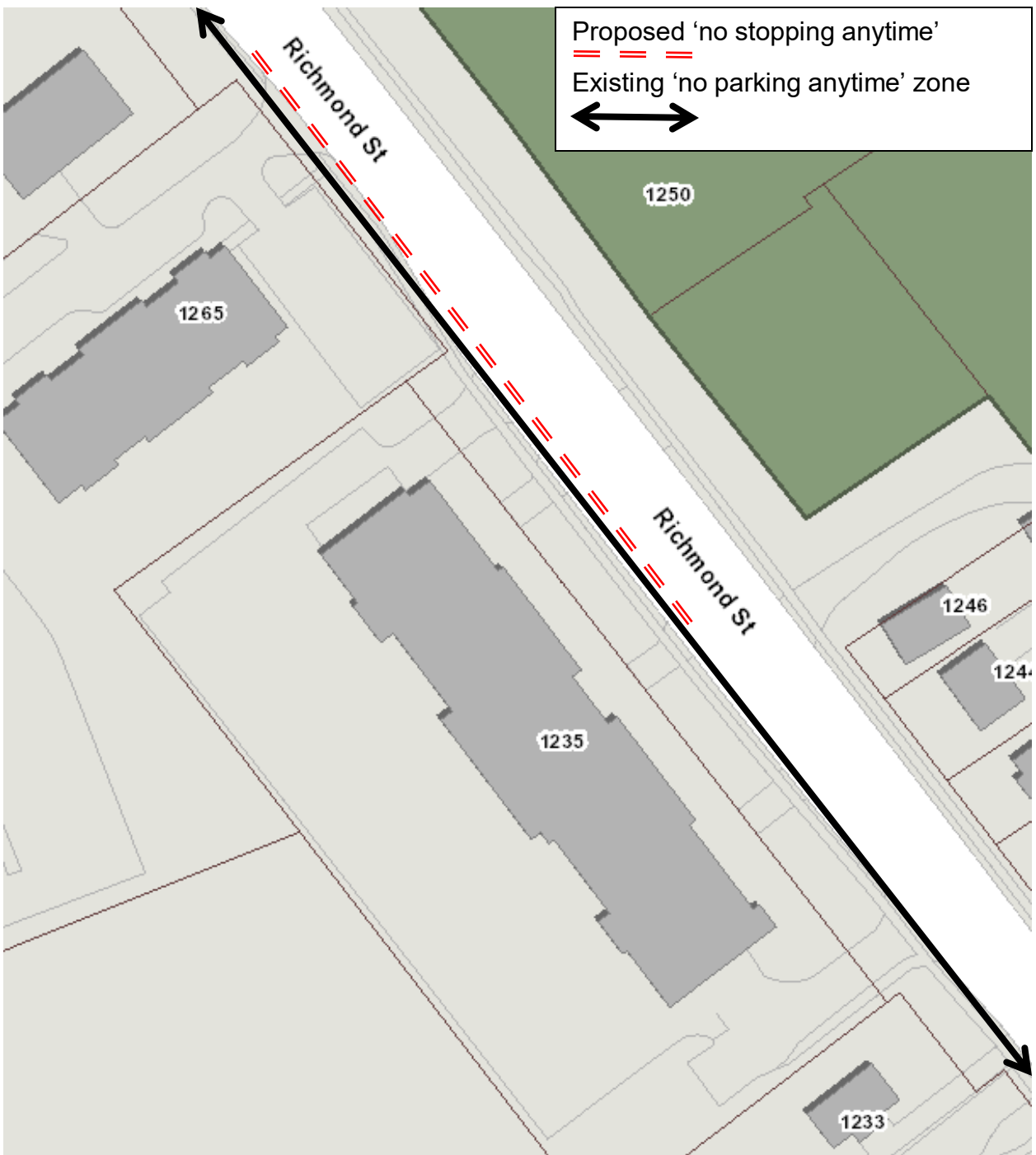


Figure 4: Richmond Street

Amendments are required to Schedule 1 (No Stopping) and Schedule 16 (School Bus Loading Zones) to address the above changes.

2. No Parking Zones

Callaway Road

The subdivision development agreement specifies the construction of parking bays on the south side of Callaway Road from the west end to Royal Oaks Bend. 'No parking anytime' zones are recommended for the north side of Callaway Road opposite the parking bays, and the south side of Callaway Road outside the limits of the parking bays.



Figure 5: Callaway Road

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

3. Loading Zones

505 Talbot Street

When Talbot Street between Kent Street and Dufferin Avenue was reconstructed in 2018 and 2019, a lay-by was installed on the west side of Talbot Street north of Dufferin Avenue to be used as a 'loading zone' for the area buildings. This new 'loading zone' should be added to Schedule 5 Loading Zones of the PS-113 Traffic and Parking By-law.

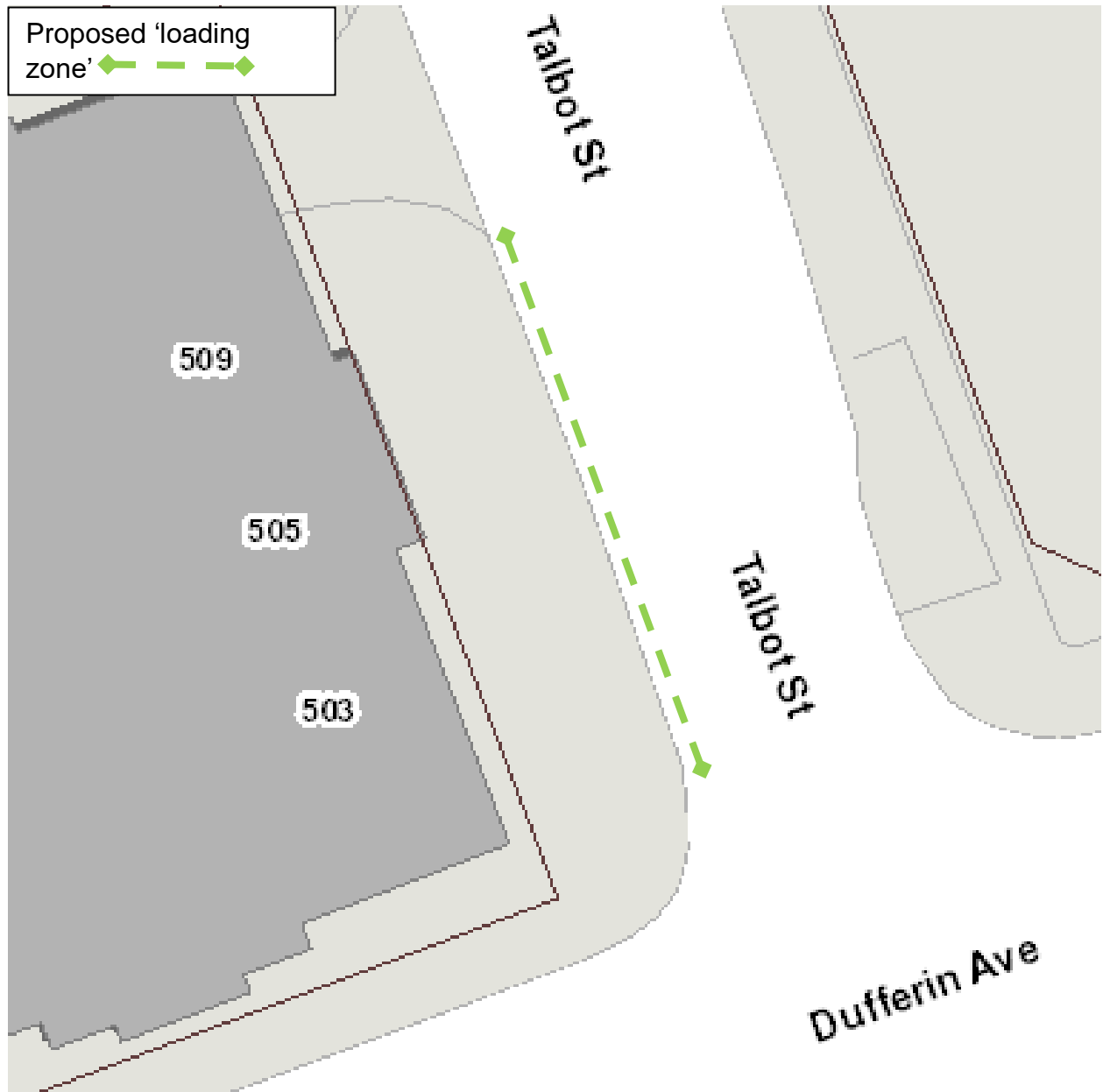


Figure 6: Talbot Street

A review of Schedule 5 (Loading Zones) identified some typographical errors that require correction. An amendment is required to Schedule 5 (Loading Zones) to address the above changes.

4. Limited Parking

123 St. George Street

Staff received a request of the property manager and tenants of 123 St. George Street to replace the on-street 'loading zone' with a 2 hour 'limited parking' zone. Modifications to the signage and the appropriate schedules are recommended to accommodate this change.

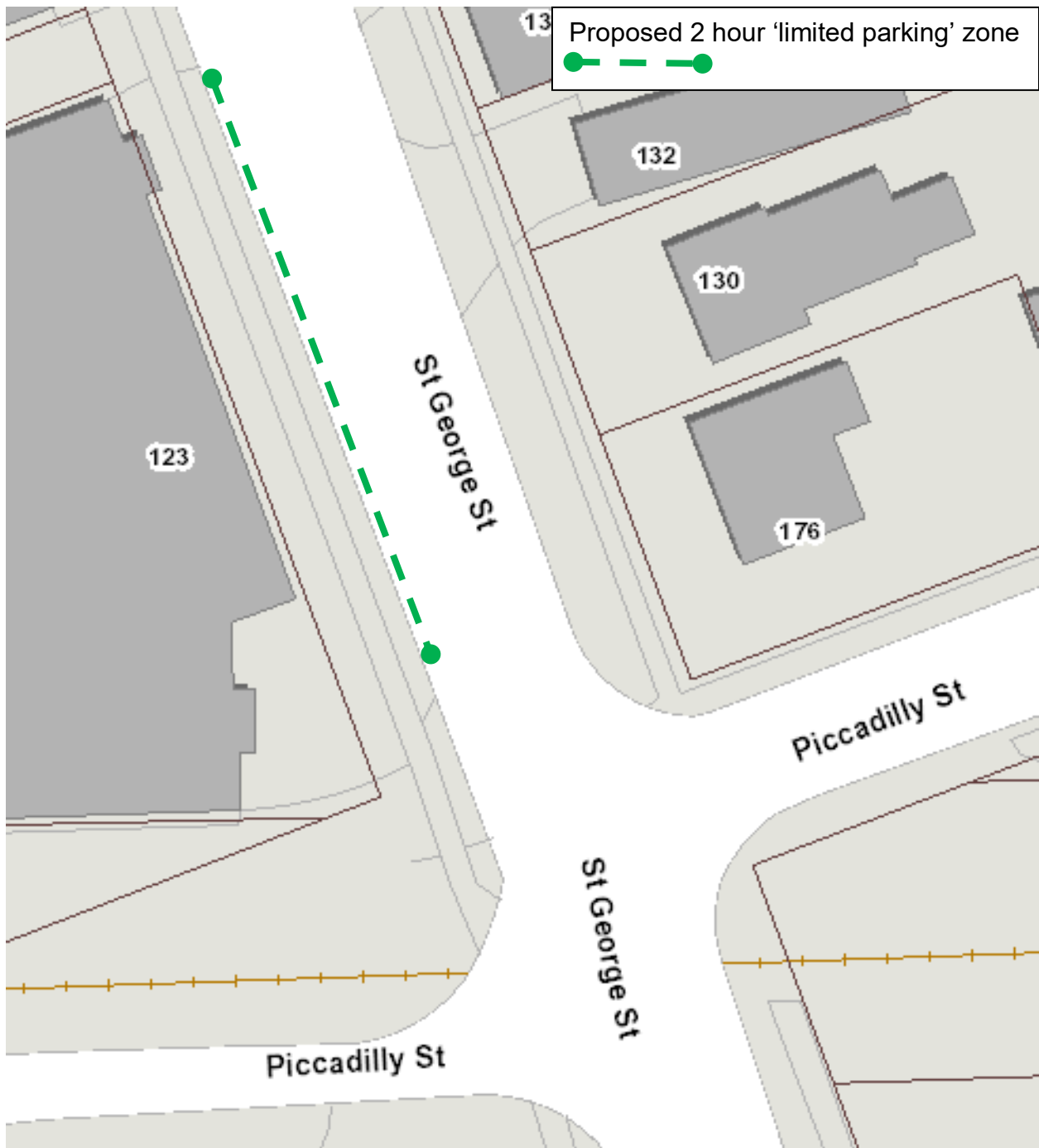


Figure 7: St. George Street

Amendments are required to Schedule 5 (Loading Zones) and Schedule 6 (Limited Parking) to address the above changes.

5. Stop and Yield Signs

To address operational and safety concerns, it is recommended that the following traffic controls be implemented:

Stop Signs

- Bancroft Road at Bow Street;
- Bancroft Road at Hudson Drive;
- Bow Street at Bancroft Road;
- Hudson Drive at Bancroft Road;
- Marley Place at McKenzie Avenue

Yield Signs

- Durrow Street at Hamley Road;
- Durrow Street at Shamrock Road;
- Hamley Road at Shamrock Road

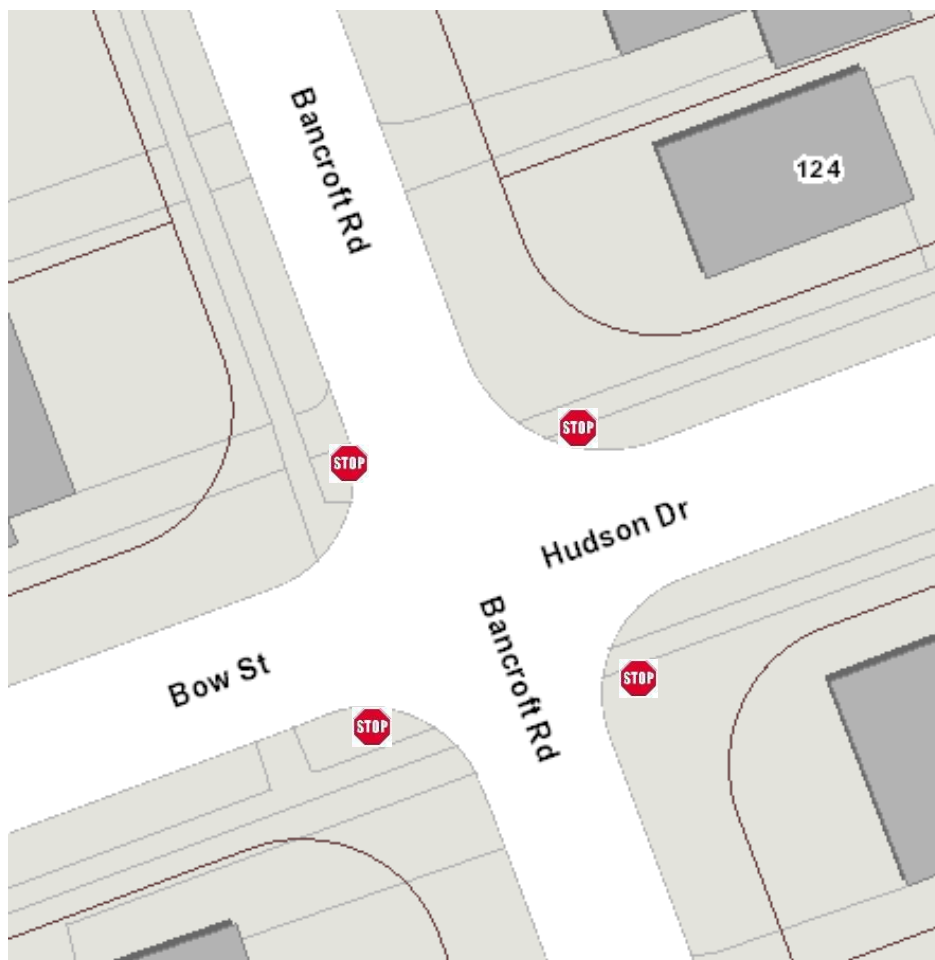


Figure 8: Bow St, Hudson Drive at Bancroft Road (All-way Stop)



Figure 9: Driver Lane at Auto Mall Avenue



Figure 10: Durrow Street, Hamley Road and Shamrock Road

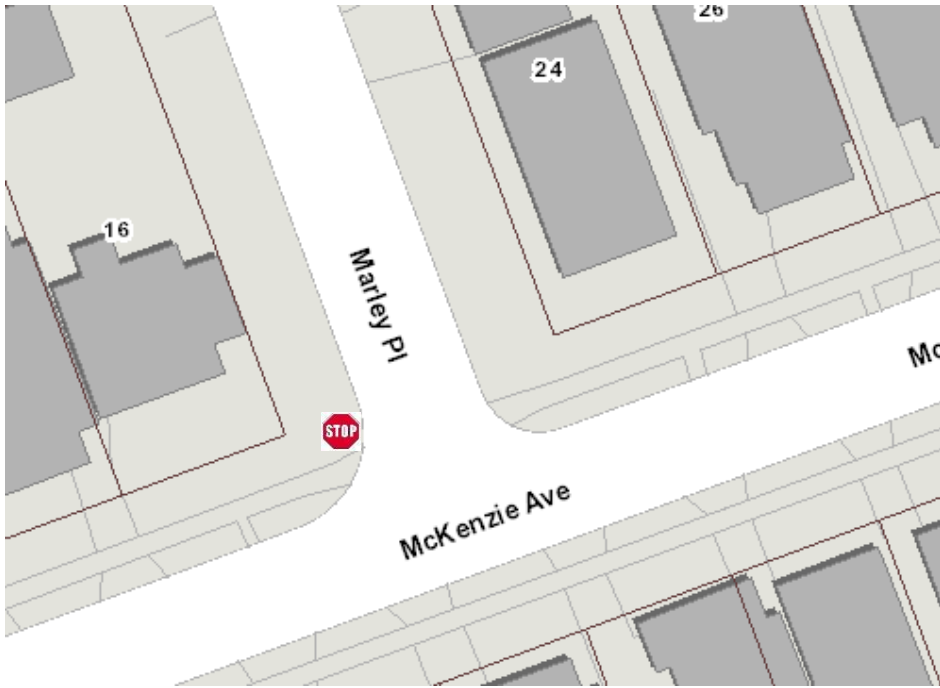


Figure 11: Marley Place

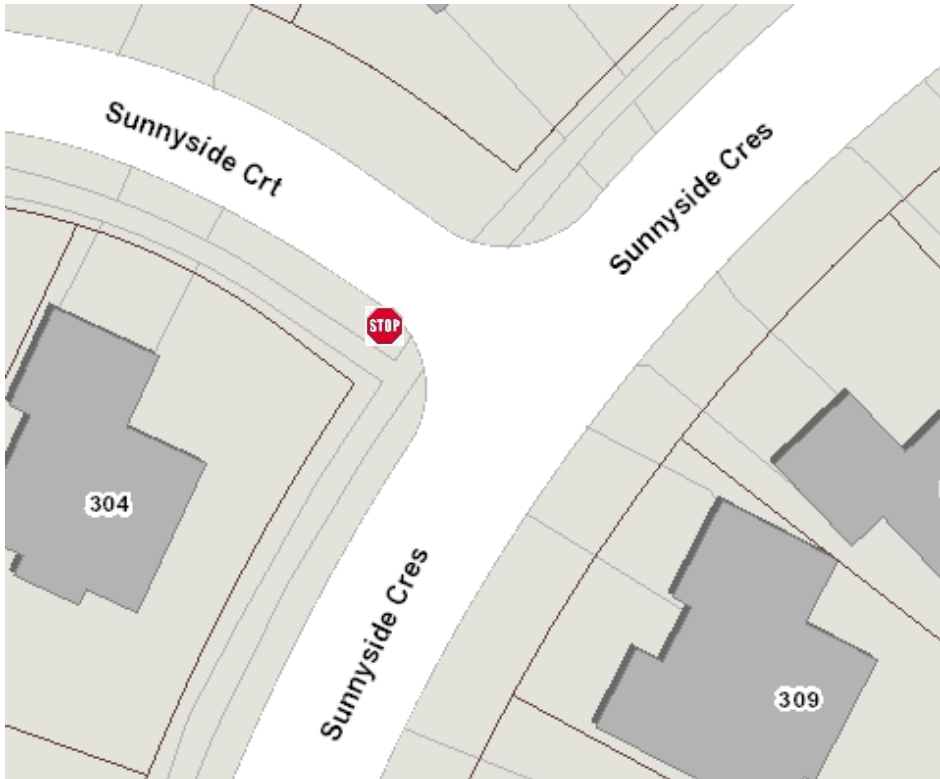


Figure 12: Sunnyside Court

Princess Avenue

The City Hall Parking Garage will be undergoing construction rehabilitation during the summer of 2020 that will require the closure of the underground access from Dufferin Avenue. The Princess Avenue basement access will be the exit from the parking garage for both levels and the lower level access will be the entrance to the parking garage for both levels. To facilitate this an 'all-way stop' will be required for Princess Avenue and Centennial Lane for the duration of the project.

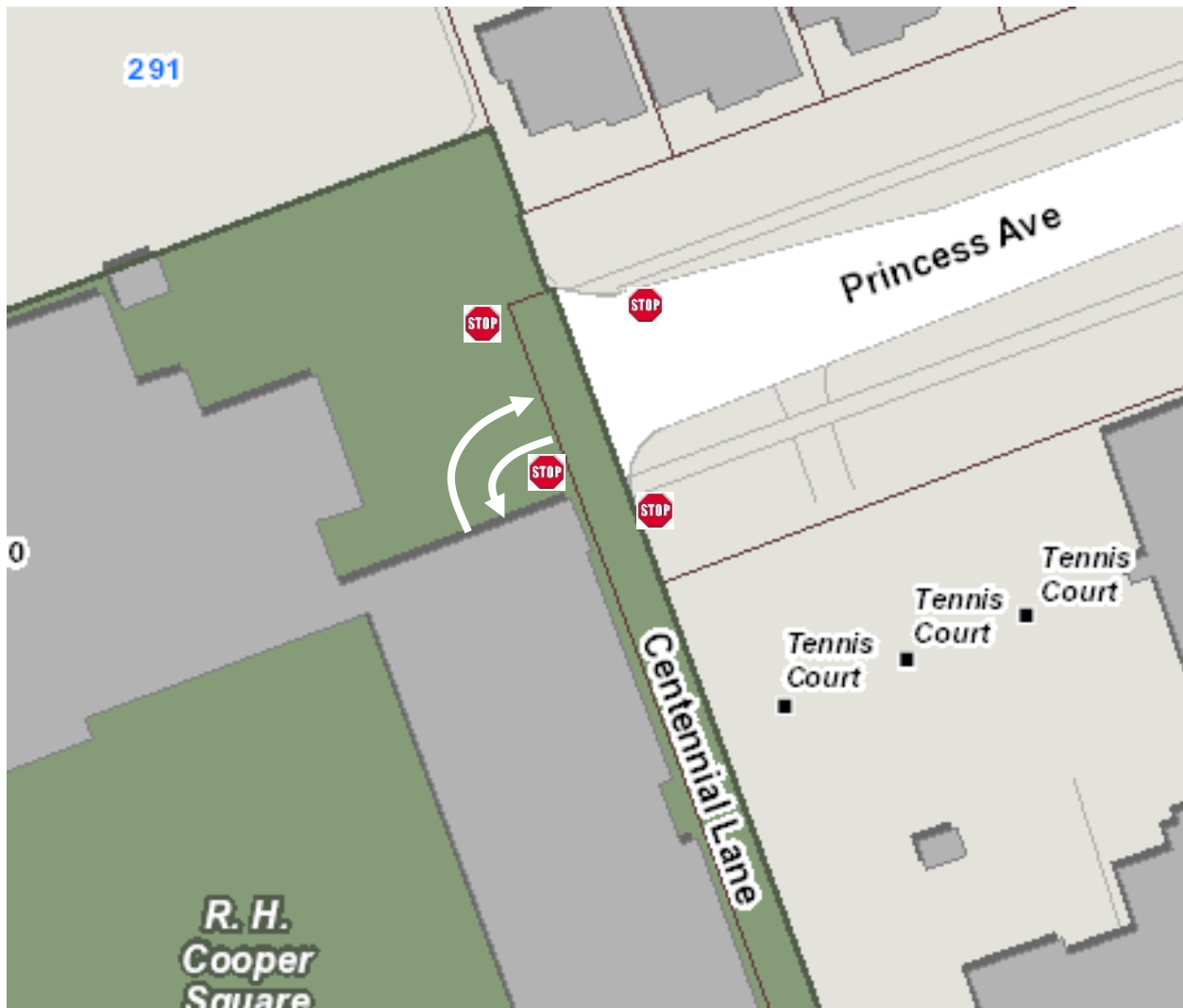


Figure 13: Princess Avenue

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

6. Speed Limits

Higher Speeds

Veterans Memorial Parkway

The northerly extension of Veterans Memorial Parkway from Huron Street to Clarke Road is to be constructed in 2020. Amendments are recommended to maintain consistency with the existing southerly portion of the Veterans Memorial Parkway and to lower the speed limit on Clarke Road.



Figure 14: Veterans Memorial Parkway North Extension

Lower Speeds

Dundas Place

Construction of the Dundas Place Flex Street is substantially complete and open to all users. This street design allows pedestrians, cyclists and motorists to effectively share the same space. In order to further facilitate this flexible use of the street, it is recommended that the posted speed limit be reduced to 30 km/h. As noted above, different users will be occupying the same space; therefore, safety is of special concern and the street should be designated as a Community Safety Zone. It should be noted that lower speed limits are typical of flex streets in other municipalities.

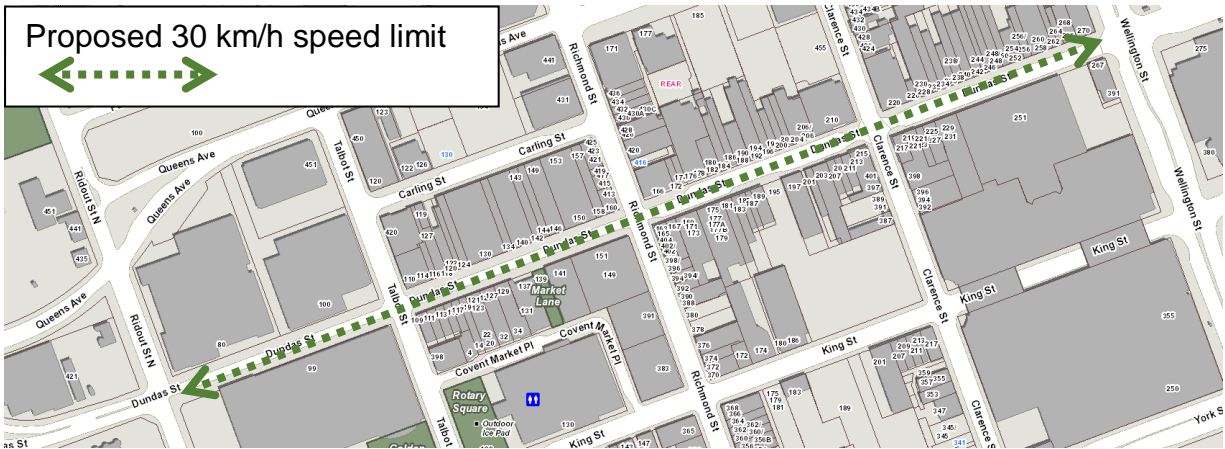


Figure 15: Dundas Place

A review of Schedule 17.1 discovered an error with limits of Brydges Street and Wavell Street. The changes do not impact the school zone signage.



Figure 16: Brydges Street and Wavell Street

A walkway connects Jack Chambers Public School to Virginia Road. It is recommended that the speed limit on Virginia Road be reduced to 40 km/h and to designate the school zone as a School Community Safety Zone.

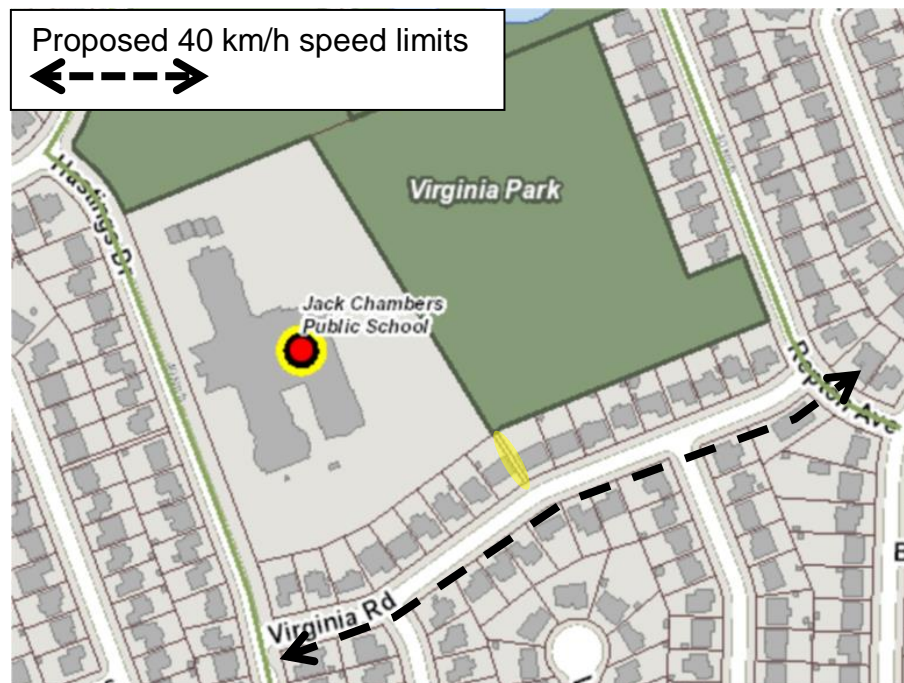


Figure 17: Virginia Road

Amendments are required to Schedule 17 (Higher Speeds), Schedule 17.1 (Lower Speeds) and Schedule 17.2 (School Community Safety Zones) to address the above changes and PS-113 Sections 32 and Section 33.

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	

<https://cityhub/services/ees/roads/trans-op/CR/2020-03-10/2020-03-10-CWC-RPT-Traffic and Parking By-law v3.docx>

March 2, 2020/db

- Attach:
- Appendix A: By-law to amend the Traffic and Parking by-law (PS-113)
 - Appendix B: By-law to amend the Traffic and Parking by-law (PS-113) to install an all-way stop Princess Avenue and Centennial Lane
 - Appendix C: By-law to amend the Traffic and Parking by-law (PS-113) to remove the all-way stop at Princess Avenue and Centennial Lane

cc. 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. Prohibited Vehicles

Prohibited Vehicles Section 32 is amended the said By-law PS-113 is hereby amended by **deleting** the following:

32. No person shall use a bicycle, a motor assisted bicycle, a wheelchair, a motor assisted wheelchair or an animal-drawn vehicle on the following roadways:

- a) Highbury Avenue from Hamilton Road to Wilton Grove Road
- b) Veterans Memorial Parkway from Huron Street to Highway 401

Prohibited Vehicles Section 32 is amended the said By-law PS-113 is hereby amended by **adding** the following:

32. No person shall use a bicycle, a motor assisted bicycle, a wheelchair, a motor assisted wheelchair or an animal-drawn vehicle on the following roadways:

- a) Highbury Avenue South from Wilton Grove Road to Thames River
- b) Highbury Avenue North from Thames River to Hamilton Road
- c) Veterans Memorial Parkway from Wilton Grove Road to Clarke Road

2. Prohibited Pedestrians

Pedestrians Prohibited Section 33 is amended the said By-law PS-113 is hereby amended by **deleting** the following:

33. No person, who is a pedestrian, shall use the following roadways:

- a) Highbury Avenue from Hamilton Road to Wilton Grove Road
- b) Veterans Memorial Parkway from Huron Street to Highway 401

Pedestrians Prohibited Section 33 is amended the said By-law PS-113 is hereby amended by **adding** the following:

33. No person, who is a pedestrian, shall use the following roadways:

- a) Highbury Avenue South from Wilton Grove Road to Thames River
- b) Highbury Avenue North from Thames River to Hamilton Road
- c) Veterans Memorial Parkway from Wilton Grove Road to Clarke Road

3. No Stopping

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

Hawthorne Road	North	A point 38 m west of Ranchwood Crescent	Tanoak Road	Anytime
Hill Street	South	Colborne Street	A point 33m west of Maitland Street	8:00 am to 6:00 pm Monday to Friday
Richmond Street	West	A point 185 m north of Parkdale Avenue	A point 365 m north of Parkdale Avenue	7:00 a.m. to 9:00 a.m.
Vancouver Street	West	A point 28 m south of Wavell Street	A point 132 m south of said street	Anytime
Vancouver Street	East	Wavell Street	A point 160 m south of Wavell Street	7:30 am to 9:00 am and 2:00 pm to 4:00 pm Monday-Friday

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

Richmond Street	West	A point 365 m north of Parkdale Avenue	A point 245 m north of Parkdale Avenue	Anytime
Vancouver Street	West	A point 28 m south of Wavell Street	A point 132 m south of Wavell Street	8:00 a.m. to 4:00 p.m. Monday to Friday September 1 st to June 30 th
Vancouver Street	East	Wavell Street	A point 160 m south of Wavell Street	8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday September 1 st to June 30 th

4. **No Parking**

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

Callaway Road	North	A point 330 m west of Royal Oaks Bend	Royal Oaks Bend	Anytime
Callaway Road	South	A point 330 m west of Royal Oaks Bend	A point 280 m west of Royal Oaks Bend	Anytime
Callaway Road	South	A point 225 m west of Royal Oaks Bend	A point 185 m west of Royal Oaks Bend	Anytime
Callaway Road	South	A point 150 m west of Royal Oaks Bend	A point 132 m west of Royal Oaks Bend	Anytime
Callaway Road	South	A point 17 m west of Royal Oaks Bend	Royal Oaks Bend	Anytime

Hawthorne Road	North	A point 100 m east of Jubilee Drive	A point 145 m east of Jubilee Drive	8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday from September 1 st to June 30 th
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5. Loading Zones

Schedule 5 (Loading Zones) of the PS-113 By-law is hereby amended by **deleting** the following row:

Street. George Street	West	From a point 44 m north of Piccadilly Street to a point 16 m north of said street	8:00 a.m. to 6:00 p.m.
Street. George Street	West	From Piccadilly Street to a point 20 m north of Ann Street	
Street. Lawrence Blvd	East	From a point 30 m south of Street. Lawrence Place to a point 125 m north of Norton Avenue	8:00 a.m. to 6:00 p.m.

Schedule 5 (Loading Zones) of the PS-113 By-law is hereby amended by **adding** the following rows:

St. George Street	West	From Piccadilly Street to a point 20 m north of Ann Street	
St. Lawrence Boulevard	East	From a point 30 m south of Street. Lawrence Place to a point 125 m north of Norton Avenue	8:00 a.m. to 6:00 p.m.
Talbot Street	West	A point 35 m north of Dufferin Avenue to a point 14 north of Dufferin Ave	

6. Limited Parking

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

St. George Street	West	From a point 57 m north of Piccadilly Street to a point 22 m north of Piccadilly Street	8:00 a.m. to 6:00 p.m.	2 Hours
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7. Stop Signs

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

Northbound	Bancroft Road	Hudson Drive
Southbound	Bancroft Road	Bow Street
Eastbound	Bow Street	Bancroft Road
Northbound	Driver Lane	Auto Mall Avenue
Westbound	Hudson Drive	Bancroft Road
Southbound	Marley Place	McKenzie Avenue
Eastbound	Sunnyside Court	Sunnyside Crescent

8. Yield Signs

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

Southbound	Marley Place	Mckenzie Avenue
Eastbound	Sunnyside Court	Sunnyside Crescent

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

Southbound	Durrow Street	Hamley Road
Northbound	Durrow Street	Shamrock Road
Eastbound	Hamley Road	Shamrock Road

9. School Bus Loading Zones

Schedule 16 (School Bus Loading Zones) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Hawthorne Road	North	A point 38 m west of Ranchwood Crescent	Tanoak Road
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Hill Street	South	Colborne Street	A point 33m west of Maitland Street
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10. Higher Speed Limits

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

Clarke Road	North City Limit	A point 830 m north of Huron Street	80 km/h
Clarke Road	A point 830 m north of Huron Street	A point 150 m north of Huron Street	70 km/h
Clarke Road	A point 150 m north of Huron Street	A point 150 m north of Dundas Street	60 km/h
Veterans Memorial Parkway	Huron Street	150 m southerly	60 km/h
Veterans Memorial Parkway	A point 150 m south of Huron Street	A point 100 m north of Page Street	80 km/h

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

Clarke Road	Veterans Memorial Parkway	North City Limit	80 km/h
Clarke Road	A point 150 m north of Dundas Street	Veterans Memorial Parkway	60 km/h
Veterans Memorial Parkway	A point 100 m north of Page Street	Clarke Road	80 km/h

11. Lower Speed Limits

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

Wavell Street	Graydon Street	Winnipeg Boulevard	40 km/h
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Schedule 17.1 (Lower Speed Limits) of the PS-113 By-law is hereby amended by **adding** the following rows:

Brydges Street	Graydon Street	Spruce Street	40 km/h
Dundas Street	Ridout Street N	Wellington Street	30 km/h
Wavell Street	Spruce Street	Winnipeg Boulevard	40 km/h
Virginia Road	Hastings Drive	Repton Avenue	40 km/h

12. Community Safety Zones

Schedule 17.2 (Community Safety Zones) of the PS-113 By-law is hereby amended by **deleting** the following row:

Wavell Street	Graydon Street	Winnipeg Boulevard
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Schedule 17.2 (Community Safety Zones) of the PS-113 By-law is hereby amended by **adding** the following rows:

Brydges Street	Graydon Street	Spruce Street
Dundas Street	Ridout Street N	Wellington Street
Wavell Street	Spruce Street	Winnipeg Boulevard

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

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020

Second Reading – March 24, 2020

Third Reading – March 24, 2020

APPENDIX B

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

To install an all-way stop at Princess Avenue and Centennial Lane

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. Stop Signs

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

Westbound

Princess Avenue

Centennial Lane

This by-law comes into force and effect on June 29th, 2020.

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020

Second Reading – March 24, 2020

Third Reading – March 24, 2020

APPENDIX C

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

To remove the all-way stop at Princess Avenue and Centennial Lane

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:

2. Stop Signs

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

Westbound	Princess Avenue	Centennial Lane
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This by-law comes into force and effect on September 7, 2020.

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020
Second Reading – March 24, 2020
Third Reading – March 24, 2020