

Cycling Advisory Committee

Report

6th Meeting of the Cycling Advisory Committee
May 16, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, R. Henderson,
J. Jordan, D. Szoller and M. Zunti and J. Bunn (Acting
Secretary)

ABSENT: W. Pol, R. Sirois, and A. Stratton

ALSO PRESENT: J. Ackworth, M. Elmadhood, D. MacRae, B.
McCall, A. Miller, M. Morris, R. Patterson, A. Spahiu and S.
Wilson

The meeting was called to order at 4:01 PM.

1. **Call to Order**

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. **Scheduled Items**

2.1 Complete Streets Update

That it BE NOTED that the attached presentation from M. Morris,
Engineer-in-Training, with respect to an update on the Complete Streets
project, was received.

2.2 Adelaide Street and Canadian Pacific Railway Grade Separation Environmental Assessment Project – Update

That the Civic Administration BE ADVISED that the Cycling Advisory
Committee supports the option of a raised cycle track, with the appropriate
markings, with respect to the Adelaide Street and Canadian Pacific
Railway Grade Separation Environmental Assessment Project; it being
noted that the attached presentation from A. Spahiu, Transportation
Design Engineer, was received, with respect to this matter.

3. **Consent**

3.1 4th and 5th Reports of the Cycling Advisory Committee

That it BE NOTED that the 4th and 5th Reports of the Cycling Advisory
Committee, from the meetings held on March 21, 2018 and April 18, 2018,
respectively, were received.

3.2 Municipal Council Resolution - 2018 Ontario Municipal Commuter Cycling (OMCC) Program

That it BE NOTED that the Municipal Council resolution from its meeting
held on March 27, 2018, with respect to the 2018 Ontario Municipal
Commuter Cycling (OMCC) Program, was received.

3.3 Municipal Council Resolution - 3rd Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution from its meeting held on March 27, 2018, with respect to the 3rd Report of the Cycling Advisory Committee, was received.

3.4 Notice of Project Commencement - Broughdale Dyke Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Project Commencement from A. Spargo, AECOM Canada and P. Adams, AECOM Canada, with respect to a Schedule B Municipal Class Environmental Assessment (EA) Study related to the Broughdale dyke, was received.

3.5 Notice of Project Commencement - Riverview Evergreen Dyke Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Project Commencement from A. Spargo, AECOM Canada and P. Adams, AECOM Canada, with respect to a Schedule B Municipal Class Environmental Assessment (EA) Study related to the Riverview Evergreen dyke, was received.

3.6 Notice of Public Information Centre 3 - Adelaide Street North/Canadian Pacific Railway Grade Separation - Municipal Class Environmental Assessment Study

That it BE NOTED that the Notice of Public Information Centre 3 from A. Spahiu, Transportation Planning and Design, City of London and J. Goldberg, Project Coordinator, WSP, with respect to the Adelaide Street North/Canadian Pacific Railway Grade Separation Municipal Class Environmental Assessment Study, was received.

3.7 Notice of Public Meeting - The Corporation of the City of London - Downtown

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to the Official Plan, the London Plan and Downtown Plan criteria for Downtown Temporary Surface Commercial Parking Lots, was received.

3.8 Notice of Public Meeting - City of London - Old East Village

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to an Official Plan Amendment application related to the Terms of Reference for the Old East Village Dundas Street Corridor Secondary Plan, was received.

3.9 Notice of Public Information Centre #2 - Southdale Road West Improvements - Pine Valley Boulevard to Colonel Talbot Road Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre #2, from T. Koza, Project Manager, City of London and P. McAllister, Project Manager, AECOM, with respect to the Southdale Road West Improvements - Pine Valley Boulevard to Colonel Talbot Road Municipal Class Environmental Assessment, was received.

3.10 Notice of Planning Application - Zoning By-law Amendment - 1055-1075 Fanshawe Park Road West

That it BE NOTED that the Notice of Planning Application, dated April 25, 2018, from M. Knieriem, Planner II, with respect to a Zoning By-law Amendment for the property located at 1055-1075 Fanshawe Park Road West, was received.

3.11 Ontario Municipal Commuter Cycling Program - Project Information

That it BE NOTED that the Memo, dated April 10, 2018, from D. MacRae, Division Manager, Transportation Planning and Design, with respect to the Ontario Municipal Commuter Cycling Program Project Information, was received.

3.12 Downtown - OEV Bikeway Corridor Evaluation

That it BE NOTED that the Memo, dated May 9, 2018, from D. MacRae, Division Manager, Transportation Planning and Design, with respect to the Downtown - Old East Village Bikeway Corridor Evaluation, was received.

3.13 London Cycle Link - Letter of Apology

That it BE NOTED that a communication, dated April 8, 2018, from B. Lee, London Cycle Link, with respect to an apology related to an article published in the London Free Press that misrepresented the organization of London Cycle Link, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Municipal Council Resolution - Pedestrian Safety and Keeping Bicycles off of City Sidewalks

That the issue of public education with respect to cycling on sidewalks BE ADDED to the draft 2018 Cycling Advisory Committee Work Plan; it being noted that the Municipal Council resolution from its meeting held on April 10, 2018 and the communication from R. Millard and M. Ratcliffe, were received, with respect to this matter.

5.2 Municipal Council Resolution - 4th Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the Municipal Council resolution from its meeting held on April 10, 2018, with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee, was received.

5.3 2018 Work Plan

That consideration of the 2018 Work Plan BE POSTPONED to the next Cycling Advisory Committee meeting.

5.4 Cycling Content on the City of London Website

That it BE NOTED that the a verbal delegation from A. Miller, Co-ordinator Transportation Demand Management, with respect to Cycling Content on

the City of London website, was received; it being noted that Cycling Advisory Committee members have until May 28, 2018 to provide comments to A. Miller related to this content.

5.5 2018 Ontario Bike Summit

That it BE NOTED that the revised attached submission, dated April 9, 2018, from R. Henderson, with respect to the 2018 Ontario Bike Summit, was received.

6. Deferred Matters/Additional Business

6.1 (ADDED) Notice of Public Meeting - Zoning By-law Amendment - 1055-1075 Fanshawe Park Road West

That it BE NOTED that consideration of the Public Meeting Notice, dated May 9, 2018, from M. Knieriem, Planner II, with respect to the properties located at 1055-1075 Fanshawe Park Road West, was deferred until the next meeting due to loss of quorum.

6.2 (ADDED) Notice of Planning Application - Zoning By-law Amendment - 147-149 Wellington Street and 253-257 Grey Street

That it BE NOTED that consideration of the Notice of Planning Application, dated May 9, 2018, from M. Corby, Senior Planner, with respect to the properties located at 147-149 Wellington Street and 253-257 Grey Street, was deferred until the next meeting due to loss of quorum.

7. Adjournment

The meeting stood adjourned at 6:39 PM due to lack of quorum.



Review of the Forthcoming City of London Complete Streets Design Manual

Presentation to Cycling Advisory Committee
May 16, 2018

london.ca



Introduction - What are Complete Streets?

“A complete street is one that is designed to accommodate the mobility needs of all ages, abilities, and modes of travel. Safe and comfortable access for pedestrians, bicycles, transit users, and the mobility challenged are not design after-thoughts, but are integral to the planning of the street from the start.”

- London Transportation Master Plan



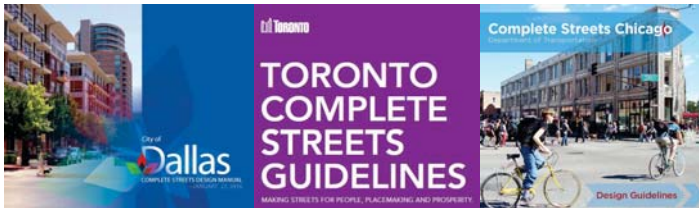
london.ca

2



Introduction – Complete Streets Manuals

Complete Streets Guides & Manuals have been developed by many cities around the world to help direct and coordinate street planning/design towards more balanced mobility options



london.ca

3



Background

The 2016 City of London Official Plan introduced a group of **Street Classifications**, which set the stage for more **context sensitive city building policies** and **redefining mobility** for Londoners

Classifications Include:

- Rapid Transit Boulevards
- Urban Thoroughfares
- Civic Boulevards
- Main Streets
- Neighbourhood Connectors
- Neighbourhood Streets
- Rural Thoroughfares
- Rural Connectors



london.ca

4



Background

Each **Street Classifications** was accompanied with policies to guide future planning and design towards an **intended character and function**, while progressing towards **overall mobility goals**

| DESIGN FEATURES | STREET CLASSIFICATION | | |
|---|-------------------------|--------------------|-----------------|
| | Rapid Transit Boulevard | Urban Thoroughfare | Civic Boulevard |
| Planned Street Width (Width of Right-of-Way) | 55m | 45m | 35m |
| VENUE ZONE | | | |
| Divided and/or Separated | + | | |
| On-street Parking (Additional or Through Lanes) | + | + | + |
| On-street Parking (on Through Lanes) | + | + | |
| Cycle Facility | + | + | |
| Left Turn Lanes | + | + | |
| Right Turn Lanes | + | + | |
| Planned Medians | + | + | |
| PEDESTRIAN ZONE | | | |
| Hard Surface (From Curb to Building Front) | + | | |
| Standard Sidewalk (1.5m wide, both sides) | + | + | + |
| Coordinated Sidings | + | + | |
| Street Trees | + | + | + |
| Street Furniture | + | + | + |
| Reflection-activated Lighting | + | | |
| Landscape Plantings | + | + | + |
| Green Boulevard | + | + | |
| Enhanced Curbwalk Treatments | + | + | |
| Low Impact Development | + | + | + |

london.ca

5



Background

Many **stakeholders** were included in **consultation efforts** for the development of the Complete Streets Design Manual and attended a **Stakeholder Workshop**, held on June 2nd, 2017. These groups included:

- Accessibility Advisory Committee
- Can-Bike
- Hyde Park Business Association
- Bell
- London Middlesex Road Safety Committee
- Middlesex Health Unit
- Start Communications
- Cycling Advisory Committee
- London Fire
- London Development Institute (LDI)
- Downtown London BIA
- London Hydro
- London Transit
- Union Gas
- Tree and Forests Advisory Committee
- Argyle BIA
- City of London Water
- London Environmental Network
- City of London Development Services

london.ca

6



Goals

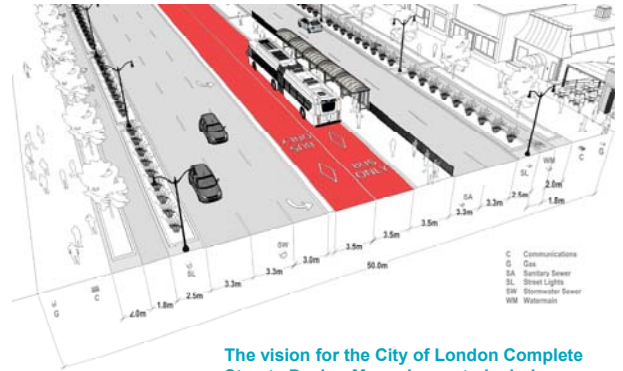
The City of London Official Plan suggested the preparation of a Complete Streets Manual to establish:

- Overall cross-sections for the street classifications
- Design parameters for the public realm



london.ca

7



The vision for the City of London Complete Streets Design Manual grew to include . . .

london.ca

8



London Complete Street Manual - Content

- Chapter 1: Complete Streets: Vision and Principles**
 - Complete Streets concepts and policy support
- Chapter 2: Elements of Complete Streets**
 - Complete Streets features
- Chapter 3: Undertaking Complete Streets Design**
 - Processes for balancing the needs of current and future users
- Chapter 4: Street Design for Roadways**
 - Street characteristics/priorities and conceptual cross sections, by street classification
- Chapter 5: Street Design for Intersections**
 - Intersection treatments that provide Complete Streets elements for specific combinations of street classifications
- Chapter 6: Moving Forward with Complete Streets**
 - Progress indicators for Complete Streets outcomes

london.ca

9



Contents:

1. What are Complete Streets?
2. Who is This Guide For?
3. Review of Complete Streets Policies in London
4. Core Principles for Complete Streets

CHAPTER

1

COMPLETE STREETS: VISION AND PRINCIPLES

london.ca

10



Local Policy Support

“ At the local level, policy support for complete streets is found in a number of documents, including the:

- Strategic Plan
- The London Plan
- Downtown Plan
- Design Specifications and Requirements Manual
- Cycling Master Plan
- London Rapid Transit
- London Road Safety Strategy
- London 2030 Transportation Master Plan ”



london.ca

11



Local Policy Support

“ Municipal Council adopted the following Vision Zero Principles:

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle collisions
- Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways ”



london.ca

12



Core Principles



Prioritize Safe and Accessible Options for People



Embed Sustainability



Emphasize Vitality



Prioritize Connectivity



Ensure Context Sensitivity

london.ca

**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Core Principles



Prioritize Safe and Accessible Options for People

“The safety and mobility needs of all users is a priority in any street design exercise.”



Emphasize Vitality



Emphasize Vitality



“Streets that attract pedestrians enhance urban vitality in London.”



london.ca

**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Accessibility

The Manual defines what a pedestrian is, describes the central role of walking and mobility device travel within London and outlines how the City will support pedestrians through Complete Streets.

Key considerations:

- Tactile walking surface indicators
- Separation of pedestrians and cyclists where practical
- Consideration of user needs and land uses in prioritizing street elements such as sidewalk width
- Design processes that emphasize consultation with stakeholder groups
- Pedestrian crossing refuge islands
- Accessible transit stop design

london.ca

**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Contents:

General Considerations and Tools for:

1. Pedestrian Facility Design
2. Cycling Facility Design
3. Transit Facility Design
4. Motor Vehicles
5. Green Infrastructure
6. Utilities and Municipal Services

london.ca

**CHAPTER
2
ELEMENTS OF
COMPLETE
STREETS**



Pedestrian Facility Considerations



Air AODA compliant push button

london.ca



Buffered bicycle lane in London.

Cycling Facilities Considerations

**ELEMENTS OF
COMPLETE
STREETS**



“Provide connectivity:

As the slowest mode of transportation, pedestrians have the greatest sensitivity to route directness.”



Buffered bicycle lane in London.

“Prioritize vulnerable users:

Cyclists are more vulnerable than transit riders and motorists in a collision because they are not protected within a vehicle.”

**ELEMENTS OF
COMPLETE
STREETS**

london.ca



Design For Accessibility

“ Pedestrians include those who are using a walker, crutches, a wheelchair or an electrically powered mobility device as well as individuals with a visual impairment. Design features should be used to accommodate all of London’s pedestrians, such as:

- appropriately wide pedestrian clearways;
- audible pedestrian signals;
- tactile walking surface indicators (TWSIs);
- visually contrasting surface treatments; and
- amenities such as seating



ELEMENTS OF COMPLETE STREETS



Contents: (under development with City input)

1. Process Overview
2. Planning
3. Conceptualizing
4. Designing
5. Implementing

CHAPTER

3

UNDERTAKING COMPLETE STREETS DESIGN



Contents:

1. Street Typologies
2. Design Guidance for:
 - Rapid Transit Boulevards
 - Urban Thoroughfares
 - Civic Boulevards
 - Main Streets
 - Neighbourhood Connectors
 - Neighbourhood Streets
 - Rural Thoroughfares
 - Rural Connectors

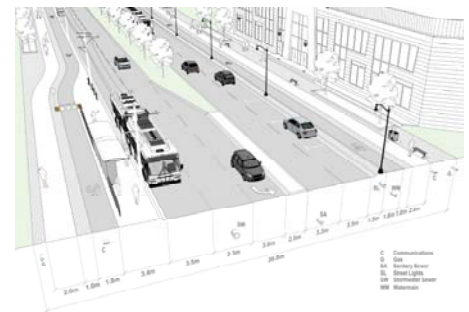
CHAPTER

4

STREET DESIGN FOR ROADWAYS



Example Civic Boulevard



STREET DESIGN FOR ROADWAYS



“ Physically separated and continuous cycling facilities are preferred. ”

Example Civic Boulevard

“ Civic Boulevards provide multi-modal connections between different neighbourhoods across the City including downtown. ”



STREET DESIGN FOR ROADWAYS

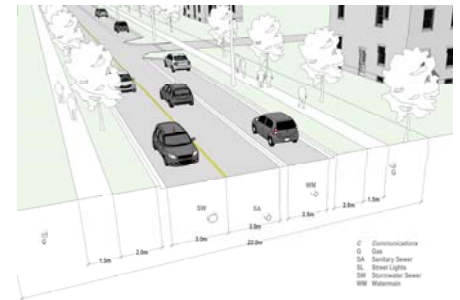
“ The variety of destinations along these corridors can generate significant volumes of walking trips ”



“ Link residential areas to the City-wide road network. ”

Example Neighbourhood Connector

“ Travel lanes may be reduced to 3.0 m, unless the street is part of a transit route. ”



STREET DESIGN FOR ROADWAYS

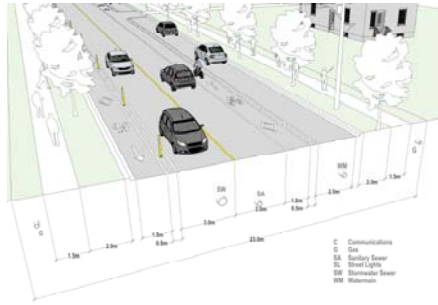
“ Connectivity to key neighbourhood destinations can generate large volumes of pedestrian trips ”



“Link residential areas to the City-wide road network.”

Example **Neighbourhood Connector**

“Travel lanes may be reduced to 3.0 m, unless the street is part of a transit route.”

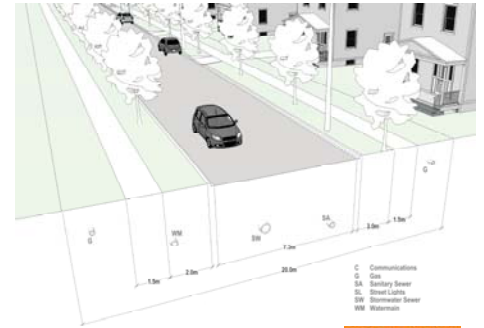


STREET DESIGN FOR ROADWAYS

london.ca “Connectivity to key neighbourhood destinations can generate large volumes of pedestrian trips”



Example **Neighbourhood Street**



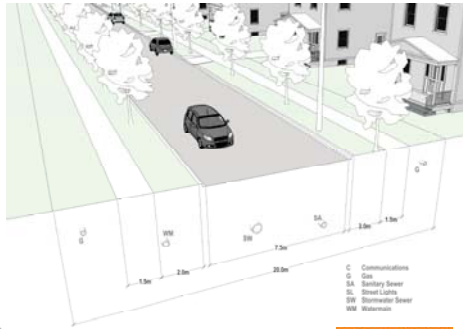
STREET DESIGN FOR ROADWAYS

london.ca



Example **Neighbourhood Street**

“Neighbourhood Streets are where most Londoners, including many families, live; enhancing the livability, sense of community, and the ability to age-in-place are important considerations.”



STREET DESIGN FOR ROADWAYS

london.ca

“Benches and newspaper boxes are typically provided at corners with other major streets.”



Contents:

1. Intersection Design Principles
2. Design Guidance for:
 - Rapid Transit Boulevard Intersecting a Main Street
 - Urban Thoroughfare intersecting a Civic Boulevard (Signalized)
 - Urban Thoroughfare Intersecting a Civic Boulevard (Roundabout)
 - Urban Thoroughfare Intersecting a Neighbourhood Connector
 - Civic Boulevard Intersecting a Neighbourhood Street

CHAPTER

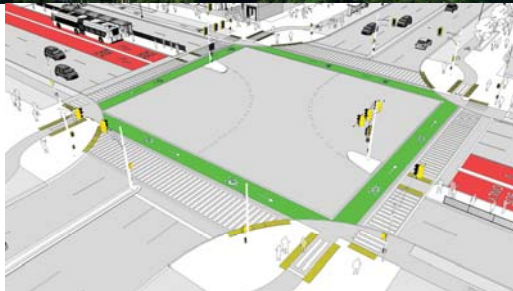
5

STREET DESIGN FOR INTERSECTIONS

london.ca



Example **Rapid Transit Boulevard Intersecting a Main Street**



STREET DESIGN FOR INTERSECTIONS

london.ca



Example **Rapid Transit Boulevard Intersecting a Main Street**

“The pedestrian clearway widens as the planter boxes and trees are discontinued, providing for greater ease of pedestrian movement and queuing.”



STREET DESIGN FOR INTERSECTIONS

“Centre median design requires dedicated transit signals which use the same phasing as the through motor vehicle movement.”

london.ca



Contents:

(under development with City input)

- 1. Principles of Performance Metrics
- 2. Options for Measuring Complete Streets Performance

CHAPTER

6

MOVING FORWARD WITH COMPLETE STREETS



Next Steps

- Share Draft with Stakeholders and Finalize late summer 2018
- Education campaign
- Move towards a network of Complete Streets



Questions

Cycling Advisory Committee

Report

The 4th Meeting of the Cycling Advisory Committee
March 21, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, R. Henderson, J. Jordan, W. Pol, R. Sirois, A. Stratton, D. Szoller and M. Zunti and H. Lysynski (Acting Secretary).
ALSO PRESENT: E.L. Conway, Sergeant S. Harding, D. MacRae, A. Miller, E. Soldo and J. Stanford.

The meeting was called to order at 4:12 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 3rd Report of the Cycling Advisory Committee

That the 3rd Report of the Cycling Advisory Committee, from its meeting held on February 21, 2018, BE AMENDED in clause 9 by deleting the words "Bike Fest" and by replacing them with the words "London Celebrates Cycling".

3.2 Municipal Council Resolution - Appointment to the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on March 6, 2018, with respect to the appointment of R. Sirois to the Cycling Advisory Committee as a Voting Member, was received.

3.3 Municipal Council Resolution - 1st Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on January 16, 2018, with respect to the 1st Report of the Cycling Advisory Committee from its meeting held on December 20, 2017, was received.

3.4 Municipal Council Resolution - 2nd Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on February 13, 2018, with respect to the 2nd Report of the Cycling Advisory Committee from its meeting held on January 17, 2018, was received.

3.5 2018 Ontario Municipal Commuter Cycling (OMCC) Program

That it BE NOTED that the report dated March 19, 2018, from K. Scherr, Managing Director, Environmental and Engineering Services & City Engineer, with respect to the 2018 Ontario Municipal Commuter Cycling (OMCC) Program, was received.

3.6 Notice of Application - Paramount Developments (London) Inc. - 809 Dundas Street

That it BE NOTED that the Notice dated February 21, 2018 from S. Wise, Planner II, with respect to the application by Paramount Developments (London) Inc., relating to the property located at 809 Dundas Street, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Share the Road Conference - Verbal

That the following actions be taken with respect to Cycling Workshops and Conferences:

- a) a policy BE ESTABLISHED whereby the Cycling Advisory Committee will provide up to seventy-five percent of funding to a maximum of \$300.00 on an annual basis, for any Members wishing to attend a Workshop or Conference; and,
- b) the expenditure of \$300.00 BE PROVIDED to R. Henderson to attend the Share the Road Cycling Coalition 2018 Ontario Bike Summit Conference, being held in Toronto from April 16 to 18, 2018; it being noted that R. Henderson will report back on the Conference at the next Cycling Advisory Committee meeting. (See ~~attached~~ information on the 2018 Ontario Bike Summit Conference.)

5.2 2018 Work Plan

That consideration of the 2018 Work Plan BE POSTPONED to the next Cycling Advisory Committee meeting.

5.3 Accidental Cycling Fatalities in Ontario: A Six-Year Retrospective Chart Review from 2010-2015

That it BE NOTED that the Cycling Advisory Committee heard the ~~attached~~ presentation and reviewed and received the ~~attached~~ Accidental Cycling Fatalities In Ontario: A Six-Year Retrospective Chart Review from 2010 to 2015, from R. Henderson.

6. Deferred Matters/Additional Business

6.1 London Celebrates Cycling

That it BE NOTED that the Cycling Advisory Committee heard a verbal presentation from J. Stanford, Director, Environment Fleet and Solid Waste, with respect to the London Celebrates Cycling events being held in June, 2018.

7. Adjournment

The meeting adjourned at 6:35 PM.

Cycling Advisory Committee Report

5th Meeting of the Cycling Advisory Committee
April 18, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, J. Jordan, D.
Szoller and J. Bunn (Acting Secretary)

ABSENT: R. Henderson, W. Pol, R. Sirois, A. Stratton and M.
Zunti

ALSO PRESENT: Sergeant S. Harding, B. McCall and A. Miller

The meeting stood adjourned at 4:31 PM due to lack of quorum.



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

London
CANADA

March 28, 2018

K. Scherr
Managing Director, Environmental & Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on March 27, 2018 resolved:

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions be taken with respect to the 2018 Ontario Municipal Commuter Cycling (OMCC) Program:

- a) the draft proposed by-law, as appended to the staff report dated March 19, 2018, BE INTRODUCED at the Municipal Council meeting to be held March 27, 2018 to:
 - i) authorize and approve the Ontario Municipal Commuter Cycling (OMCC) Program 2018 Application Declaration, appended to the above-noted by-law; and;
 - ii) authorize the Mayor and the City Clerk to execute the above-noted Declaration;
- b) the updated list of projects set out in Appendix B to the staff report dated March 19, 2018 BE SUPPORTED for application to the OMCC program; and
- c) the Civic Administration BE DIRECTED to take all necessary steps to submit the City of London application for OMCC funding. (2018-R06) (2.1/5/CWC)

C. Saunders
City Clerk
/kmm

cc: E. Soldo, Director - Roads and Transportation
J. Stanford, Director - Environment, Fleet and Solid Waste
A. Macpherson, Manager - Environmental & Parks Planning
S. Mathers, Director - Water and Wastewater
D. MacRae, Division Manager, Transportation Planning & Design
A. Dunbar, Manager III, Financial Planning & Policy
G. Gauld, Division Manager, Wastewater & Treatment Operations
P. McClennan, Executive Administration Assistant – Managing Director and City Engineer
J. Verhaeghe, Financial Business Administrator
Chair and Members, Cycling Advisory Committee
Documentation Services Representative



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

London
CANADA

March 28, 2018

J. Stanford
Director - Environment, Fleet and Solid Waste

D. MacRae
Division Manager, Transportation Planning & Design

M. Ridley
Senior. Technologist

I hereby certify that the Municipal Council, at its meeting held on March 27, 2018 resolved:

That the following actions be taken with respect to the 3rd Report of the Cycling Advisory Committee from its meeting held on February 21, 2018:

- a) the Division Manager, Transportation, Planning and Design BE ASKED to report back at the next Cycling Advisory Committee meeting with respect to an update on the east-west cycle track environmental assessment; it being noted that the Cycling Advisory Committee heard a verbal presentation from S. Climans, London Cycle Link, with respect to the "Bikes on Dundas" campaign;
- b) M. Ridley, Senior Technologist BE REQUESTED to advise what The Corporation of the City of London has undertaken with respect to the Ontario Municipal Commuter Cycling Program and the Safe Cycling Education Fund; it being noted that the CAC reviewed and received a communication dated February 5, 2018, with respect to the CycleON Action Plan 2.0 proposal;
- c) the Director, Environment, Fleet and Solid Waste BE REQUESTED to provide information for the next Cycling Advisory Committee meeting with respect to what City funding is available and what the City is already undertaking related to the 2018 Bike Fest; it being noted that the Cycling Advisory Committee held a general discussion with respect to this matter; and,
- d) clauses 1, 3, 4, 5, 7 and 8, BE RECEIVED.(4.4/5/CWC)

C. Saunders
City Clerk
/kmm

cc: Chair and Members, Cycling Advisory Committee

NOTICE OF PROJECT COMMENCEMENT

THE STUDY

The Upper Thames River Conservation Authority (UTRCA) and the City of London have initiated a Schedule B Municipal Class Environmental Assessment (EA) Study through its consultant AECOM. The focus of the study is to review alternatives to manage the long-term stability of the Broughdale dyke (see map). The alternatives include regular maintenance, erosion protection, reconstruction of the dyke, increasing the height of the dyke, and extending the dyke upstream.

THE PROCESS

The Class EA Study process will define the problems and opportunities; consider and evaluate alternatives, assess impacts of the preferred solution and identify a preferred strategy for managing the Broughdale dyke that can be implemented over time.

HOW TO GET INVOLVED

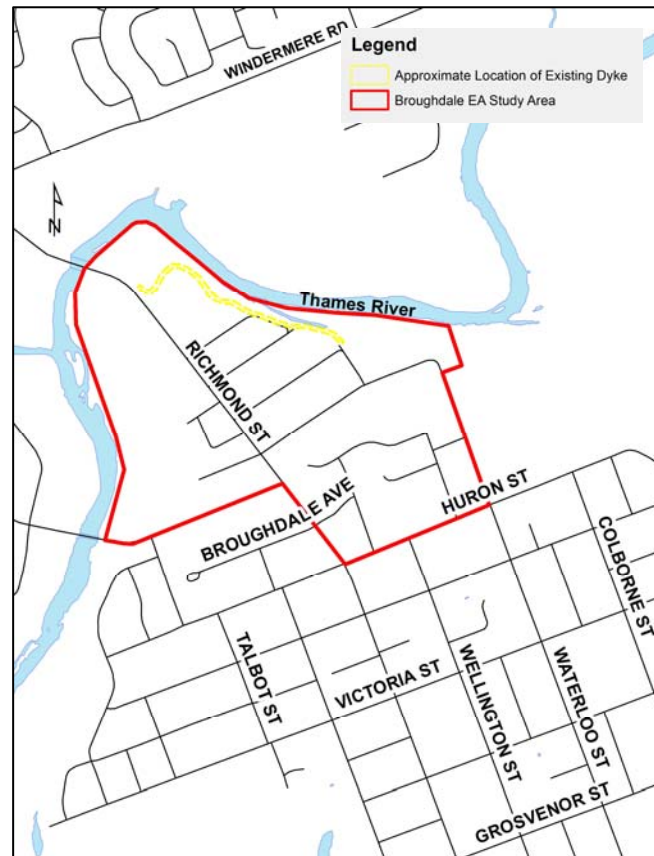
The UTRCA and City of London want anyone with an interest in the study to have an opportunity to provide input, which will help the project team in the decision-making process. A Public Information Centre (PIC) is planned for the Spring of 2018 to present study background information including issues being addressed and recommended solutions and strategies. Prior to the PIC a **Community Site Walk** will be held to allow local residents/property owners an opportunity to understand the current problems in the study area and potential solutions. The Site Walk is tentatively scheduled for the Spring of 2018. More information will be provided to those who register. To register for the Site Walk, please contact Paul Adams at paul.adams2@aecom.com or 519-963-5873. Advance notification of the PIC will be advertised in The Londoner newspaper and mailed to home owners within the study area. Comments from review agencies and members of the public are encouraged now and throughout the study. To submit a comment, request information or to be added to the study mailing list you can contact:

Adam Spargo, B.Sc.

Project Manager
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Phone: 519 963-5921
Email: adam.spargo@aecom.com

Paul Adams, CPT

Environmental Planner
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Fax: 519 963-5873
Email: Paul.adams2@aecom.com



Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

NOTICE OF PROJECT COMMENCEMENT

THE STUDY

The Upper Thames River Conservation Authority (UTRCA) and the City of London have initiated a Schedule B Municipal Class Environmental Assessment (EA) Study through its consultant AECOM. The focus of the study is to review alternatives to manage the long-term stability of the Riverview Evergreen dyke (see map). The alternatives include regular maintenance, erosion protection, reconstruction of the dyke, increasing the height of the dyke, extending the dyke upstream or long-term property acquisition followed by decommissioning.

THE PROCESS

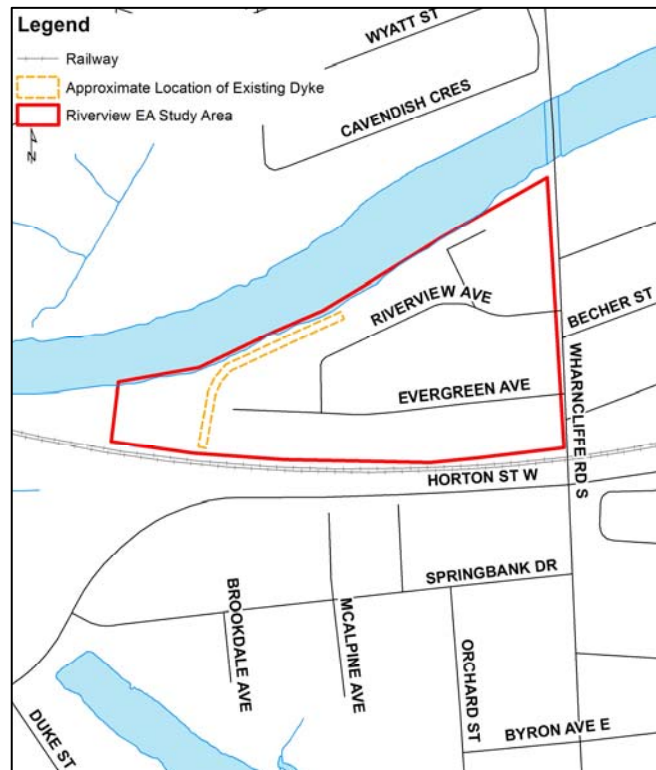
The Class EA Study process will define the problems and opportunities; consider and evaluate alternatives, assess impacts of the preferred solution and identify a preferred strategy for managing the Riverview Evergreen dyke that can be implemented over time.

HOW TO GET INVOLVED

The UTRCA and City of London want anyone with an interest in the study to have an opportunity to provide input, which will help the project team in the decision-making process. A Public Information Centre (PIC) is planned for the Spring of 2018 to present study background information including issues being addressed and recommended solutions and strategies. Prior to the PIC a **Community Site Walk** will be held to allow local residents/property owners an opportunity to understand the current problems in the study area and potential solutions. The Site Walk is tentatively scheduled for the Spring of 2018. More information will be provided to those who register. To register for the Site Walk, please contact Paul Adams at paul.adams2@aecom.com or 519-963-5873. Advance notification of the PIC will be advertised in The Londoner newspaper and mailed to home owners within the study area. Comments from review agencies and members of the public are encouraged now and throughout the study. To submit a comment, request information or to be added to the study mailing list you can contact:

Adam Spargo, B.Sc.
Project Manager
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Phone: 519 963-5921
Email: adam.spargo@aecom.com

Paul Adams, CPT
Environmental Planner
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Fax: 519 963-5873
Email: Paul.adams2@aecom.com



Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.



Notice of Public Information Centre 3
Adelaide Street North / Canadian Pacific Railway Grade Separation
Municipal Class Environmental Assessment Study



The City of London has retained WSP to complete a Municipal Class Environmental Assessment (EA) study for improvements to the Canadian Pacific Railway (CPR) crossing of Adelaide Street North. This project is being carried out under the planning and design process for a Schedule 'C' project as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2015).

Proponent: City of London

Location: Adelaide Street North between Oxford Street East and Queens Avenue, including the CPR crossing

Purpose of the Study: The Transportation Development Charges Study (2014) and the London Transportation Master Plan (TMP, 2013) identified the need for a grade separation at the CPR crossing of Adelaide Street North. Currently, trains block the crossing up to 43 times throughout the day, leading to road blockages of up to 126 minutes per day.

Through this Class EA study, the City has considered a range of planning and design alternatives for the grade separation including underpass (rail over road) and overpass (road over rail) and has developed a preliminary design concept that recognizes all users including pedestrians, cyclists, rail, transit vehicles and motorists, and the community setting.

Public Information Centre 3: Three Public Information Centres (PICs) are held during this study. The first PIC was held on June 16, 2016 to review the study scope, existing conditions, need and justification and planning alternatives. PIC 2 was held December 14, 2016 to describe the multi-step design process, review the various design alternatives and obtain public input with respect to urban design components. Since PIC 2 there has been additional technical investigation and review with respect to the design at the CPR crossing.

The purpose to PIC 3 is to present the Preliminary Preferred Design concept that takes into consideration the transportation and technical factors, property impacts, community interests, cultural heritage resources, CPR and public input.

| Public Information Centre 3 Details | |
|--|--|
| Date: | April 26, 2018 |
| Place: | H.B. Beal Secondary School 525 Dundas Street, London ON |
| Time: | 4:00 pm to 7:00 pm (drop-in) |

How to Provide Input: Public consultation is a vital component of this study. Learn more about this study on the City's website at <https://getinvolved.london.ca/adelaide-streetcpr-grade-separation>

Please share your thoughts through the study website or by contacting the project team members listed below. Comments will be considered throughout the planning process.

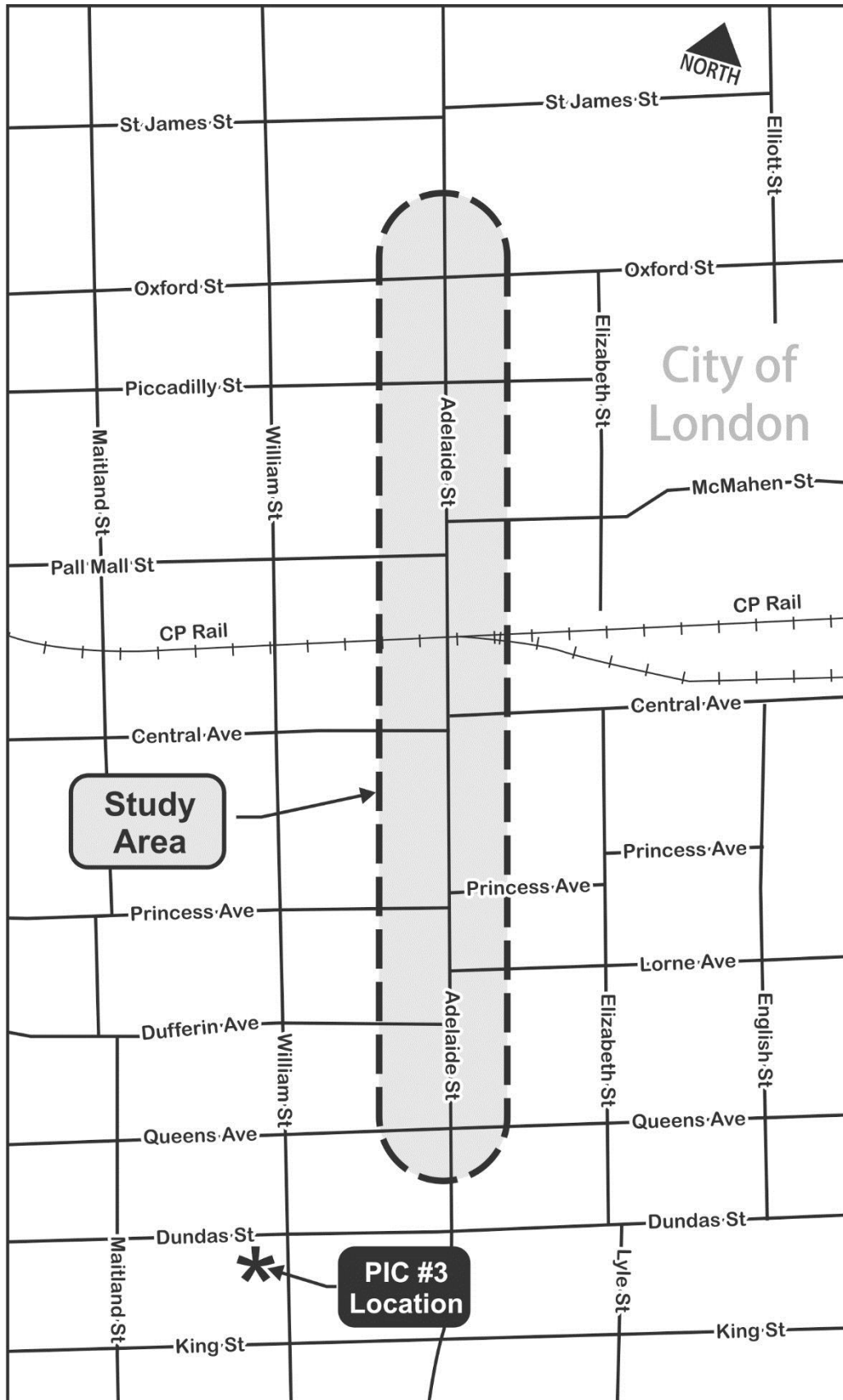
Please note: Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record and may be published in the Reports to Committees and Council Agenda.

For More Information Please Contact:

City of London Contact:
 Ardian Spahiu, P.Eng.
 Transportation Planning and Design
 300 Dufferin Ave, P.O. Box 5035
 London ON N6A 4L9
 Tel: 519-661-2489 ext. 4738
 Email: aspahiu@london.ca

Consultant Contact:
 Jay Goldberg, P.Eng., PMP
 Project Coordinator, WSP
 610 Chartwell Road, Suite 300
 Oakville ON L6J 4A9
 Toll Free: 1-877-562-7947
 Email: jay.goldberg@wsp.com

**ADELAIDE STREET NORTH / CANADIAN PACIFIC RAILWAY GRADE SEPARATION
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
STUDY AREA KEY MAP**





O-8876
Planner: Chuck Parker
Telephone: 519-661-2489 extension 4648
Fax: 519-661-5397
Email: cparker@london.ca
Website: www.london.ca

April 11, 2018

**NOTICE OF PUBLIC MEETING
BEFORE THE PLANNING & ENVIRONMENT COMMITTEE
for OFFICIAL PLAN AMENDMENT APPLICATION**

**OFFICIAL PLAN, THE LONDON PLAN AND DOWNTOWN PLAN
CRITERIA FOR DOWNTOWN TEMPORARY SURFACE
COMMERCIAL PARKING LOTS**

APPLICANT:

The Corporation of the City of London

LOCATION:

Downtown - see attached map

PURPOSE AND EFFECT:

The purpose and effect of this Official Plan and The London Plan amendment and change to the “Our Move Forward – London’s Downtown Plan” Guideline Document is to adopt criteria for considering applications for renewal of existing Downtown Temporary Surface Commercial Parking Lots. This City application is being initiated in response to the 2017 review of Downtown Temporary Surface Commercial Parking Lots requested by Council and the subsequent Council resolution on December 12, 2017.

POSSIBLE AMENDMENT:

Possible amendments to the Official Plan (Sections 4.1.6 viii and/or Section 4.1.10 iv), The London Plan (Policy 800_5) and the “Our Move Forward” London’s Downtown Plan Guideline Document.

PUBLIC MEETING:

By Londoner notice dated March 8, 2018, you were informed of the possible amendment described above.

You are now advised that the Planning & Environment Committee will consider this application at its meeting on **Monday, April 30, 2018 no earlier than 4:30 p.m.** Meetings are held in the Council Chambers of City Hall, located at 300 Dufferin Avenue (north-east corner of Wellington Street). Each application is allocated a time for public delegations. It should be recognized however, that the Planning & Environment Committee may find it necessary to exceed the limit. Your co-operation is appreciated in the event that you have to wait for your application to be considered.

Please Note: Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 extension 4937.

If a person or public body does not make oral or written submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted, the person or public body may not be entitled to appeal the decision of the Council of the City of London to the Ontario Municipal Board, or may not be added by the Board as a party to the hearing of an appeal unless, in the opinion of the Board, there are reasonable grounds to do so.

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

Your representative on City Council, Ward 13 Councillor Tanya Park (office – 519-661-2489 – ext. 4013, email tpark@london.ca) would be pleased to discuss any concerns you may have with this application.

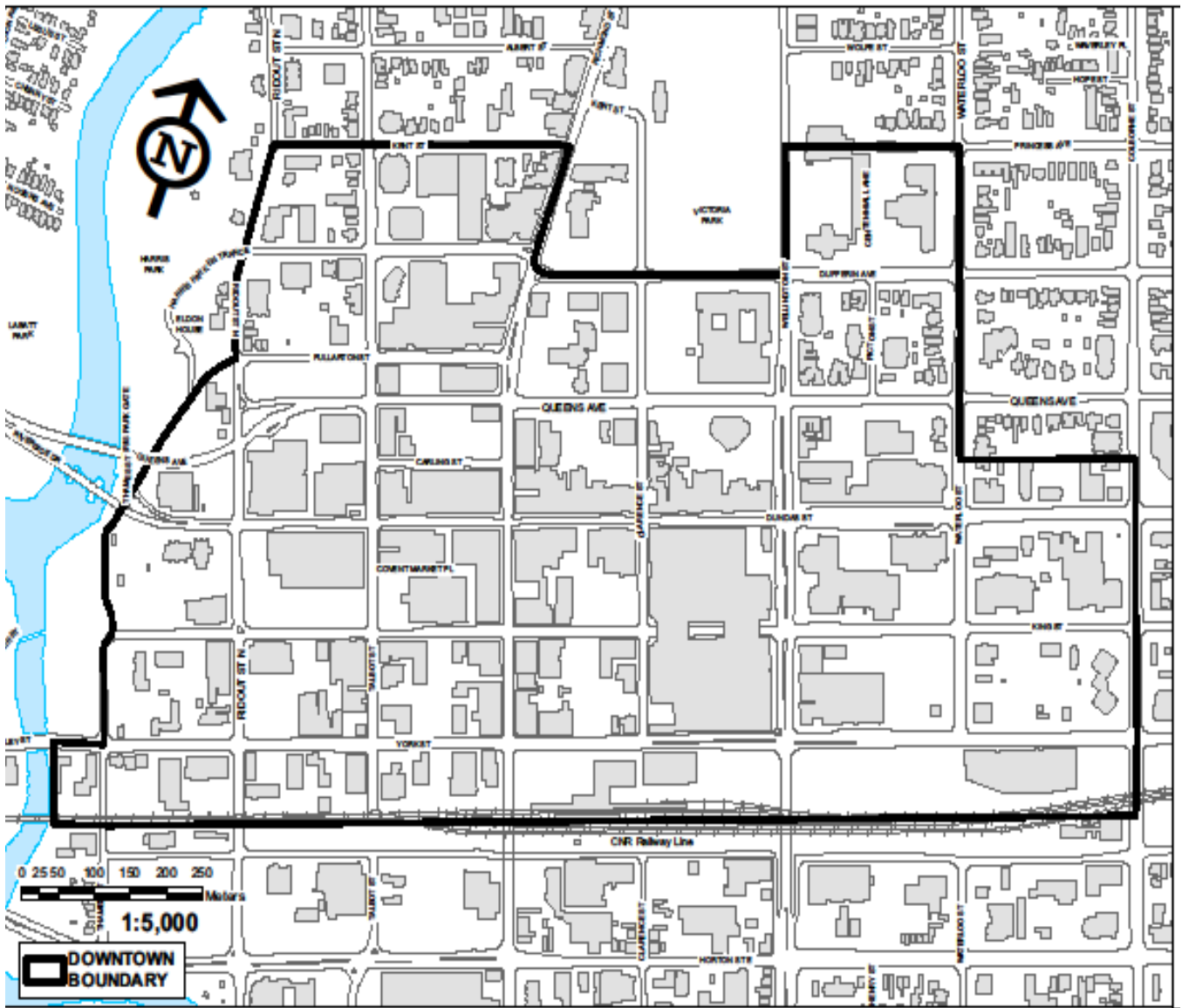
FOR MORE INFORMATION:

Copies of this report are available from Planning Services and will be available at the Planning & Environment Committee meeting. If you wish to view additional information or material about the requested Official Plan amendment, it is available to the public for viewing at Planning Services, 206 Dundas St., London, ON, Monday to Friday, 8:30a.m.-4:30p.m.

For more information, please call Chuck Parker at 519-661-2489 extension 4648, referring to “O-8876”.

TO BE NOTIFIED:

If you wish to be notified of the adoption or refusal of a request to amend the Official Plan Amendment, you must make a written request to the City Clerk, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. You will also be notified if you address the Planning & Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.





O-8879
Planner: Chuck Parker
Telephone: 519-661-2489 extension 4648
Fax: 519-661-5397
Email: cparker@london.ca
Website: www.london.ca

April 11, 2018

NOTICE OF PUBLIC MEETING BEFORE THE PLANNING & ENVIRONMENT COMMITTEE

OFFICIAL PLAN AMENDMENT APPLICATION

TERMS OF REFERENCE FOR OLD EAST VILLAGE DUNDAS STREET CORRIDOR SECONDARY PLAN

APPLICANT:

City of London

LOCATION:

Old East Village - see attached map

PURPOSE AND EFFECT:

The need for an Old East Village Dundas Street Corridor Secondary Plan was identified through discussions on the implementation of the Bus Rapid Transit System. The east-west bus rapid transit route is proposed to run eastward from the Downtown along King Street onto Ontario Street and then eastward along Dundas Street within the study area (see attached Map).

The purpose of the Secondary Plan is to establish a long term vision for the area and guide the future character of development through more specific policies than those contained in the Rapid Transit and Urban Corridors Section of the London Plan. The Secondary Plan can also be used to implement a vision or design concept, specifically, an urban design framework to connect the King Street rapid transit corridor and the Old East Village business district to the north. The Plan will provide a framework for the evaluation of future planning applications and public and private investment in the area.

The first step in the process is the preparation of a Terms of Reference to guide the Secondary Plan process. A future public meeting will held to adopt the Secondary Plan.

POSSIBLE AMENDMENT:

The purpose of this meeting is to adopt a Terms of Reference for the Secondary Plan study. Future possible amendments to Sections 20.2 and 20.3 and Schedule D of the existing Official Plan and Policy 1565 and Map 7 of the London Plan to add the Old East Village Dundas Street Corridor Secondary Plan as a new Secondary Plan will be considered at a later date.

PUBLIC MEETING:

By letter dated March 12, 2018, you were informed of the initiation of the Secondary Plan study and the future possible amendments described above.

You are now advised that the Planning & Environment Committee will consider this Terms of Reference at its meeting on **Monday, April 30, 2018 no earlier than 4:30 p.m.** Meetings are held in the Council Chambers of City Hall, located at 300 Dufferin Avenue (north-east corner of Wellington Street). Each application is allocated a time for public delegations. It should be recognized however, that the Planning & Environment Committee may find it necessary to exceed the limit. Your co-operation is appreciated in the event that you have to wait for your application to be considered.

Please Note: Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 extension 4937.

If a person or public body does not make oral or written submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted, the person or public body may not be entitled to appeal the decision of the Council of the City of London to the Ontario Municipal Board, or may not be added by the Board as a party to the hearing of an appeal unless, in the opinion of the Board, there are reasonable grounds to do so.

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

Your representatives on City Council, Ward 4 and 13 Councillors Jesse Helmer (Office -519 - 661-2489 Ext. 4004 or jhelmer@london.ca) and Tanya Park (Office-519-661-2489 Ext. 4013 or tpark@london.ca), respectively, would be pleased to discuss any concerns you may have with this application.

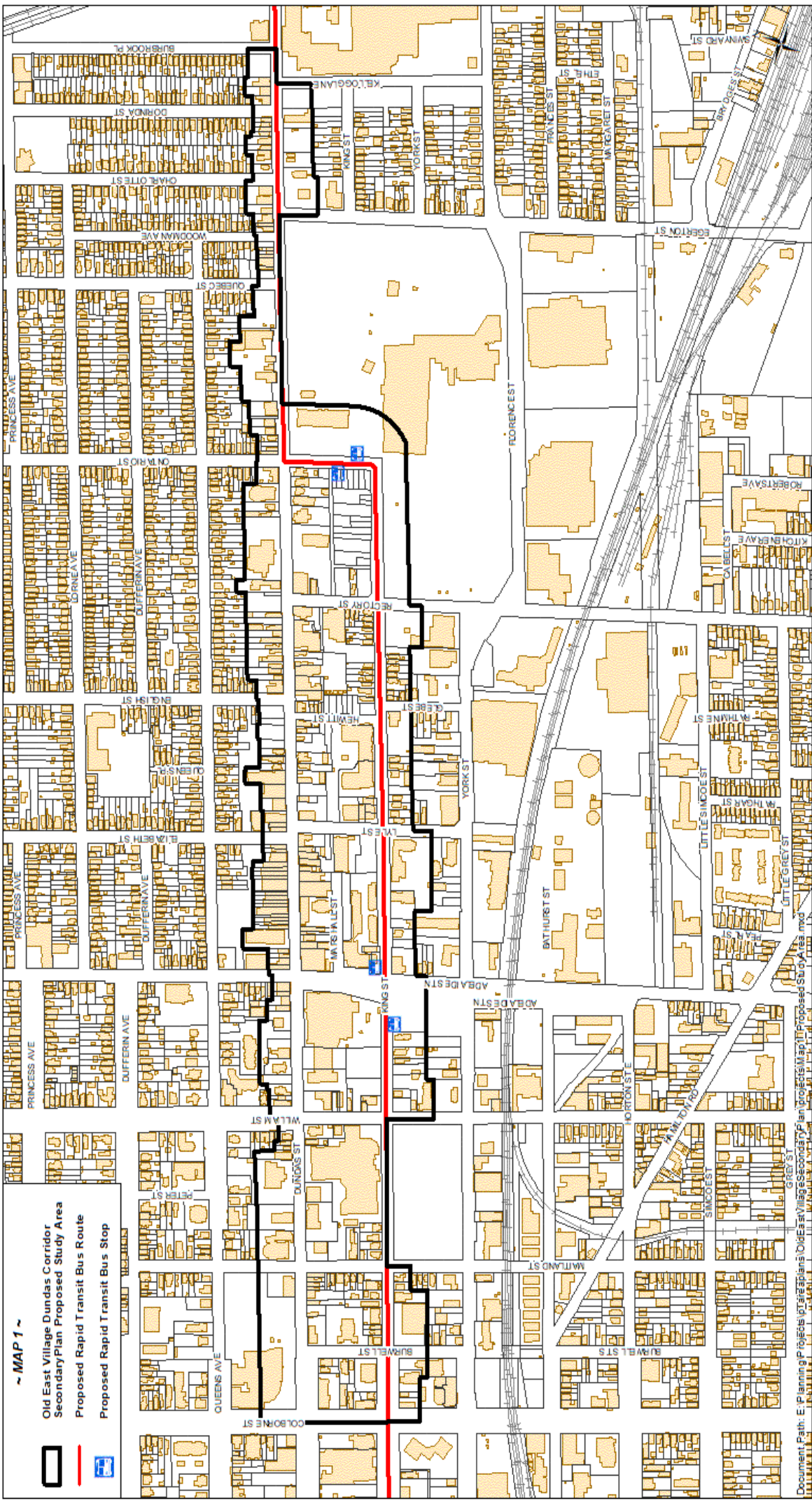
FOR MORE INFORMATION:

Copies of this report are available from Planning Services and will be available at the Planning & Environment Committee meeting. If you wish to view additional information or material about the requested Official Plan amendment, it is available to the public for viewing at Planning Services, 206 Dundas St., London, ON, Monday to Friday, 8:30a.m.-4:30p.m.




For more information, please call Chuck Parker at 519-661-2489 extension 4648, referring to "O-8879".

TO BE NOTIFIED:

If you wish to be notified of the adoption or refusal of a request to amend the Official Plan Amendment, you must make a written request to the City Clerk, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. You will also be notified if you address the Planning & Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.



~ MAP 1 ~

-  Old East Village Dundas Corridor Secondary Plan Proposed Study Area
-  Proposed Rapid Transit Bus Route
-  Proposed Rapid Transit Bus Stop

Document Path: E:\Planning\Projects\City\Projects\Old East Village Secondary Plan\Projects\Map\Proposed Study Area.mxd
 Date: 01/11/2011 11:41 AM



**Southdale Road West Improvements –
Pine Valley Boulevard to Colonel Talbot Road
Municipal Class Environmental Assessment**

NOTICE OF PUBLIC INFORMATION CENTRE #2

The City of London is undertaking a Municipal Class Environmental Assessment (EA) study to determine road improvements for Southdale Road West between Pine Valley Boulevard and Colonel Talbot Road, and Bostwick Road, north of Pack Road. This project will address future growth requirements and will determine how best to accommodate all roadway users including vehicles, cyclists and pedestrians.

Public Information Centre

The second and final Public Information Centre (PIC) will be held for this project to present the preliminary recommended design for the Southdale Road West and Bostwick Road corridors including alternatives considered and impacts to be addressed. Project team members will be available to discuss the project and to receive your input. This PIC will be a drop-in event and no formal presentation will be made.

You are invited to attend the PIC to be held:

Date: Thursday May 3, 2018

Time: 5pm to 7pm

Location: Westview Baptist Church – 1000 Wonderland Road South, London

Display materials will be available on the City of London website.

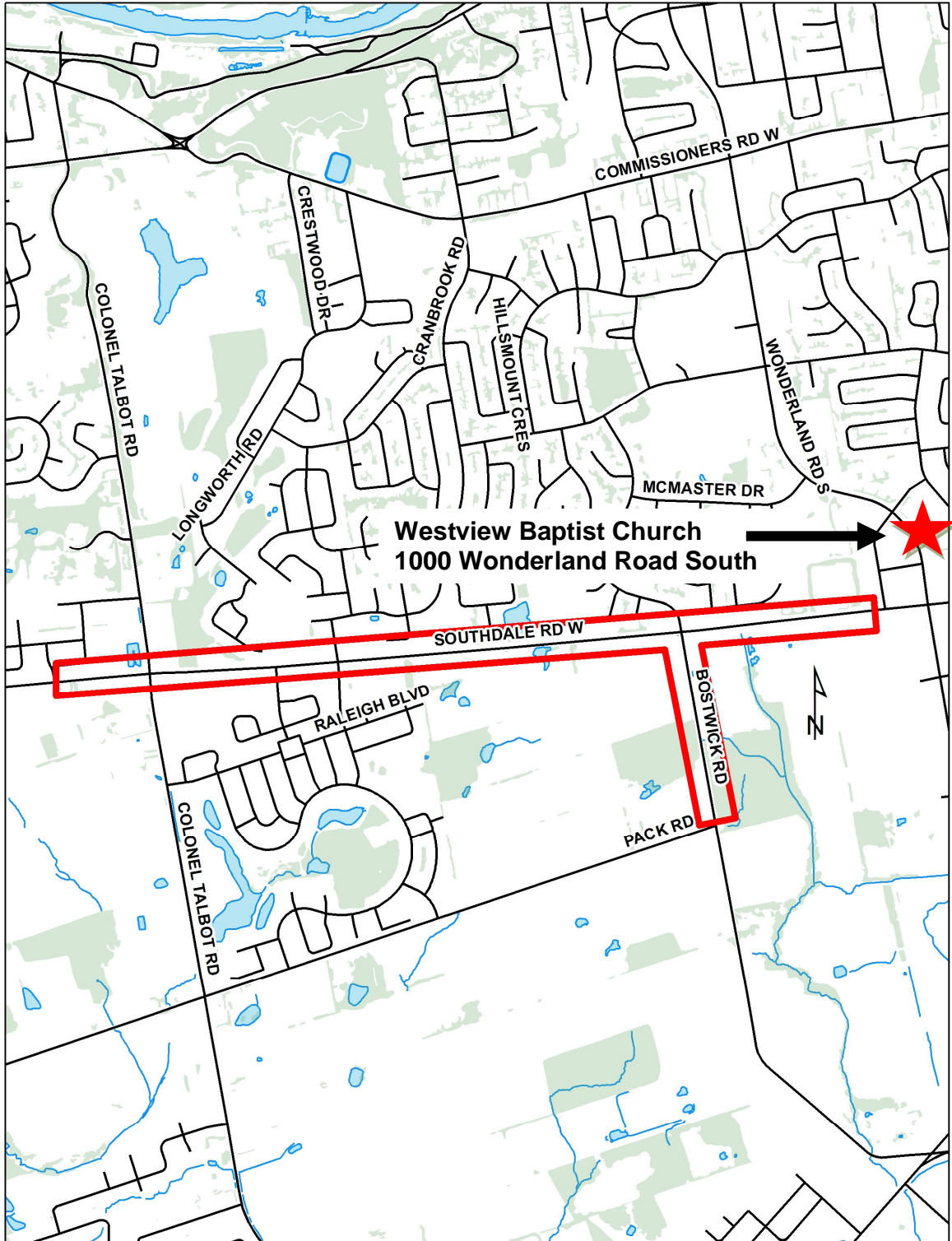
To provide comments, receive additional information or be added to the study mailing list, please visit www.london.ca or contact either of the following team members below:

Ted Koza, P. Eng.,
Project Manager,
Corporation of the City of London
300 Dufferin Avenue
London ON, N6A 4L9
Tel: 519-661-CITY (2489) x. 5806
Email: tkoza@london.ca

Peter McAllister, P. Eng., PMP,
Project Manager,
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Tel: 519-963-5865
Email: peter.mcallister@aecom.com

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

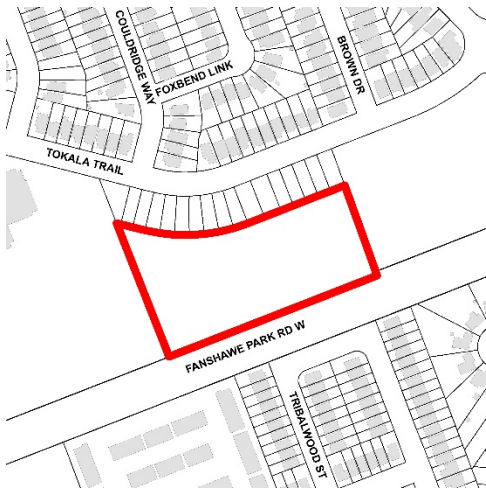
STUDY AREA



NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

1055-1075 Fanshawe Park Road West



File: Z-8903

Applicant: North London Medical Centre

What is Proposed?

Zoning amendment to allow:

- clinics, medical/dental laboratories, and pharmacies in association with a medical/dental office use, in addition to the medical/dental office use already permitted on the site

LEARN MORE & PROVIDE INPUT

Please provide any comments by **May 15, 2018**

Michelle Knieriem

mknieriem@london.ca

519-661-CITY (2489) ext. 4549

Planning Services, City of London, 206 Dundas St., London ON N6A 1G7

File: Z-8903

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Councillor Josh Morgan

joshmorgan@london.ca

519-661-CITY (2489) ext. 4007

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Application Details

Commonly Used Planning Terms are available at london.ca/planapps.

Requested Zoning By-law Amendment

To change the zoning from one Office Special Provision Zone to another Office Special Provision Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Office Special Provision (OF5(5)) Zone

Permitted Uses: medical/dental offices (up to 5,000 square metres)

Special Provision(s): maximum front yard depth, Fanshawe Park Road West interpreted to be the front lot line, exemption from Section 4.19.6 d) of Z-1 Zoning By-law which prohibits the use of a gate to restrict access to parking

Height: 15 metres

Requested Zoning

Zone: Office Special Provision (OF5(_)) Zone

Permitted Uses: medical/dental offices (up to 5,000 square metres), clinics, medical/dental laboratories, and pharmacies in association with a medical/dental office use

Special Provision(s): no change requested

Height: no change requested

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Office Area in the Official Plan, which permits small and medium-scale offices as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of residential uses and also limited retail, service and office uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. The ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

You can review additional information and material about this application by:

- visiting Planning Services at 206 Dundas Street, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at london.ca/planapps.

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Planning Services staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the *Planning Act*. You will also be invited to provide your comments at this public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.



300 Dufferin Avenue
P. O. Box 5035
London, ON
N6A 4L9

MEMO

To: Cycling Advisory Committee

From: Doug MacRae, P.Eng.
Division Manager
Transportation Planning & Design

c: Jay Stanford
Jeff Bruin
Andrew Giesen

Date: April 10, 2018

Re: **Ontario Municipal Commuter Cycling
Program
Project Information**

This memo with attached table is provided in response to the Cycling Advisory Committee request for additional information on the projects identified for the Ontario Municipal Commuter Cycling (OMCC) Program application. The attached table provides supplementary information to the table included in the March 19, 2018 Civic Works Committee report which was copied to the Cycling Advisory Committee March agenda.

The OMCC presents an opportunity to assist the City of London implementation of the Cycling Master Plan. The list is a long list of projects to illustrate the City of London's ability to utilize provincial OMCC funding if available. Implementation of projects will depend upon actual program funding levels. The dates are a preliminary indication and often reflect required project coordination efforts and other complexities. Coordinating the implementation of cycling infrastructure as part of larger preplanned construction projects to mitigate construction disruptions and realize benefits from economies of scale enable the City cycling funding to be leveraged as efficiently as possible.

| <u>Project Name</u> | <u>Project Description</u> | <u>Project Location</u> | <u>Potential Start Date</u> | <u>Estimated OMCC Eligible Costs</u> |
|---|--|---|-----------------------------|--------------------------------------|
| Adelaide Street South Bike Lanes | Extension of new buffered bike lanes. | From Southdale Road East to Osgoode Drive | 1-Jun-18 | \$225,000 |
| | This project is a continuation of the existing cycling facilities on Adelaide Street South. The work is being completed in conjunction with planned traffic signal upgrades to reduce construction disruption and benefit from economies of scale. | | | |
| Thames Valley Parkway, North Branch Gap | New Multiuse path with two bridges across the Thames River. | Richmond Street to Adelaide Street | 10-Nov-18 | \$6,500,000 |
| | This project as identified in the March 19, 2018 CWC report will be using all of the allocated 2017 OMCC funding. | | | |
| Lambeth Centennial Park Bridge & Pathway Rehabilitation | Bridge rehabilitation | Centennial Park | 30-May-18 | \$775,000 |
| | This is a life cycle renewal project for an existing wooden boardwalk. The boardwalk will be replaced with a steel structure with concrete deck. This is a critical connection along the Dingman Creek corridor. | | | |

| | | | | |
|--|---|--|----------|-------------|
| Thames Valley Parkway Rehabilitation | Pavement rehabilitation on North Branch | 2A Grosvenor Street to 1250 Richmond Street North | 7-May-18 | \$500,000 |
| | This is a life cycle renewal project to upgrade the existing Thames Valley Parkway (TVP) along the north branch. Priority locations to be determined. | | | |
| Adelaide Street North Boulevard Path Improvements | Renewal & upgrades of in boulevard facilities and intersection crossings. | South of Kipps Lane to Windermere Road | 1-Jun-18 | \$800,000 |
| | This project is a continuation of the Adelaide Street North improvements completed in 2017, and is being completed in conjunction with traffic signal upgrades to reduce construction disruption and benefit from economies of scale | | | |
| Cheapside Street Bike Lanes | Construction of new bike lanes | Richmond Street to Adelaide Street | 1-Jun-19 | \$2,000,000 |
| | This project would connect to lanes east of Adelaide Street. This work is tentatively identified for 2019 to benefit from pre-planned traffic signal upgrades along Cheapside Street, reducing construction disruptions and benefiting from economies of scale. Challenges include the presence of ROW trees and on-street parking. | | | |
| Improvements to bicycle detection at traffic signals and permanent bike counters | Traffic signal upgrades and cyclist counters | Various signalized intersections within the City of London | 1-Jun-18 | \$400,000 |

| | | | | |
|-------------------------------------|--|--|----------|--------------------|
| | Coordination of these works with various scheduled signal rehabilitations benefitting from economies of scale and reducing construction disruptions | | | |
| Egerton Street Bike Lanes | Construction of new bike lanes | From Dundas Street to Pond Mills Road | 1-Jun-18 | \$3,000,000 |
| | This work is being undertaken in phases and in tandem with pre-planned works being initiated by waste water and storm water need, minimizing construction disruptions and benefiting from economies of scale | | | |
| Downtown West Bike Parking Facility | Addition of new commuter bicycle parking | West side of downtown London (near Covent Garden Market & Budweiser Gardens) | 1-Sep-18 | \$500,000 |
| | This project would initiate the completion of a needs assessment and site selection process to locate a modern bike parking facility (standalone or combined with other business activities) to accommodate commuter cyclists working on the west side of the downtown core. | | | |
| North Commuter Area Bike Parking | Addition of new commuter bicycle parking | One or two locations to serve cyclists combined with major transit stations | 1-Sep-18 | \$100,000 |
| | This project would focus on bicycle parking locations that would allow the commuter to ride to one or more Bus Rapid Transit stops, park the bicycle and board a bus for the remaining commute to work. | | | |

| | | | | |
|--|--|---|----------|-------------|
| Cheapside Street Bike Lanes | Construction of new bike lanes | From Sandford Street to Clarke Road | 1-Jun-18 | \$900,000 |
| | This work is tentatively identified for 2019 to benefit from pre-planned road rehabilitation of the eastern section of Cheapside Street, reducing construction disruptions and benefiting from economies of scale | | | |
| Oxford Street West Boulevard Path Improvements | Renewal & upgrades of in boulevard facilities and intersection crossings. | Hyde Park Road to Wonderland Road North | 1-Jun-19 | \$1,000,000 |
| | This project design will be coordinated with the finalized preliminary Rapid Transit Corridor designs and station locations to minimize throw away and ensure project integration | | | |
| Sarnia Road Bike Lanes | Construction of new linear cycling facility | Sleightholme Avenue to Coombs Avenue | 1-Jun-19 | \$750,000 |
| | This project includes grading challenges along the corridor (possible retaining walls) and utility relocations which will require coordination with other service areas and utilities. Property acquisition could be a schedule constraint. | | | |
| Colborne Street Bike Lanes | Construction of new bike lanes | Horton Street to Grey Street | 1-Jun-19 | \$400,000 |
| | Coordination of these works with required planned traffic signal upgrades to minimize construction disruptions and benefit from economies of scale. Project intricacies include on-street parking impacts, ROW trees and driveway connections. | | | |

| | | | | |
|---|--|--|-----------------|------------------|
| Ridout Street Bike Lane | Bike lanes | Commissioners Road | 1-Jun-19 | \$700,000 |
| | This intersection has limited ROW and slopes so will be challenging to fit cycling infrastructure into the existing available property. The design process will better inform the project needs. Property acquisition may be required so the implementation date is subject to change. | | | |
| Trafalgar Street Bike Lanes | Bike lanes | From Hale Street to Highbury Ave | 1-Jun-19 | \$350,000 |
| | This is a constrained corridor with limited ROW. Reconstruction of the Highbury Ave and Trafalgar Street intersection may be required requiring coordination with traffic signals reconstruction to ensure a continuous and connected cycling network. | | | |
| Highbury Avenue North | Paved Shoulders | Blackwell Boulevard to Sunningdale Road | 1-Jun-19 | \$350,000 |
| | Reconfiguration of the intersections of Highbury Ave & Blackwell Boulevard is likely required. Coordination with future installation of traffic signals will be required which will limit the construction disruption. | | | |
| South Commuter Area Bike Parking | Addition of new commuter bicycle parking | One or two locations to serve cyclists combined with major transit stations | 1-Sep-19 | \$100,000 |

| | | | | |
|--|--|--|----------|-------------|
| | This project would focus on bicycle parking locations that would allow the commuter to ride to one or more Bus Rapid Transit stops, park the bicycle and board a bus for the remaining commute to work. | | | |
| Downtown East Bike Parking Facility | Addition of new commuter bicycle parking | East side of downtown London (Wellington & King) | 1-Sep-19 | \$500,000 |
| | This project would initiate the completion of a needs assessment and site selection process to locate a modern bike parking facility (standalone or combined with other business activities) to accommodate commuter cyclists working on the east side of the downtown core. | | | |
| Colborne Street Bike Lanes | Bike lanes | Dufferin Ave to Oxford Street | 1-Jun-20 | \$800,000 |
| | This is an extension of 2017 constructed separated lanes. Coordination with a complete road rehabilitation project will be required because the pavement along this corridor is in very poor condition. This project will also require coordination with London District Energy underground works. | | | |
| Fanshawe Park Road Boulevard Path Improvements | Renewal and upgrades of in boulevard facilities and intersection crossings. | East of Wonderland Street North to Adelaide Street North | 1-Jun-20 | \$2,000,000 |

| | | | | |
|------------------------|---|--|-----------------|------------------|
| | This project will require coordination with LTC and adjacent property owners to fit within existing ROW infrastructure. Coordination is also required with planned improvements in the area of the Richmond Street intersection. Finalization of the preliminary rapid transit corridor and station designs will reduce the amount of throw away and ensure project integration | | | |
| Hale Street Bike Lanes | Bike lanes | From Trafalgar Street to Dundas Street | 1-Jun-20 | \$900,000 |
| | Coordination with traffic signal upgrades is required to minimize construction impacts and to benefit from economies of scale | | | |
| Kilally Road | Paved Shoulders | Webster to Sanford Street | 1-Jun-20 | \$250,000 |
| | Coordination of this project with the future reconstruction of Kilally Road will be necessary. Integration of the two projects could adjust the implementation timeline. | | | |
| Adelaide Street North | Boulevard Cycling Facility | Kipps Lane to Huron Street | 1-Jun-20 | \$900,000 |
| | Coordination with traffic signal upgrades is required to minimise construction disruptions. | | | |
| Sandford Street | Bike Lanes | Huron Street to Kilally Road | 1-Jun-20 | \$400,000 |
| | Coordination of this work with planned road rehabilitation project is required, minimizing construction impacts and resulting in economies of scale. | | | |

| | | | | |
|----------------------|--|-------------------------------------|-----------------|------------------|
| Wavell Street | Bike Lanes | Hale Street to Spruce Street | 1-Jun-20 | \$300,000 |
| | Coordination of this work with pre-planned underground servicing upgrades reduces the construction impact while benefitting from economies of scale. | | | |

* projects in bold font denote a new entry in 2018



300 Dufferin Avenue
P. O. Box 5035
London, ON
N6A 4L9

MEMO

To: Cycling Advisory Committee

From: Doug MacRae, P.Eng.
Division Manager
Transportation Planning & Design

c: Andrew Giesen, Peter Kavcic, Chuck Parker

Date: May 9, 2018

Re: **Downtown - OEV
Bikeway Corridor Evaluation**

The purpose of this memo is to advise the Cycling Advisory Committee that WSP Consultants is being retained to conduct an evaluation for a future east-west bikeway in the area of Downtown and Old East Village.

Phase 1 will identify the benefits and impacts of a separated bikeway facility on several corridors, determine high level feasibility and select a preferred corridor. Phase 2 will determine a suitable configuration for a separated bikeway and the development of the conceptual design.

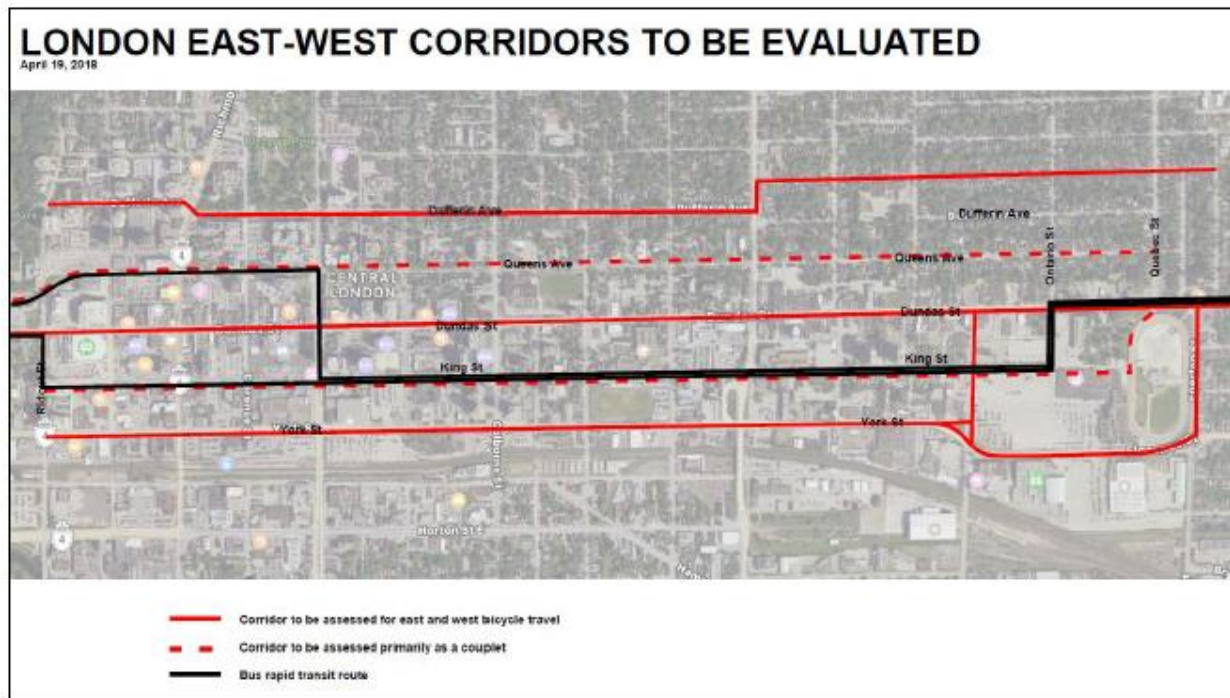
The corridors that are to be evaluated in Phase 1 are:

1. Dufferin Avenue from Ridout Street to Adelaide Street North then Lorne Avenue from Adelaide Street North to Charlotte Street;
2. Dundas Street from Ridout Street to Egerton Street;
3. York Street from Ridout Street to Rectory Street;
 - a. Option A: Connect to Dundas Street via Rectory Street, then Dundas Street from Rectory Street to Egerton Street

b. Option B: Florence Street from Rectory Street North to Egerton Street, and connect to Dundas Street via Egerton Street

4. Queens Avenue and King Street Couplet from Ridout Street to Egerton Street.
Note: The couplet could merge together at Dundas Street if it is deemed a suitable connection.

Note: Combinations of the above could also be considered if preliminary analysis suggest there is a strong benefit associated with a combination route.



This analysis will be coordinated with the pending Old East Village Secondary Plan.

The Cycling Advisory Committee will be further consulted during the study. The purpose of this memo is to advise of the pending initiation of the study and to solicit initial feedback on the identified corridors.



30 Orkney Cres
London, ON N5X 3R7

Doug MacRae - Division Manager, Transportation Planning & Design
Jay Stanford - Director, Environment, Fleet & Solid Waste, Environment & Engineering Services
City of London
300 Dufferin Avenue, London, ON N6A 4L9

April 8th, 2018

Dear Doug, Jay, and the City of London,

London Cycle Link would like to apologize for an article published in the London Free Press this week that misrepresented our organization. We are committed to our partnership with the City and our mutual goals guided by Vision Zero.

On April 3, 2018, Megan Stacey, London Free Press, published an article with an inflammatory headline regarding London Cycle Link's position on the City's bike share plan. This is not London Cycle Link's position, and a correction was issued by the London Free Press the next day.

The correction states:

"[Member] was not speaking on behalf of London Cycle Link when she raised concerns about a city plan to launch a bike share program. Incorrect information appeared in Tuesday's Free Press. The Free Press regrets the error."

We recognize that our members are not a monolithic group, and we support our members to express their personal opinions in the media and community.

However, we acknowledge the harm that was caused, and in the future will take a more proactive approach when communicating to the media, community, and City.

We look forward to advising and collaborating on current and future bike friendly projects.

Sincerely,

Bonnie Lee
Chair of the Board
London Cycle Link

cc: (via email) Cycling Advisory Committee



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

London
CANADA

April 11, 2018

Chair and Members
Cycling Advisory Committee

I hereby certify that the Municipal Council, at its meeting held on April 10, 2018 resolved:

That the communication from R. Millard and M. Ratcliffe with respect to pedestrian safety and keeping bicycles off of City sidewalks BE REFERRED to the Cycling Advisory Committee for review and comment. (4.2/6/CWC)

A handwritten signature in black ink, appearing to read "C. Saunders".

C. Saunders
City Clerk
/kmm

cc: List of external cc's on file in the Clerk's Office

Dear Committee Members:

Getting bicycles off city sidewalks is the first step towards ensuring pedestrian safety in London.

Cyclists pose a danger to all pedestrians, especially the disabled, elderly and parents with small children.

This problem will get worse in some areas when, for example, Richmond north of Oxford is reduced to two vehicle lanes to accommodate the BRT, thereby forcing more bikes onto sidewalks.

Apart from creating more bicycle lanes, the city should paint **No-Biking** decals on sidewalks at all intersections. Next, it should mount a public education campaign warning of the dangers of, and prohibitions against riding bicycles on sidewalks. Finally, after a grace period warning cyclists off sidewalks, the police should enforce the law by ticketing offenders.

Yours respectfully

Rod Millard and Marjorie Ratcliffe

193 Regent St.

Rodney Millard Professor Emeritus Department of History The University of Western Ontario London
Ontario Canada



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

April 11, 2018

S. Muscat
AECOM
250 York Street
London, ON N6A 6K2

P. Yeoman
Manager, Development Services

S. Shannon
Technologist II

I hereby certify that the Municipal Council, at its meeting held on April 10, 2018 resolved:

That, the following actions be taken with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee from its meeting held on March 15, 2018:

- a) the following actions be taken with respect to the Victoria Bridge Environmental Assessment:
- i) the detailed design BE REVIEWED by one of the City of London's Ecologist Planners; and,
 - ii) an Environmental Study Report BE REQUIRED in the Request for Proposal;

it being noted that the Environmental and Ecological Planning Advisory Committee received a presentation appended to the 4th Report of the Environmental and Ecological Planning Advisory Committee from S. Shannon, Technologist II, Transportation Planning and Design and S. Muscat, AECOM, with respect to this matter;

- b) the revised You, Your Dog and Environmentally Significant Areas brochure BE REFERRED back to the Working Group for further amendments and to report back at the next Environmental and Ecological Planning Advisory Committee meeting;
- c) clause 4.2 of the 4th Report BE AMENDED by deleting the clause in its entirety and replacing it with the following:

“the fourth draft of the Green Standards for Light Pollution and Bird-Friendly Development BE REFERRED to the Manager, Development Services, to review and to prepare a version for the Municipal Council's consideration; it being noted that three Advisory Committees have made this recommendation; it being further noted that Section 4.1 of the Guidelines contemplates a light curfew for London; the specific times have been left blank; a suggested light curfew would be from 1:00 AM to 7:00 AM.”;

- d) the fourth draft of the Green Standards for Light Pollution and Bird-Friendly Development BE REFERRED to all City of London Advisory Committees for their consideration; and,

e) clauses 1.1, 2.1, 3.1, 3.2, 3.3 and 6.1 BE RECEIVED. (3.1/6/PEC)



C. Saunders
City Clerk
/lm

cc. Chair and Members, Accessibility Advisory Committee
Chair and Members, Animal Welfare Advisory Committee
Chair and Members, Diversity Inclusion and Anti-Oppression Advisory Committee
Chair and Members, Community Safety and Crime Prevention Advisory Committee
Chair and Members, London Housing Advisory Committee
Chair and Members, Advisory Committee on the Environment
Chair and Members, Transportation Advisory Committee
Chair and Members, Agriculture Advisory Committee
Chair and Members, London Advisory Committee on Heritage
Chair and Members, Trees and Forests Advisory Committee
Chair and Members, Environmental and Ecological Planning Advisory Committee
Chair and Members, Cycling Advisory Committee
Chair and Members, Childcare Advisory Committee
J. Bunn, Committee Secretary
K. M. Myers, Committee Support Clerk

Cycling Advisory Committee Work Plan – 2017

Date, April 19, 2017

| Activity | Background | Responsibility | Proposed Timeline | Proposed Budget | Strategic Plan Alignment |
|---|--|----------------|-------------------|-----------------|--|
| Assist the City in enhancing cycling connections throughout the City to the Provincial cycling network. | <ul style="list-style-type: none"> • To be provided through Cycling Master Plan, EA input | CAC | 2017 | | Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b |
| Provide recommendations for better integration of the recreational and commuter cycling networks | <ul style="list-style-type: none"> • To be provided through Cycling Master Plan, EA input. • Research what London needs to be able to provide sound recommendations on cycling. | CAC | 2017 | | Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b |
| Promote safe cycling through education and improved facilities and infrastructure | <ul style="list-style-type: none"> • Need to support / initiate City, business and other community partner initiatives relating to mapping, bicycle parking, cycling lanes, etc. • Promotional Outreach for Cycling • Promotion of the Cycling Master Plan | CAC | 2017 | | Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b |
| Provide input and recommendations to Environmental Assessments relating to road and cycling infrastructure to assist in managing and upgrading transportation infrastructure. | <ul style="list-style-type: none"> • EA's provide a primary opportunity to ensure cycling priorities are taken into consideration for new roadworks and infrastructure projects. | CAC | 2017 | | Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b |
| Provide recommendations on operational requirements / improvements which will facilitate cycling | <ul style="list-style-type: none"> • Operational priorities (i.e. – street cleaning, snow plowing) need to be established and/or coordinated to ensure key cycling routes are maintained appropriately and that operational activities are not 'out of sync' (i.e. – cleaning streets before sidewalks, then putting all the sand from the sidewalks onto the street & cycling lanes that had just been cleaned...) | CAC | 2017 | | Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b |
| Continue to identify / assess specific routes (to be mapped and signed) for key destinations and loops. | <ul style="list-style-type: none"> • Continue to support cycling infrastructure at the municipal, provincial and federal levels. • Monitor implementation of initiatives identified in the cycling master plan including potential stand- alone initiatives. | CAC | 2017 | | Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b |

| | | | | | |
|---|---|-----|------|--|--|
| Educational Initiatives and Recognition | <ul style="list-style-type: none"> • Educational Opportunities • Cycling based Conferences • Cycling Awards | CAC | 2017 | | |
| Promote a Cycling Culture in the City of London | <ul style="list-style-type: none"> • Establishment of an event to promote a cycling culture connected to the 150 celebrations and with the intent to make it an annual event. • Work with the educational institutes to assist in building the cycling culture, | CAC | 2017 | | |

Motion by Wil Second Diane

2018 Ontario Bike Summit Report

April 16 – 18, 2018, Toronto

Prepared for: Cycling Advisory Committee
Date: April 9, 2018
Prepared by: Rebecca Henderson

1.0 Cycling Education Workshop – Ministry of Tourism, Culture and Sport

- Hon. Minister Daiene Vernile, Minister of Tourism, Culture and Sport, and Susan Golets, Director, Policy Branch, Ministry of Tourism, Culture and Sport, Recreation and Community Programs Division Director <Susan.Golets@ontario.ca>
- **Program Standards for Cycling Education** will be a provincially consistent and comprehensive cycling education program. Will be released later this year.
- Ontario strategy informed by **Bikeability UK**. Presentation by Nick Truran, Cycling Lead Officer <Nick.Truran@hertfordshire.gov.uk>

Currently in Ontario, cycling education is decentralized. A standardized program is one component of the Cycle ON 2.0 strategy (Ontario curriculum and active routes to school), and will focus on curriculum standards, program delivery, and cycling education programming.

Three Drafts:

1. **Program Standards for Cycling Education.** The Cycling Education Program Standards include a set of learning outcomes that describe the essential skills and knowledge a cycling participant must reliably demonstrate in order to graduate.
2. **Program Standards for Cycling Instructor Certification.** The Program Standards for Cycling Instructor Certification include a set of learning outcomes designed to equip cycling instructors with a strong knowledge of safe road cycling practices as well as with the ability to effectively share safe road cycling information to a diverse audience of cycling participants.
3. **Cycling Instructor Training Curriculum.**

Considerations:

What would drive and motivate people to use these standards? What is the best approach to implementing these standards? How can CAN-BIKE instructors be integrated into a provincially recognized instructor framework? What would be the key attributes of a third-party organization delivering the program? Opportunities/challenges in rural, remote and Northern communities?

2.0 Cycling Skills: Ontario's Guide to Safe Cycling (April 2018)

- Tips, techniques for cyclists, how to cycle through the newest roads and infrastructure (i.e. good education on roundabouts), road signs, and signals. Guide to e-bikes and laws (i.e. e-bike riders aged 16+ must wear a helmet). Also outlines penalties.
- To [order](#) free copies: Service Canada Publications> Cycling Skills

3.0 #Cycle ON Action Plan 2.0

- Cycling portfolio is held under two ministries: Ministry of Transportation and Ministry of Tourism, Culture and Sport
- Outlines change in penalties (i.e. dooring \$60 - \$500 to \$300 - \$1000 and increased demerit points from 2 to 3)
- Can't order hard copies, but can find them online.

4.0 Pilot project – Bloor Street

- Presented by Nancy Smith Lea, Director, Toronto Centre for Active Transportation and Shawn Dillon, Manager, Cycling Infrastructure and Programs, City of Toronto
- One of the most extensively studied bike lanes in North America
- Takeaway is the investment in stakeholder feedback

4.1 Key Findings of Economic Impact Study

Customer Counts

- The number of businesses that reported 100 customers or more per day increased in the study area on both streets. Reported spending increased on Bloor and Danforth at a similar rate.
- Both before and after the bike lane, customers who arrive by foot or on bike reported higher levels of spending on Bloor Street compared to those arriving by car or transit.
- On both streets, locals (those living or working in the area) were 2.6 times more likely than those coming from further away to spend more than \$100 per month.

Customer Frequency and Vacancy Rates

- After accounting for other contributing factors such as age, gender and proximity, visitors reported coming to Bloor three days more per month after the bike lane was installed, while on Danforth visit frequency was unchanged.
- People who arrived on foot or on bike visited Bloor the most often, and people who drove or took transit visited nearly four days less per month.
- Vacancy rates held steady at 6% in Bloor Annex and Korea Town. On Danforth, they declined from 10% to 7%.

Shifts in Travel Patterns and Parking

- The percentage of customers cycling to Bloor nearly tripled (from 7% to 20%), a substantially higher increase than on Danforth Avenue, which has no bike lane.

- Walking remained the most popular travel choice, used by nearly half (48%) of visitors on Bloor, and driving is now the least (10%).
- Merchants on Bloor Street preferred to drive (49%) and there was no increase in cycling, which remained the least preferred travel choice (6%).
- The majority of merchants believed that at least 25% of their customers are driving to Bloor; however fewer than 10% of customers reported arriving by car.
- Parking difficulty increased on both streets for visitors who drove, growing by four times on Bloor (from 8% to 33%) and nearly doubling on Danforth (from 14% to 25%), though this street did not have any on-street parking removed.
- When looking at all visitors, the percentage who needed to find car parking and experienced difficulty remained small: 3% of all visitors on Bloor and 4% on Danforth.

Perceptions of Safety and Feedback on Bike Lane

- After the installation of the bike lane, the proportion of visitors who perceived Bloor Street as safe for cycling more than tripled (from 17% to 61%), and doubled among merchants (from 13% to 27%), while perceptions of safety on Danforth dropped (22% to 10%).
- The percentage of women who reported they now feel safe cycling on Bloor increased significantly more than men, from 12% to 58%.
- The majority of visitors (86%) and merchants (90%) provided feedback in response to an open-ended question soliciting thoughts or comments about the bike lane.
- While visitor comments were generally positive, the most common feedback related to the bike lane's configuration and safety. Merchants raised more concerns than visitors, especially over impacts to business, but safety, parking, and traffic were also important issues.

5.0 Bike Sharing Systems in North America

Title: The ups and downs of bike -sharing systems in north America: understanding the successes and struggles (Master's thesis)

- Presented by Marie-Ève Assunção-Denis, McGill University, Montreal
- She looked at four case studies: BIXI (Montreal, Canada), Citi Bike (New York City, USA), DECOBIKE (San Diego, USA)), Pronto! and dockless systems (Seattle, USA)

BIXI (Montreal)

- Launched in May 2009 with 3,000 bikes at 200 stations (6250 and 540)
- Rapid expansion and continuous service every year (from April 15 till November15)
- Financial struggles, administrative and ownership issues (bankruptcy), problems with software and with customers
- Receives a lot of money from City of Montreal and has sponsors
- System very popular and with high level of use
- Led to changes in behavior and habits, improved the visibility of cycling in the city
- Montreal has good cycling culture, flat terrain, and good population density

- Strategies to attract users (BIXI Sundays, social networks, well defined target audiences)
Improvement of cycling infrastructure and network, density of stations, multimodality

PRONTO! Seattle:

- Population (2014): 659,000
- Launched in October 2014 with 500 bikes at 50 stations (shut down in March 2017)
- Great cycling and sports culture, but hilly terrain (65% of trips going down) and rainy weather
- Number of users and revenues much lower than expected
- A third party in charge of the operation: increase in costs and debts
- Inefficient business strategy, fundraising and administration (few sponsors, company stopped raising funds)
- The City bought the system in a very bad financial situation
- No grant from the federal government to expand the system
- Attempts to increase use, designation of a new operator, contract for new electric bicycles
- Setback: shut down of the system to use funds for active transportation infrastructure and programs
- System very small, with no density or connectivity between stations, poor integration with other transportation networks
- Lack of cycling infrastructure
- Conflicts of interest, political tensions, loss of political support, poor media coverage, negative public perception
- Mandatory helmet law: lack of spontaneity, fewer cyclists in the streets, lower perception of security

Recommendations for introducing a bike share system in a city:

- Adopt an approach focused on public interest and not profitability
- Get City's political/administrative support and involvement
- Hire a bike-sharing company with expertise and a strong reputation
- Do not establish a completely privately funded program, unless it receives lucrative sponsorships allowing for low user fees and a good level of services
- Set clear and attainable program goals, and realistic ridership forecasts
- Maintain a certain degree of control or influence over aspects of the project
- Define the target audiences and adapt the system to their needs
- Offer many rates and payment options for users to attract new customers
- Do not adopt an hourly rental rate pricing structure so as to not compete with local bike rental shops
- Launch system with a sufficiently-large size of fleet, stations and area (around 20 to 28 stations por 2.6 square km)
- Create a cohesive and dense network of stations located near transportation hubs, popular destinations and residential zones
- Expand the system as the demand grows
- Locate stations in low-income areas where people would greatly benefit from additional transportation options

- Evaluate geographical and climatic conditions and consider options to counterbalance negative factors
- Use technologies to improve systems (intermodality, dockless/hybrid systems)
- For dockless and hybrid systems, regulate bike parking options
- Monitor trips and use data to improve the system's efficiency
- Ensure the operator's management practices, structural rules and operations are efficient
- Include citizens throughout the project and in decision-making processes
- Be transparent and share data
- Offer discounts for vulnerable populations (low-income communities, seniors) to increase accessibility
- Promote the system amongst different target audiences and customize the marketing approach
- Create partnerships with transportation related agencies and companies
- Invest in the city's cycling infrastructure
- Do not implement a mandatory-helmet law, and if one already exists, repeal it or do not enforce it

6.0 Advisory Lanes

The City of Ottawa is using Advisory Lanes - a new type of cycling facility on low volume, low speed streets. Advisory bicycle lanes are used on narrow, low-volume streets and are marked with dashed lines. These markings give cyclists riding space, but are also available to motorists if needed to pass oncoming traffic.

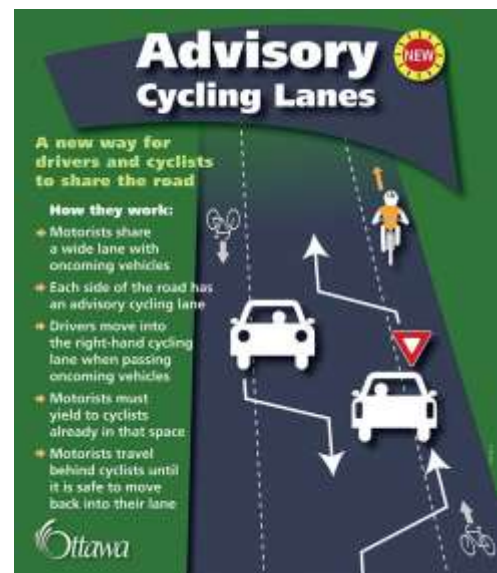
- First one rolled out in 2016

How they work:

- Advisory cycling lanes – a new way for drivers and cyclists to share the road.
- Motorists share a wide lane with oncoming vehicles.
- Each side of the road has an advisory cycling lane.
- Drivers move into the right-hand cycling lane when passing oncoming vehicles.
- Motorists must yield to cyclists already in that space.
- Motorists travel behind cyclists until it is safe to move back into their lane.

Advisory Cycling Lanes in Ottawa video:

<https://youtu.be/0zdDlvKXMxY>



KEYNOTE ADDRESS – Dale Bracewell, Manager, Transportation Planning at City of Vancouver

- Keynote address about achieving a major bike shift in Canada
- Measurement: health, safety, accessibility, affordability, economy, public life, environment, resilience
- Implementation principles: think big picture, be opportunistic, work together, invest wisely, innovate, learn and adapt
- Bold moves: Burrard-Cornwall improvements. A congested roadway that they closed and opened it to bikes (bold move 12,000-15,000 cars daily)
- Cycling must be included in all new developments
- Include measurements plans in their 2040 strategic long term plans

Leveraging Google Traffic Data

- Emailed Adam Drackley

2018 Ontario Bike Summit Report

April 16 – 18, 2018, Toronto

Prepared for: Cycling Advisory Committee
Date: April 9, 2018
Prepared by: Rebecca Henderson

1.0 Cycling Education Workshop – Ministry of Tourism, Culture and Sport

- Hon. Minister Daiene Vernile, Minister of Tourism, Culture and Sport, and Susan Golets, Director, Policy Branch, Ministry of Tourism, Culture and Sport, Recreation and Community Programs Division Director <Susan.Golets@ontario.ca>
- **Program Standards for Cycling Education** will be a provincially consistent and comprehensive cycling education program. Will be released later this year.
- Ontario strategy informed by **Bikeability UK**. Presentation by Nick Truran, Cycling Lead Officer <Nick.Truran@hertfordshire.gov.uk>

Currently in Ontario, cycling education is decentralized. A standardized program is one component of the Cycle ON 2.0 strategy (Ontario curriculum and active routes to school), and will focus on curriculum standards, program delivery, and cycling education programming.

Three Drafts:

1. **Program Standards for Cycling Education.** The Cycling Education Program Standards include a set of learning outcomes that describe the essential skills and knowledge a cycling participant must reliably demonstrate in order to graduate.
2. **Program Standards for Cycling Instructor Certification.** The Program Standards for Cycling Instructor Certification include a set of learning outcomes designed to equip cycling instructors with a strong knowledge of safe road cycling practices as well as with the ability to effectively share safe road cycling information to a diverse audience of cycling participants.
3. **Cycling Instructor Training Curriculum.**

Considerations:

What would drive and motivate people to use these standards? What is the best approach to implementing these standards? How can CAN-BIKE instructors be integrated into a provincially recognized instructor framework? What would be the key attributes of a third-party organization delivering the program? Opportunities/challenges in rural, remote and Northern communities?

2.0 Cycling Skills: Ontario's Guide to Safe Cycling (April 2018)

- Tips, techniques for cyclists, how to cycle through the newest roads and infrastructure (i.e. good education on roundabouts), road signs, and signals. Guide to e-bikes and laws (i.e. e-bike riders aged 16+ must wear a helmet). Also outlines penalties.
- To [order](#) free copies: Service Canada Publications> Cycling Skills

3.0 #Cycle ON Action Plan 2.0

- Cycling portfolio is held under two ministries: Ministry of Transportation and Ministry of Tourism, Culture and Sport
- Outlines change in penalties (i.e. dooring \$60 - \$500 to \$300 - \$1000 and increased demerit points from 2 to 3)
- Can't order hard copies, but can find them online.

4.0 Pilot project – Bloor Street

- Presented by Nancy Smith Lea, Director, Toronto Centre for Active Transportation and Shawn Dillon, Manager, Cycling Infrastructure and Programs, City of Toronto
- One of the most extensively studied bike lanes in North America
- Takeaway is the investment in stakeholder feedback

4.1 Key Findings of Economic Impact Study

Customer Counts

- The number of businesses that reported 100 customers or more per day increased in the study area on both streets. Reported spending increased on Bloor and Danforth at a similar rate.
- Both before and after the bike lane, customers who arrive by foot or on bike reported higher levels of spending on Bloor Street compared to those arriving by car or transit.
- On both streets, locals (those living or working in the area) were 2.6 times more likely than those coming from further away to spend more than \$100 per month.

Customer Frequency and Vacancy Rates

- After accounting for other contributing factors such as age, gender and proximity, visitors reported coming to Bloor three days more per month after the bike lane was installed, while on Danforth visit frequency was unchanged.
- People who arrived on foot or on bike visited Bloor the most often, and people who drove or took transit visited nearly four days less per month.
- Vacancy rates held steady at 6% in Bloor Annex and Korea Town. On Danforth, they declined from 10% to 7%.

Shifts in Travel Patterns and Parking

- The percentage of customers cycling to Bloor nearly tripled (from 7% to 20%), a substantially higher increase than on Danforth Avenue, which has no bike lane.

- Walking remained the most popular travel choice, used by nearly half (48%) of visitors on Bloor, and driving is now the least (10%).
- Merchants on Bloor Street preferred to drive (49%) and there was no increase in cycling, which remained the least preferred travel choice (6%).
- The majority of merchants believed that at least 25% of their customers are driving to Bloor; however fewer than 10% of customers reported arriving by car.
- Parking difficulty increased on both streets for visitors who drove, growing by four times on Bloor (from 8% to 33%) and nearly doubling on Danforth (from 14% to 25%), though this street did not have any on-street parking removed.
- When looking at all visitors, the percentage who needed to find car parking and experienced difficulty remained small: 3% of all visitors on Bloor and 4% on Danforth.

Perceptions of Safety and Feedback on Bike Lane

- After the installation of the bike lane, the proportion of visitors who perceived Bloor Street as safe for cycling more than tripled (from 17% to 61%), and doubled among merchants (from 13% to 27%), while perceptions of safety on Danforth dropped (22% to 10%).
- The percentage of women who reported they now feel safe cycling on Bloor increased significantly more than men, from 12% to 58%.
- The majority of visitors (86%) and merchants (90%) provided feedback in response to an open-ended question soliciting thoughts or comments about the bike lane.
- While visitor comments were generally positive, the most common feedback related to the bike lane's configuration and safety. Merchants raised more concerns than visitors, especially over impacts to business, but safety, parking, and traffic were also important issues.

5.0 Bike Sharing Systems in North America

Title: The ups and downs of bike -sharing systems in north America: understanding the successes and struggles (Master's thesis)

- Presented by Marie-Ève Assunção-Denis, McGill University, Montreal
- She looked at four case studies: BIXI (Montreal, Canada), Citi Bike (New York City, USA), DECOBIKE (San Diego, USA)), Pronto! and dockless systems (Seattle, USA)

BIXI (Montreal)

- Launched in May 2009 with 3,000 bikes at 200 stations (6250 and 540)
- Rapid expansion and continuous service every year (from April 15 till November15)
- Financial struggles, administrative and ownership issues (bankruptcy), problems with software and with customers
- Receives a lot of money from City of Montreal and has sponsors
- System very popular and with high level of use
- Led to changes in behavior and habits, improved the visibility of cycling in the city
- Montreal has good cycling culture, flat terrain, and good population density

- Strategies to attract users (BIXI Sundays, social networks, well defined target audiences)
Improvement of cycling infrastructure and network, density of stations, multimodality

PRONTO! Seattle:

- Population (2014): 659,000
- Launched in October 2014 with 500 bikes at 50 stations (shut down in March 2017)
- Great cycling and sports culture, but hilly terrain (65% of trips going down) and rainy weather
- Number of users and revenues much lower than expected
- A third party in charge of the operation: increase in costs and debts
- Inefficient business strategy, fundraising and administration (few sponsors, company stopped raising funds)
- The City bought the system in a very bad financial situation
- No grant from the federal government to expand the system
- Attempts to increase use, designation of a new operator, contract for new electric bicycles
- Setback: shut down of the system to use funds for active transportation infrastructure and programs
- System very small, with no density or connectivity between stations, poor integration with other transportation networks
- Lack of cycling infrastructure
- Conflicts of interest, political tensions, loss of political support, poor media coverage, negative public perception
- Mandatory helmet law: lack of spontaneity, fewer cyclists in the streets, lower perception of security

Recommendations for introducing a bike share system in a city:

- Adopt an approach focused on public interest and not profitability
- Get City's political/administrative support and involvement
- Hire a bike-sharing company with expertise and a strong reputation
- Do not establish a completely privately funded program, unless it receives lucrative sponsorships allowing for low user fees and a good level of services
- Set clear and attainable program goals, and realistic ridership forecasts
- Maintain a certain degree of control or influence over aspects of the project
- Define the target audiences and adapt the system to their needs
- Offer many rates and payment options for users to attract new customers
- Do not adopt an hourly rental rate pricing structure so as to not compete with local bike rental shops
- Launch system with a sufficiently-large size of fleet, stations and area (around 20 to 28 stations por 2.6 square km)
- Create a cohesive and dense network of stations located near transportation hubs, popular destinations and residential zones
- Expand the system as the demand grows
- Locate stations in low-income areas where people would greatly benefit from additional transportation options

- Evaluate geographical and climatic conditions and consider options to counterbalance negative factors
- Use technologies to improve systems (intermodality, dockless/hybrid systems)
- For dockless and hybrid systems, regulate bike parking options
- Monitor trips and use data to improve the system's efficiency
- Ensure the operator's management practices, structural rules and operations are efficient
- Include citizens throughout the project and in decision-making processes
- Be transparent and share data
- Offer discounts for vulnerable populations (low-income communities, seniors) to increase accessibility
- Promote the system amongst different target audiences and customize the marketing approach
- Create partnerships with transportation related agencies and companies
- Invest in the city's cycling infrastructure
- Do not implement a mandatory-helmet law, and if one already exists, repeal it or do not enforce it

6.0 Advisory Lanes

The City of Ottawa is using Advisory Lanes - a new type of cycling facility on low volume, low speed streets. Advisory bicycle lanes are used on narrow, low-volume streets and are marked with dashed lines. These markings give cyclists riding space, but are also available to motorists if needed to pass oncoming traffic.

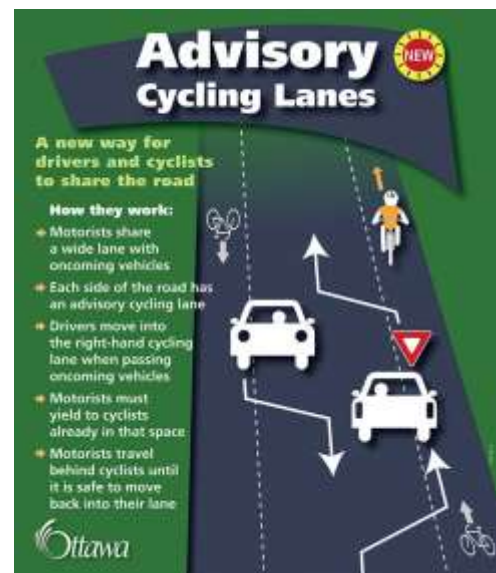
- First one rolled out in 2016

How they work:

- Advisory cycling lanes – a new way for drivers and cyclists to share the road.
- Motorists share a wide lane with oncoming vehicles.
- Each side of the road has an advisory cycling lane.
- Drivers move into the right-hand cycling lane when passing oncoming vehicles.
- Motorists must yield to cyclists already in that space.
- Motorists travel behind cyclists until it is safe to move back into their lane.

Advisory Cycling Lanes in Ottawa video:

<https://youtu.be/0zdDlvKXMxY>



KEYNOTE ADDRESS – Dale Bracewell, Manager, Transportation Planning at City of Vancouver

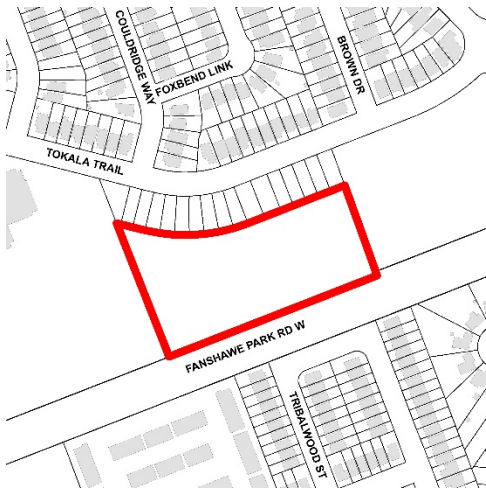
- Keynote address about achieving a major bike shift in Canada
- Measurement: health, safety, accessibility, affordability, economy, public life, environment, resilience
- Implementation principles: think big picture, be opportunistic, work together, invest wisely, innovate, learn and adapt
- Bold moves: Burrard-Cornwall improvements. A congested roadway that they closed and opened it to bikes (bold move 12,000-15,000 cars daily)
- Cycling must be included in all new developments
- Include measurements plans in their 2040 strategic long term plans

Leveraging Google Traffic Data

- Adam Drackley
- City roadways are being re-imagined as never before, with an emphasis on balancing the needs of all users. While pursuing these 'Complete Street' objectives and in support of an informed debate on tradeoffs, it is important to predict potential negative impacts on travel times through traffic modeling and direct travel time surveys. By using information exposed by Google Traffic, it is now possible to get a much better assessment of travel times before and after a roadway re-configuration. The City of Ottawa has been exploring the use of this new data asset, and is happy to share information regarding the system with interested parties.
- After Google makes the change to its billing system, you could likely issue Google 1000-1200 requests per day, each day for a month, for no charge. This should be sufficient to monitor traffic movement between four or five 'pairs' of locations along a roadway for 5 minute intervals, 24 hours a day.

Zoning By-Law Amendment

1055-1075 Fanshawe Park Road West



File: Z-8903

Applicant: North London Medical Centre

What is Proposed?

Zoning amendment to allow:

- clinics, medical/dental laboratories, and pharmacies in association with a medical/dental office use, in addition to the medical/dental office use already permitted on the site

YOU ARE INVITED!

Further to the Notice of Application you received on April 25, 2018, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, May 28, 2018, no earlier than 4:00 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Michelle Knieriem
mknieriem@london.ca
519-661-CITY (2489) ext. 4549
Planning Services, City of London,
206 Dundas Street, London ON N6A 1G7
File: Z-8903

london.ca/planapps

To speak to your Ward Councillor:

Councillor Josh Morgan
joshmorgan@london.ca
519-661-CITY (2489) ext. 4007

If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.

Application Details

Commonly Used Planning Terms are available at london.ca/planapps.

Requested Zoning By-law Amendment

To change the zoning from an Office Special Provision Zone to another Office Special Provision Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Office Special Provision (OF5(5)) Zone

Permitted Uses: medical/dental offices (up to 5,000 square metres)

Special Provision(s): maximum front yard depth, Fanshawe Park Road West interpreted to be the front lot line, exemption from Section 4.19.6 d) of Z-1 Zoning By-law which prohibits the use of a gate to restrict access to parking

Height: 15 metres

Requested Zoning

Zone: Office Special Provision (OF5(5)) Zone

Permitted Uses: medical/dental offices (up to 5,000 square metres), clinics, medical/dental laboratories, and pharmacies in association with a medical/dental office use

Special Provision(s): no change requested

Height: no change requested

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Office Area in the Official Plan, which permits small and medium-scale offices as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of residential uses and also limited retail, service and office uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. If you previously provided written or verbal comments about this application, we have considered your comments as part of our review of the application and in the preparation of the planning report and recommendation to the Planning and Environment Committee. The additional ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

You can review additional information and material about this application by:

- visiting Planning Services at 206 Dundas Street, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at london.ca/planapps.

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes at this meeting, which is required by the *Planning Act*. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you

speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act, 2001*, as amended, and the *Planning Act, 1990 R.S.O. 1990, c.P.13* and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

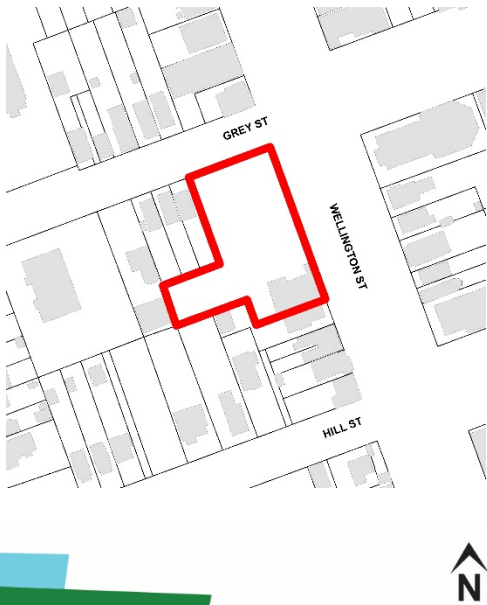
Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.



NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

147-149 Wellington Street and 253-257 Grey Street



File: Z-8905

Applicant: JAM Properties Inc.

What is Proposed?

Zoning amendment to allow:

- An 18-storey (63 metre) apartment building;
- 262 residential units (593uph);
- Two levels of underground parking (162 spaces);
- 38 surface parking spaces.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **June 8, 2018**

Mike Corby

mcorby@london.ca

519-661-CITY (2489) ext. 4657

Planning Services, City of London, 206 Dundas St., London ON N6A 1G7

File: Z-8905

You may also discuss any concerns you have with your Ward Councillor:

Tanya Park

tpark@london.ca

519-661-CITY (2489) ext. 4013

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Date of Notice: May 9, 2018

Application Details

Commonly Used Planning Terms are available at london.ca/planapps.

Requested Zoning By-law Amendment

To change the zoning from a Business District Commercial Special Provision (BDC(8)) Zone and Business District Commercial Special Provision (BDC(4) Zone to a Business District Commercial Special Provision Bonus (BDC(8))*B() Zone and Business District Commercial Special Provision Bonus (BDC(4))*B() Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: BDC(4) & BDC(8)

Permitted Uses: Provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses.

Special Provision(s): BDC(4) a) Permitted Uses: i) Any use permitted in the BDC and BDC2 Zones; ii) Group homes type 2. BDC(8) a) Permitted Uses: i) Any use permitted in the BDC and BDC2 Zone variations; ii) Group Home Type 2. b) Regulations: i) Lot Area (Minimum) 4000 m² (43,057.00 sq.ft.). ii) Lot Depth (Minimum) 45 m (147.64 ft.). iii) Landscaped Open Space (Minimum) 15%. iv) Coverage (Maximum) 30 %. v) Special Regulation Any buildings or structures and their permitted uses must front onto an Arterial Street. vi) Off-Street Parking (Minimum) Front Yard Parking setback shall be 3 metres (10.0 feet) to any arterial street.

Residential Density: 250uph

Height: 12 metres

Requested Zoning

Zone: BDC(4)*B() & BDC(8)*B()

Permitted Uses: Same uses as existing zoning

Special Provision(s): Same special provisions will exist.

Residential Density: 593 uph

Height: 63 metres

Bonus Zone: The bonus zone would permit a residential density of 593uph and maximum height of 63 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such setbacks, lot coverage and a parking reduction may also be considered through the re-zoning process as part of the bonus zone.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Main Street Commercial Corridor and High Density Residential in the Official Plan, which permits small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings as the main uses.

The subject lands are in the Rapid Transit Corridor Place Type in *The London Plan*, permitting a range of retail, service, office, cultural, recreational, and institutional uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. The ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](https://london.ca/participating-in-the-planning-process) page at london.ca.

See More Information

You can review additional information and material about this application by:

- visiting Planning Services at 206 Dundas Street, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at london.ca/planapps.

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Planning Services staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

This request represents residential intensification as defined in the policies of the Official Plan. Under these policies, Planning Services staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the *Planning Act*. You will also be invited to provide your comments at this public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

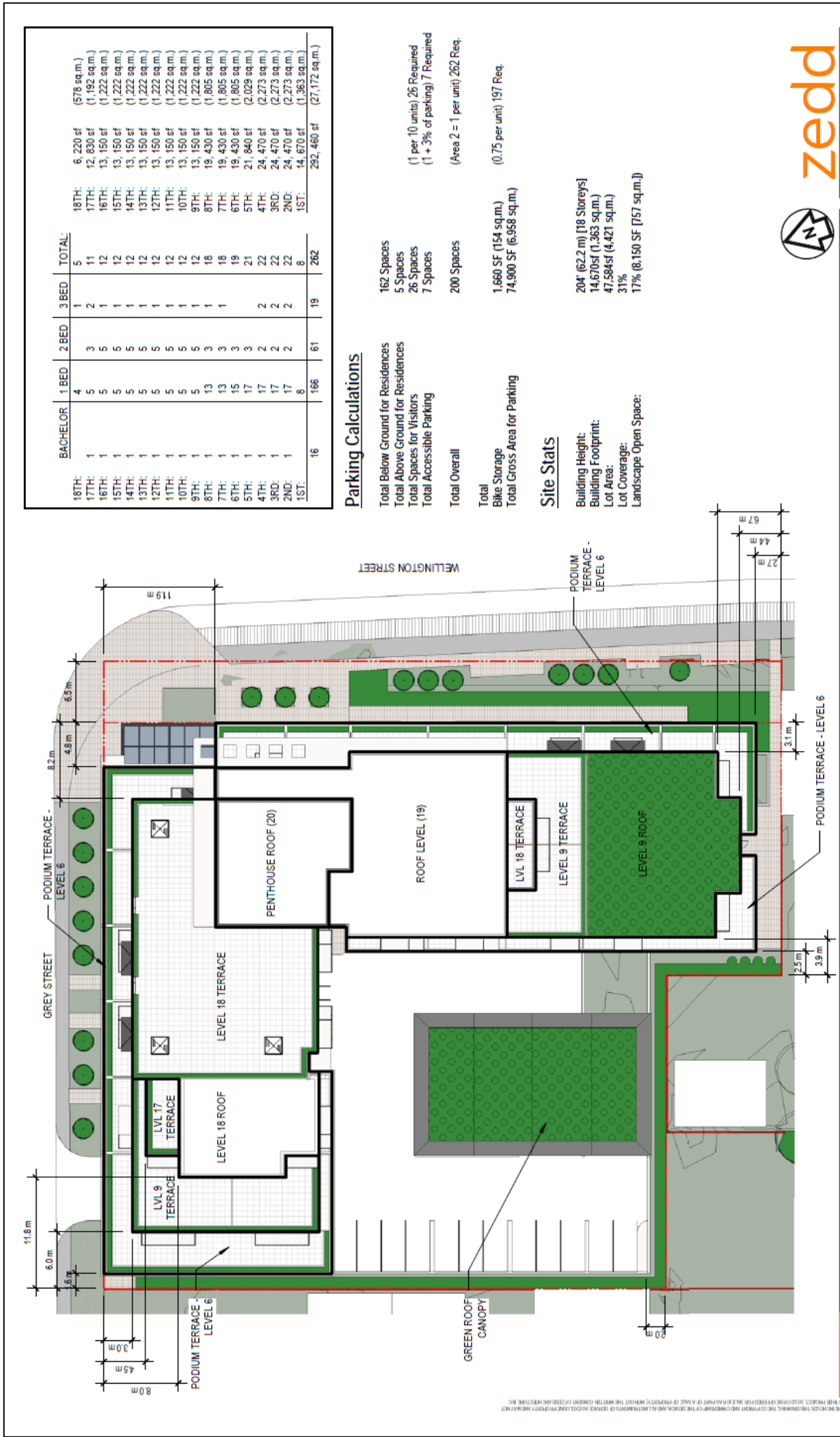
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.

Site Concept



zedd

The above image represents the applicant's proposal as submitted and may change.

Building Renderings



The above images represent the applicant's proposal as submitted and may change.