Date July 14, 2020 Report No. 2020-278

To Mayor and Members of Council

From Inderjit Hans, P. Eng., PMP
General Manager, Public Works Commission

1.0 Type of Report

Consent Item [ ]
Item For Consideration [X]

2.0 Topic Memorial Drive Reconfiguration [Financial Impact-None]

3.0 Recommendation

A. THAT report 2020-278, titled “Memorial Drive Reconfiguration” BE RECEIVED; and

B. THAT Schedule “5” of Traffic By-law 37-83 which pertains to “Lane Designation” BE AMENDED as outlined in Appendix “A” of Report No. 2020-278; and

C. THAT Schedule “14” of Traffic By-law 37-83 which pertains to “Designated Lanes for Bicycles” BE AMENDED as outlined in Appendix “A” of Report No. 2020-278; and

D. THAT Schedule “8” of Traffic By-law 37-83 which pertains to “Speed Regulations” BE AMENDED as outlined in Appendix “B” of Report No. 2020-278; and
E. THAT Schedule “7” of Parking By-law 144-88 which pertains to “Parking Prohibited at Anytime” BE AMENDED as outlined in Appendix “C” of Report 2020-278.

4.0 Purpose and Overview

The proposed Memorial Drive reconfiguration involves extending the road diet by reducing the number of through lanes for vehicles and the north/south designated bike lanes on North Park Street between Waddington Street and Memorial Drive. The bike lanes will then continue onto Memorial Drive to Powerline Road. The reconfiguration also provides for either a centre left turn lane or a designated on-street parking lane by St. Leo School and St. Mark’s Church, and proposes to harmonize the speed limit to 40km/h (Figure 5):

- To by-law designated lanes for bicycles on North Park Street between Waddington Street and Memorial Drive, and on Memorial Drive between North Park Street and Powerline Road in Schedule “14” of Traffic Bylaw 37-83.

- To by-law a posted speed limit of 40km/h on North Park Street from Waddington Street to Memorial Drive, and on Memorial Drive from North Park Street to Powerline Road in Schedule “8” of Traffic Bylaw 37-83.

- To prohibit on-street parking on both sides of North Park Street from Waddington Street to Memorial Drive.

- To prohibit on-street parking on the west side of Memorial Drive from North Park Street to Powerline Road, on the east side of Memorial Drive from North Park Street to a point 163 metres south of Dunsdon Street, to a point 50 metres south of Dunsdon Street to Ashgrove Avenue, and from Skylark Road to Powerline Road.
Figure 1- Study area
5.0 Background

At its August 25, 2014 meeting, City Council approved the following recommendations from Report PW2014-065 “Transportation Master Plan (TMP) Update Final Report):


B. THAT staff IMPLEMENT the proposed improvements subject to further environmental assessment, public consultation and budget approvals;

C. THAT the Transportation Master Plan BE REVIEWED in conjunction with the Official Plan Review within five years; and

D. THAT staff BE DIRECTED to implement the recommendations from the Transportation Master Plan Update into the Ten Year Capital forecast and the policies into the City’s Official Plan.

The TMP includes an Active Transportation section to enhance forms of active transportation in the City such as cycling and walking, including upgrades to existing transportation routes. North Park Street and Memorial Drive are major collector roads and are identified in the TMP as part of the Proposed Bikeways and Trails Network to receive dedicated bike lanes.

On 30 January 2018, through report 218-008 (Transfer Payment Agreement – Ontario Municipal Commuter Cycling Program) Council approved the use of Ontario Municipal Commuter Cycling Program funds for several active transportation projects in 2018 through 2020. The list of the OMCC agreement was amended in February 2020 to substitute Morton Avenue and Erie Avenue for Garden Avenue project that was found to be unfeasible. The following projects have been completed or are planned for 2020 with Council approval and the funding provided:

- Transportation Master Plan (Cycle component)
- North Park Street Road Diet and Cycle lanes
- Shellard Lane Multi-use Trail
- Dunsdon Street Road Diet and Cycle lanes
• Ballantyne Drive Contra-flow cycle lane improvements (planned for 2020)

• Extension of Erie Avenue cycle lanes (subject to public input and Council approval)

• Morton Avenue shared use lanes: North Park Street to WGP (subject to public input and Council approval)

The North Park Street/Memorial Drive Road Diet and cycle lanes are a continuation of the North Park Street Road Diet and cycle lane project. In this project, North Park Street south of Waddington Street received dedicated bicycle lanes in 2018 and speeding has been effectively reduced (PW2018-021). City staff recommends that the road diet program, with dedicated bicycle lanes, be extended to Powerline Road along the study corridor per TMP recommendation. It is intended to improve road safety for all road users and utilize road space for active transportation modes, in this case, bicycle lanes. This is crucial for the active transportation network as the only alternative north/south bike facility is the multi-use path located along Wayne Gretzky Parkway 1.7 km to the east.

The proposed reconfiguration, known as a road diet, will replace the current four lane road cross-section with:

• Two (2) vehicular lanes,

• Two (2) bicycle lanes,

• One (1) centre left turn lane on most segments, except in front of St. Leo School and St. Mark’s Church; and

• Dedicated on-street parking lane will be provided on the east side of the corridor in front of St. Leo School and St. Mark’s Church.

In addition to the above, it is recommended that the speed limit along the entire study corridor be a consistent 40 km/h. The proposed reconfiguration incorporates the final configuration from the North Park Street road diet reconfiguration, and is designed in accordance with the City, and Transportation Association of Canada (TAC) guidelines.

6.0 Corporate Policy Context
When this Active Transportation Project was identified in 2018, it followed long term desired outcomes from the City’s 2014-18 Strategic Plan, which was in place at that time, with the recommendation:

“Brantford will be supported by well-developed and maintained transportation and servicing infrastructure.”

The use of OMCC funding for this Active transportation project is consistent with current Council priority to use non-tax revenues, such as provincial funding to offset the use of expenditures and reduce property taxes.

In August 2014 Council approved the recommendations identified in the 2014 Transportation Master Plan Update (Report PW2014-064). A significant part of the Transportation Master Plan Update 2014, is the active transportation strategy that was developed. The goal is to increase walking and cycling by improving the bikeway and trail network. The plan included a number of short/medium/long term bikeway improvement projects. These include the recently completed Dunsdon Street road diet and North Park Street road diet. The Memorial Drive/North Park street road diet project is another active transportation project that, at the time it was identified as an OMCC project, supported the Safe Brantford Strategy and conformed to the long-term desired outcomes identified in the 2014-18 Strategic Plan under Goal #2 – High Quality of Life and Caring for all citizens in that Brantford will be recognized as a safe and healthy community – one that promotes and enables the well-being of its citizens, and supports access of all citizens to a full range of health and community services.

The City of Brantford Official Plan, under section 11.7 identifies the following policy related to Bikeways and trails network:

Council shall encourage development of a comprehensive network of bikeways and trails throughout the City to connect residential, institutional, commercial and industrial areas in accordance with the facilities shown on Schedule 5.3-Transportation: Bikeways and Trails Network Plan.

In July 2018, Council adopted Vision Zero for Road Safety for the City of Brantford with an aim to make Brantford streets safer through improved education, enforcement, engineering, evaluation and engagement. The Memorial Drive/North Park Street road diet project supports Council’s goal of ZERO fatalities or serious injuries on roadways that was adopted in July 2018.

7.0 Input From Other Sources
Similar to other successful road diet projects, the City hosted a public engagement strategy to present the concept, and solicited feedback from property and business owners along the road, as well as the general public. Due to the Covid-19 pandemic, public assembly was not permitted and a new virtual public engagement process was created. Property owners and business owners who were directly affected received in the mail, the concept plan and a letter to invite them to visit the project webpage at the City’s Website. The project notice was also posted in Expositor and on social media accounts such as Twitter and Facebook, where the general public was invited to visit the project webpage. The webpage included additional information on the project and an online survey link where the general public could provide feedback. The online survey was open from May 1-15, 2020. The Mail Out Boundary can be found in Appendix ‘D’.

There were 580 households and businesses that received this package, and a total of 245 (42%) responses were received either through the online survey, a phone call, or email.

In addition to property and business owners and the general public, City staff outreached to a few stakeholders. This included the Grand Erie District School Board (representing the two schools along the road, namely St. Leo School and North Park Collegiate and Vocational School), St. Mark’s Church, and the Brantford Cycling Club (representing a portion of cycle facility users in the City).

Of these 245 responses, 157 respondents (67%) said that they live in the area, 52 respondents (22%) use this corridor to access goods or services, and the rest either pass through on their daily commute or use this corridor for recreation. The overall support/against of respondents to the reconfiguration is split 50/50. Detailed analysis of feedback will be discussed in Section 8.0.

Operational Services staff has had a chance to review the proposal, and their comments were incorporated.

---

1 The concept plan and letter can be viewed on the City’s Website at www.brantford.ca/MemorialBikeLanes
8.0 Analysis

8.1 Bicycle Lanes

As explained in section 5.0, extending the North Park Street bike lane along the study corridor to the north is crucial for the active transportation network as the only alternative north/south bike facility is the Wayne Gretzky Parkway multi-use path. There are many benefits to providing the dedicated bike lanes including:

- Promoting awareness and validating potential presence of cyclists on the roadway;
- Indicating where lanes are reserved specifically for cyclists; and
- Separating cyclists and vehicles to improve safety for all road users.

The concept of dedicated bike lanes was divided across survey respondents. There were 100 respondents that showed support for the addition of bike lanes, while 101 were against the addition of bike lanes. The rest either did not answer, or were unsure about their opinion on bike lanes. Those against it claim that bicycle lanes are underused, while those who support it realize the safety benefits for all road users. While not everyone uses bicycle lanes, the benefits for all road users, as well as property owners, are to be discussed further below.

8.2 Reduction of Vehicular Lanes and Introduction of Centre Left Turn Lane

The existing four lane cross-section is to be replaced by one vehicle lane, and one bike lane, on both sides of the street. The remaining road space is best utilized by a centre left turn lane (Figures 2 and 3).
Figure 2 - Current cross-section for the study corridor

Figure 3 - Proposed Typical Cross-Section for the majority of the study corridor

The majority of abutting land uses is low density housing with frequent driveways. The provision of the centre left turn lane enhances the major collector road function by improving safety and convenience for vehicular movements in and out of abutting properties. Lessons learned from the North Park Street reconfiguration informed staff that some residents feel inconvenienced backing in and out of their driveway on the current four lane configuration.

The study corridor is a major collector road and is meant to serve short distance vehicular travel in the area (property owners, schools, churches). Long distance, inter-regional traffic is more inclined to use Wayne Gretzky Parkway or King George Road. The traffic analysis completed by city staff confirmed that one travel lane per direction is sufficient to accommodate vehicular traffic under existing and future conditions. Traffic controls at intersections along the study corridor will remain unchanged.
At the intersection of North Park Street and Memorial Drive, a bike box (Figure 4) is designed to facilitate a safe and prioritized northbound left turn movement of cyclists. A bike box is a designated area placed between the crosswalk and the stop bar that enables cyclists to wait ahead of queuing vehicle traffic during the red signal indication. It allows cyclists to proceed ahead of motorists on the green indication. The bike box design significantly increases the visibility of cyclists, making motorists more aware of their presence. When the bike box extends across the entire intersection approach, cyclists can transition from the right side of the roadway towards the left during a red indication in order to make a left turn movement rather than weaving through motorized traffic. The design is consistent to Ontario Traffic Manual Book 18 recommendation that bike boxes be provided where a bicycle route turns left to connect with another designated bicycle facility. Bike boxes are commonly in place in other Ontario municipalities such as the City of Waterloo, the City of Toronto, and the City of Hamilton.

![Figure 4-OTM Book 18 Bike Box Design (red arrows used to indicate bicycle left turn cyclist turning movement)](image)

Some survey respondents were concerned about the future development north of Powerline Road. With the expansion lands in the north, the major collector road
function of the study corridor will remain, and interim TMP analysis concludes that the traffic will operate within its capacity.

8.3 On-Street Parking Modifications

Current parking bylaws allow parking in the curb lane along the study corridor under certain conditions, but the curb lane is only wide enough to accommodate either vehicular traffic or on-street parking. At present, a motorist in the curb lane approaching a parked car in the curb lane would have to change to the median lane.

With the provision of bicycle lanes beside the curb on both sides of the study corridor and a centre left turn lane, on-street parking has to be prohibited to make space for through movement of vehicles and cyclists. Survey responses on the parking prohibition are split 50/50. Respondents who support the changes believe there is ample driveway parking and no need to park on the road, while respondents who are against the changes believe the current parking provision should remain. To evaluate potential impacts of on-street parking prohibition to homeowners, staff have carried out several site visits and reviewed aerial photos. It is observed that all homes abutting the study corridor have private driveways, and parking in front of homes beside the curb is very rare.

Staff is also aware of the need for on-street parking at St. Leo School. Approximately 40 cars are observed to park on Memorial Drive by St. Leo School during a typical school day for afternoon pick-up. A dedicated on-street parking lane is therefore proposed in front of St. Leo School, between Skylark Road and Rosewood Court, on the east side of Memorial Drive. The on-street parking proposed is sufficient to meet current on-street parking demand.

St. Mark’s Church was also contacted, in order to solicit their input for on-street parking. While on-street parking is currently prohibited from 8am to 6pm from Monday to Saturday by the Church, about 10 cars are observed to park on Memorial Drive during a typical Sunday service. Occasionally funerals are held during weekday daytime. When the parking lot is full, patrons have to park on side streets because on-street parking is prohibited from 8am to 6pm from Monday to Saturday. A dedicated on-street parking lane is therefore proposed in front of the Church, from a point approximately 50 metres south of Dunsdon Street to a point approximately 163 metres south of Dunsdon Street, on the east side of Memorial Drive, to accommodate about 10 cars. Note that the Church’s input was considered and a dedicated on-street parking lane was added in the concept plan after the public engagement, and none of these parking spaces are in front of adjacent homes.
In both sections there will be no centre left turn lane as the road space is used for the dedicated parking lane instead. Proper tapers are incorporated in the design to accommodate proper lane comprehension. Also, on-street parking has been designed to avoid interference with Brantford Transit bus boarding/alighting at designated Brantford Transit bus stops. Please refer to Figure 5 for typical cross-sections and the concept plan in ‘Appendix E’ for detailed configurations.

![Figure 5-Proposed Cross-Section for Memorial Drive from Skylark Road to Rosewood Court and in front of St. Mark’s Church](image)

The dedicated on-street parking lane in front of St. Leo School and St. Mark’s Church separates moving traffic from vehicles parking on the street. It eliminates the need for drivers to “swerve” into the median lane in order to avoid parked cars. This makes it safer for drivers, and those getting in and out of their cars. The one meter buffer between dedicated on-street parking and bicycle lanes prevents dooring. Dooring is a typical motorist/cyclist collision that occurs when a cyclist rides into a motor vehicles’ open driver side door. Also, limiting parking to the east side of the road reduces the need for pedestrian crossing to access St. Leo School and St. Mark’s Church, reducing the need to “Jay Walk” and thereby improving safety.

### 8.4 Speed Limit

North Park Street and Memorial Drive, between Dundas Street and Powerline Road, is approximately 4.4 km long. The current speed limit is mostly 40 km/h, except north of Kensington Avenue and on North Park Street between Memorial Drive and Waddington Street where the speed limit is 50 km/h.

This project provides for a good opportunity to harmonize the speed limit to 40 km/h along the corridor (Figure 6). Most survey respondents (over 40%) are in favour of the speed limit harmonization. About 20% believe there should be no
change and see the change as unnecessary. A consistent speed limit along the corridor enhances reasonable expectation and minimizes confusion of road users. Additionally, 40 km/h is a safer travel speed for cyclists using this roadway. Finally, lowering the speed limit on North Park Street to 40 km/h will provide a safer speed limit for the school zone for North Park Collegiate and Vocational School.
Figure 6-Memorial Drive/North Park Street Proposed Speed Limit Plan

8.5 Construction Impact
The project involves grinding of current pavement markings and pavement remarking within the existing edge of road and changes to signage for cycle lane, speed limit and parking bylaws. No civil work is involved, nor will there be modification to traffic controls, or relocation of utility or existing bus stops. Subject to Council approval in July 2020, the project construction phase would proceed during summer 2020 and be completed by Operational Services before school resumes in September.

9.0 Financial Implications

There are no financial implications resulting from the recommendations in this report.

The reconfiguration was made a viable project in part because of the Ministry of Transportation’s Ontario Municipal Commuter Cycling (OMCC) Program funding (PW2018-008). The OMCC program is a multi-year program that provides direct, dedicated, annual funding to Ontario municipalities to support the implementation of commuter cycling infrastructure to encourage people to get out of their cars and onto bikes for their daily commute or other frequent trips. The OMCC has contributed ~80% of the implementation cost, under a number of conditions, one of which is completion of the project by the end of 2020. While the total project cost is ~$110,000, the City portion is estimated at $22,000. If the reconfigurations are not built by the end of 2020 construction season, the project would no longer be eligible for the $88,000 in OMCC funding, and the funding would have to be returned to the province.

Road improvements, pavement markings, and signage costs have been included as part of the On-Road Active Transportation (TS1705). The reconfiguration increases the amount of painted lines and is expected to increase maintenance cost slightly.

10.0 Conclusion

The proposed reconfiguration will help to achieve Official Plan and Transportation Master Plan objectives of a more sustainable roadway not just for cyclists, but for all modes of travel. While not everyone uses the bike lanes, this proposal is expected to have traffic calming benefits, encourage lower vehicle speeds and improve safety. The centre left turn lane improves safety for through movement traffic, as well as accessing adjacent properties. Designated on-street parking lane properly accommodates current on-street parking demand at St. Leo School and St. Mark’s Church, and reduces conflict between moving traffic and parked vehicles. Potential negative impacts to property owners are
negligible. There is no civil work involved with this project, and construction impact is expected to be minimal.

Approval of the bylaw amendments to accommodate designated bicycle lanes, parking prohibition, and lower speed limits on North Park Street between Waddington Street and Memorial Drive and Memorial Drive between North Park Street and Powerline Road is essential to the proposed reconfiguration, and will support the City of Brantford’s desire to promote increased multi-modal usage of transportation corridors. Timely approval of the project by the Council is critical in order to be OMCC funding eligible.

Russ Loukès, P. Eng., PTOE
Director, Engineering Services

Inderjit Hans, P. Eng., PMP
General Manager, Public Works Commission

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required [X] yes [ ] no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk [ ] yes [ X] no

Is the necessary by-law or agreement being sent concurrently to Council? [X] yes [ ] no
APPENDIX “A”

A. MEMORIAL DRIVE / NORTH PARK STREET – TRAFFIC BYLAW AMENDMENTS

a) RECOMMEND that Schedule “5” of Traffic By-law 37-83 which pertains to “Lane Designation” BE AMENDED to provide the following:

<table>
<thead>
<tr>
<th>STREET</th>
<th>LOCATION</th>
<th>LANE</th>
<th>DIRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Drive</td>
<td>From Powerline Road to Skylark Road</td>
<td>Centre</td>
<td>Both: Left turn only</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>From Rosewood Court to a point 36 metres north of Dunsdon Street</td>
<td>Centre</td>
<td>Both: Left turn only</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>From a point 163 metres south of Dunsdon Street to a point 40 metres north of Buckingham Street</td>
<td>Centre</td>
<td>Both: Left turn only</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>From a point 40 metres south of Buckingham Street to a point 40 metres west of North Park Street</td>
<td>Centre</td>
<td>Both: Left turn only</td>
</tr>
<tr>
<td>North Park Street</td>
<td>From a point 40 metres south of Memorial Drive to a point 40 metres north of Fairview Drive</td>
<td>Centre</td>
<td>Both: Left turn only</td>
</tr>
<tr>
<td>North Park Street</td>
<td>From a point 40 metres south of Fairview Drive to a point 40 metres north of Waddington Street</td>
<td>Centre</td>
<td>Both: Left turn only</td>
</tr>
</tbody>
</table>
b) **RECOMMEND** that Schedule “14” of Traffic By-law 37-83 which pertains to “Designated Lanes for Bicycles” BE AMENDED to provide the following:

<table>
<thead>
<tr>
<th>STREET</th>
<th>LIMITS</th>
<th>LANES</th>
<th>TIMES OR DAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Drive</td>
<td>Between North Park Street and Powerline Road</td>
<td>West, southbound adjacent to curb</td>
<td>Anytime</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td></td>
<td>East, northbound adjacent to curb or parking lane where present</td>
<td>Anytime</td>
</tr>
<tr>
<td>North Park Street</td>
<td>Between St. George Street and Memorial Drive</td>
<td>East, northbound adjacent to curb</td>
<td>Anytime</td>
</tr>
<tr>
<td>North Park Street</td>
<td></td>
<td>West, southbound adjacent to curb</td>
<td>Anytime</td>
</tr>
</tbody>
</table>
**APPENDIX “B”**

**B. MEMORIAL DRIVE / NORTH PARK STREET – SPEED REGULATIONS**

a) **RECOMMEND** that Schedule “8” of Traffic By-law 37-83 which pertains to “Speed Regulations” BE AMENDED to provide the following:

<table>
<thead>
<tr>
<th>COLUMN 1</th>
<th>COLUMN 2</th>
<th>COLUMN 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Drive</td>
<td>From Kensington Avenue to Powerline Road.</td>
<td>40 km/hour</td>
</tr>
<tr>
<td>North Park Street</td>
<td>From Waddington Street to Memorial Drive.</td>
<td>40 km/hour</td>
</tr>
</tbody>
</table>
APPENDIX “C”

C. MEMORIAL DRIVE / NORTH PARK STREET - PARKING REGULATIONS

a) RECOMMEND that Schedule “3” of Traffic Bylaw 144-88 which pertains to “Parking Prohibited-between 2 am and 6 am” BE REPEALED as follows:

<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>SIDE OF STREET</th>
<th>LOCATION WHERE PARKING IS PROHIBITED</th>
<th>DAYS OF WEEK PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Drive</td>
<td>North</td>
<td>From Buckingham Street as projected to Powerline Road, except as further restricted in Schedules 7, 8, 9 and 19</td>
<td>Every Day</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>South</td>
<td>From Hayhurst Road to Powerline Road, except as further restricted in Schedules 7, 8, 9 and 12</td>
<td>Every Day</td>
</tr>
<tr>
<td>North Park Street</td>
<td>West</td>
<td>From Memorial Drive to Fairview Drive</td>
<td>Every Day</td>
</tr>
<tr>
<td>North Park Street</td>
<td>East</td>
<td>From Memorial Drive to Fairview Drive</td>
<td>Every Day</td>
</tr>
</tbody>
</table>

b) RECOMMEND that Schedule “7” of Traffic Bylaw 144-88 which pertains to “Parking Prohibited at Anytime” BE REPEALED as follows:

<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>SIDE OF STREET</th>
<th>LOCATION WHERE PARKING IS PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Drive</td>
<td>North</td>
<td>From a point 41 metres south of the centre line of Dunsdon Street to a point 60 metres north of the centre line of Dunsdon Street.</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>South</td>
<td>From a point 41 metres south of the centre line of Dunsdon Street to a point 60 metres north of the centre line of Dunsdon Street.</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>East</td>
<td>From Rosewood Court to a point 35 metres north of the centre line of Rosewood Court.</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>West</td>
<td>From a point 33 metres north of the centre line of Scotia Avenue to a point 36 metres south of the centre line of Scotia Avenue, except as further</td>
</tr>
</tbody>
</table>
restricted in Schedule “8”.

Memorial Drive   East   From a point 33 metres north of the projected centre line of Scotia Avenue to a point 36 metres south of the projected centre line of Scotia Avenue, except as further restricted in Schedule “8”.

North Park Street   West   For 32 metres south of Memorial Drive.

North Park Street   East   For 84 metres south of Memorial Drive.

c) RECOMMEND that Schedule “8” of Traffic Bylaw 144-88 which pertains to “Stopping Prohibited During Certain Time” BE REPEALED as follows:

<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>SIDE OF STREET</th>
<th>LOCATION WHERE PARKING IS PROHIBITED</th>
<th>DAYS OF WEEK PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Drive</td>
<td>West</td>
<td>From a point 33 metres north of the centre line of Scotia Avenue to a point 36 metres south of the centre line of Scotia Avenue.</td>
<td>8 am to 5 pm Monday Through Friday</td>
</tr>
<tr>
<td>North Park Street</td>
<td>West</td>
<td>Commencing 115 metres south of the Centre Line of Fairview Drive southerly for 194 metres.</td>
<td>8 am to 5 pm Monday through Friday</td>
</tr>
</tbody>
</table>

d) RECOMMEND that Schedule “9” of Traffic Bylaw 144-88 which pertains to “Parking Prohibited During Certain Time” BE REPEALED as follows:

<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>SIDE OF STREET</th>
<th>LOCATION WHERE PARKING IS PROHIBITED</th>
<th>DAYS OF WEEK PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Drive</td>
<td>North</td>
<td>From Buckingham Street projected to a point 41 metres south of the centre line of Dunsdon Street.</td>
<td>8 am to 5 pm Monday Through Friday</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>South</td>
<td>From Hayhurst Road to a point 41 metres south of the centre line of Dunsdon Street.</td>
<td>8 am to 5 pm Monday through Friday</td>
</tr>
</tbody>
</table>
e) RECOMMEND that Schedule “7” of Traffic Bylaw 144-88 which pertains to “Parking Prohibited ay Anytime” BE AMENDED as follows:

<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>SIDE OF STREET</th>
<th>LOCATION WHERE PARKING IS PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Drive</td>
<td>South/West</td>
<td>From Fairview Drive to Powerline Road.</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>East</td>
<td>From Skylark Road to Powerline Road.</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>North/East</td>
<td>From Fairview Drive to a point 163 metres south of Dunsdon Street.</td>
</tr>
<tr>
<td>Memorial Drive</td>
<td>East</td>
<td>From a point 50 metres south of Dunsdon Street to Ashgrove Avenue.</td>
</tr>
<tr>
<td>North Park Street</td>
<td>West</td>
<td>From Memorial Drive to Waddington Street projected.</td>
</tr>
<tr>
<td>North Park Street</td>
<td>East</td>
<td>From Memorial Drive to Waddington Street projected.</td>
</tr>
</tbody>
</table>
APPENDIX “D”

E. MEMORIAL DRIVE / NORTH PARK STREET – PUBLIC ENGAGEMENT MAIL OUT BOUNDARY