

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

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

Date: April 20, 2021

Recommendation

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the proposed by-law, attached as Appendix 'A, B and C' **BE INTRODUCED** at the Municipal Council meeting to be held on May 4, 2021, for the purpose of amending the Traffic and Parking By-law (PS-113).

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 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.

Analysis

1.0 Background Information

The Traffic and Parking By-law (PS-113) requires amendments (Appendix A, B and C) to address traffic safety, operations, construction and parking concerns. The amendments in the following sections are proposed.

2.0 Discussion and Considerations

2.1 No Stopping

2.1.1 Talbot Street

Due to the reconstruction of Talbot Street from York Street to King Street in 2019, which introduced parking and loading zone bays on both sides of the street, it has been determined that the existing rush hour route, 'no stopping 7:30 a.m. to 9:00 a.m.' is no longer required. It is recommended to remove the 'no stopping 7:30 a.m. to 9:00 a.m.' zone.

2.2 Limited Parking

2.2.1 Albert Street

A review of the existing parking regulation signs on Albert Street from Talbot Street to Ridout Street N discovered that the existing '2 hour 8:00 a.m. to 6:00 p.m. Monday to Saturday' time limited parking zone is not included in Schedule 6 Limited parking. It is recommended to amend Schedule 2 No Parking and Schedule 6 Limited Parking to coincide with the existing parking regulations signs.

2.3 Stop and Yield Signs

Victoria On The River

All road accesses within Victoria On The River subdivision are open to traffic. It is recommended 'stop signs' and 'yield signs' be implemented at the following locations:

Stop Signs

- Darington Place at Kettering Place
- Holbrook Drive at Seven Oaks Ridge;
- Kettering Place at Sheffield Boulevard;
- Leeds Cross at Sheffield Boulevard;
- Leeds Cross at Seven Oaks Ridge (west intersection);
- Seven Oaks Ridge at Leeds Cross (east intersection); and,
- Seven Oaks Ridge at Sheffield Boulevard.

Yield Signs

- Holbrook Drive at Sheffield Boulevard; and,
- Sheffield Boulevard at Holbrook Drive.

2.4 One-Way Streets

Due to the Downtown Loop construction on King Street, it is recommended to temporarily convert King Street from Clarence Street to Wellington Street from one-way traffic flow to two-way traffic flow, to support traffic and construction access needs during the construction project.

2.5 Speed Limits

Due to a significant increase in development on Westdel Bourne, it is recommended to reduce the posted speed from Kains Road to Elviage Road, from 60 km/h to 50 km/h.

Conclusion

Amendments are required to Schedule 1 (No Stopping), Schedule 2 (No Parking), Schedule 6 (Limited Parking), Schedule 10 (Stop Signs), Schedule 11 (Yield Signs), Schedule 12 (One-Way Streets) and Schedule 17 (Higher Speeds) to address the above changes.

Prepared by: Shane Maguire, P. Eng., Division Manager, Roadway Lighting and Traffic Control

Submitted by: 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

April 12, 2021/

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 convert King Street from Clarence Street to Wellington Street from one-way traffic to two-way traffic

Appendix C – By-law to Amend the Traffic and Parking By-law (PS-113) to convert King Street from Clarence Street to Wellington Street from two-way traffic to one-way traffic

cc: Parking Office
Major Projects

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 row:

Column 1 Street	Column 2 Side	Column 3 From	Column 4 To	Column 5 Period
Talbot Street	East	King Street	York Street	7:30 am to 9:00 am

2. No Parking

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

Column 1 Street	Column 2 Side	Column 3 From	Column 4 To	Column 5 Period
Albert Street	North	Ridout Street N	Talbot Street	Anytime

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

Column 1 Street	Column 2 Side	Column 3 From	Column 4 To	Column 5 Period
Albert Street	North	Ridout Street N	A point 47 m east of Ridout Street N	Anytime

3. Limited Parking

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

Column 1 Street	Column 2 Side	Column 3 From	Column 4 To	Column 5 Period
Albert Street	North	A point 47 m east of Ridout Street N	A point 31 m west of Talbot Street	Anytime

4. Stop Signs

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

Column 1 Traffic	Column 2 Street	Column 3 Intersection
Northbound	Darlington Place	Kettering Place
Westbound	Holbrook Drive	Seven Oaks Ridge
Westbound	Kettering Place	Sheffield Boulevard
Eastbound & Westbound	Leeds Cross	Sheffield Boulevard
Westbound	Leeds Cross	Seven Oaks Ridge
Eastbound	Seven Oaks Ridge	Leeds Cross
Eastbound & Westbound	Seven Oaks Ridge	Sheffield Boulevard

5. Yield Signs

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

Column 1 Traffic	Column 2 Street	Column 3 Intersection
Eastbound & Westbound	Holbrook Drive	Sheffield Boulevard
Northbound & Southbound	Sheffield Boulevard	Holbrook Drive

6. Higher Speed Limits

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

Column 1 Highway	Column 2 From	Column 3 To	Column 4 Maximum Rate of Speed
Westdel Bourne	North limit of Westdel Bourne	A point 400 m south of Southdale Road W	60 km/h

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

Column 1 Highway	Column 2 From	Column 3 To	Column 4 Maximum Rate of Speed
Westdel Bourne	Elviage Drive	A point 400 m south of Southdale Road W	60 km/h

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

PASSED in Open Council on May 4, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – May 4, 2021
Second Reading – May 4, 2021
Third Reading – May 4, 2021

APPENDIX B By-law to amend the Traffic and Parking By-law (PS-113) to convert King Street from Clarence Street to Wellington Street from one-way traffic to two-way traffic.

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. One-Way Traffic

Schedule 12 (One-Way Streets) of the By-law PS-113 is hereby amended by **deleting** the following row:

Column 1 Street	Column 2 From	Column 3 To	Column 4 Direction
King Street	Ridout Street N	Talbot Street	Eastbound

Schedule 12 (One-Way Streets) of the By-law PS-113 is hereby amended by **adding** the following rows:

Column 1 Street	Column 2 From	Column 3 To	Column 4 Direction
King Street	Ridout Street N	Clarence Street	Eastbound
King Street	Wellington Street	Ontario Street	Eastbound

This by-law comes into force and effect on June 28, 2021.

PASSED in Open Council on May 4, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – May 4, 2021

Second Reading – May 4, 2021

Third Reading – May 4, 2021

APPENDIX C By-law to amend the Traffic and Parking By-law (PS-113) to convert King Street from Clarence Street to Wellington Street from two-way traffic to one-way traffic.

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;

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Column 1 Street	Column 2 From	Column 3 To	Column 4 Direction
King Street	Ridout Street N	Clarence Street	Eastbound
King Street	Wellington Street	Ontario Street	Eastbound

Schedule 12 (One-Way Streets) of the By-law PS-113 is hereby amended by **adding** the following row:

Column 1 Street	Column 2 From	Column 3 To	Column 4 Direction
King Street	Ridout Street N	Ontario Street	Eastbound

This by-law comes into force and effect on December 3, 2021.

PASSED in Open Council on May 4, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – May 4, 2021

Second Reading – May 4, 2021

Third Reading – May 4, 2021