

Cycling Advisory Committee

Report

2nd Meeting of the Cycling Advisory Committee
January 16, 2019
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, R. Henderson,
J. Jordan, W. Pol, D. Szoller; and P. Shack (Secretary)

ABSENT: D. Foster, R. Sirois and M. Zunti

ALSO PRESENT: J. Ackworth, J. Bruin, A. Giesen, K.
Grabowski, S. Harding, P. Kavcic, T. Koza, L. Maitland, A. Miller,
J. Stanford and S. Wilson

The meeting was called to order at 12:25 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 Wonderland Road Class Environmental Assessment Study

That it BE NOTED that the attached presentation from J. Johnson, Project Manager, Dillon Consulting, with respect to the Wonderland Road Class Environmental Assessment Study, was received.

2.2 Thames Valley Corridor: SOHO

That it BE NOTED that the attached presentation from K. Preston, Associate, Dillon Consulting, with respect to the Thames Valley Corridor: SOHO, was received.

2.3 Update on Bike Share Activities and Development of Business Case

That it BE NOTED that the attached presentation from J. Stanford, Director-Environmental, Fleet and Solid Waste and A. Miller, Co-ordinator Transport Demand Management, with respect to an update on Bike Share Activities and Development of Business Case, was received.

2.4 East-West Bikeway Evaluation

That it BE NOTED that the attached presentation from P. Kavcic, Transportation Design Engineer, with respect to the East-West Bikeway Evaluation, was received.

3. Consent

3.1 1st Report of the Cycling Advisory Committee

That it BE NOTED that the 1st Report of the Cycling Advisory Committee, from its meeting held on December 19, 2018, was received.

3.2 West London Dyke Erosion Control-Municipal Class Environmental Assessment-Notice of Study Completion

That it BE NOTED that the Notice of Study Completion-West London Dyke Erosion Control-Municipal Class Environmental Assessment, was received.

3.3 Notice of Planning Application - Official Plan Amendment - Victoria Park Secondary Plan

That it BE NOTED the Notice of Planning Application-Official Plan Amendment-Victoria Park Secondary Plan, was received.

3.4 Bicycle Lane over Blackfriars Bridge - M. Temme

That the following action be taken with respect to the communication from M. Temme dated December 12, 2018, concerning the bicycle lane over Blackfriars Bridge:

that Civic Administration BE REQUESTED to consider on-site monitoring of the use of the bridge to ensure that cyclists are not comprised, and the information be shared with Cycling Advisory Committee;

it being noted that the communication with respect to the above matter, was received.

3.5 Greg Cunroe Tunnel Repairs (6-PT-02) Horton Street to Evergreen Avenue Under CN Rail - Tender No. RFT-18-22

That it BE NOTED that the communication dated January 8, 2019 from J. Fullick with respect to the Greg Cunroe Tunnel Repairs (6-PT-02) Horton Street to Evergreen Avenue under CN Rail, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 (ADDED) Budget

That Civic Administration BE ADVISED of the following comments with respect to the 2020-2025 Budget for Cycling:

a) to continue support and explore opportunities to maintain the 2016-2019 allocation budget for Cycling;

b) be encouraged to pursue Senior Levels of Government to replace lost funding;

it being noted that the Cycling Advisory Committee (CAC) held a general discussion with respect to the 2020-2025 Budget for Cycling.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting was adjourned at 6:30 PM.



Wonderland Road Improvements

Class Environmental Assessment Study

Cycling Advisory Committee Presentation

Purpose of this meeting:

To introduce the project and solicit participation from committee members throughout the EA process

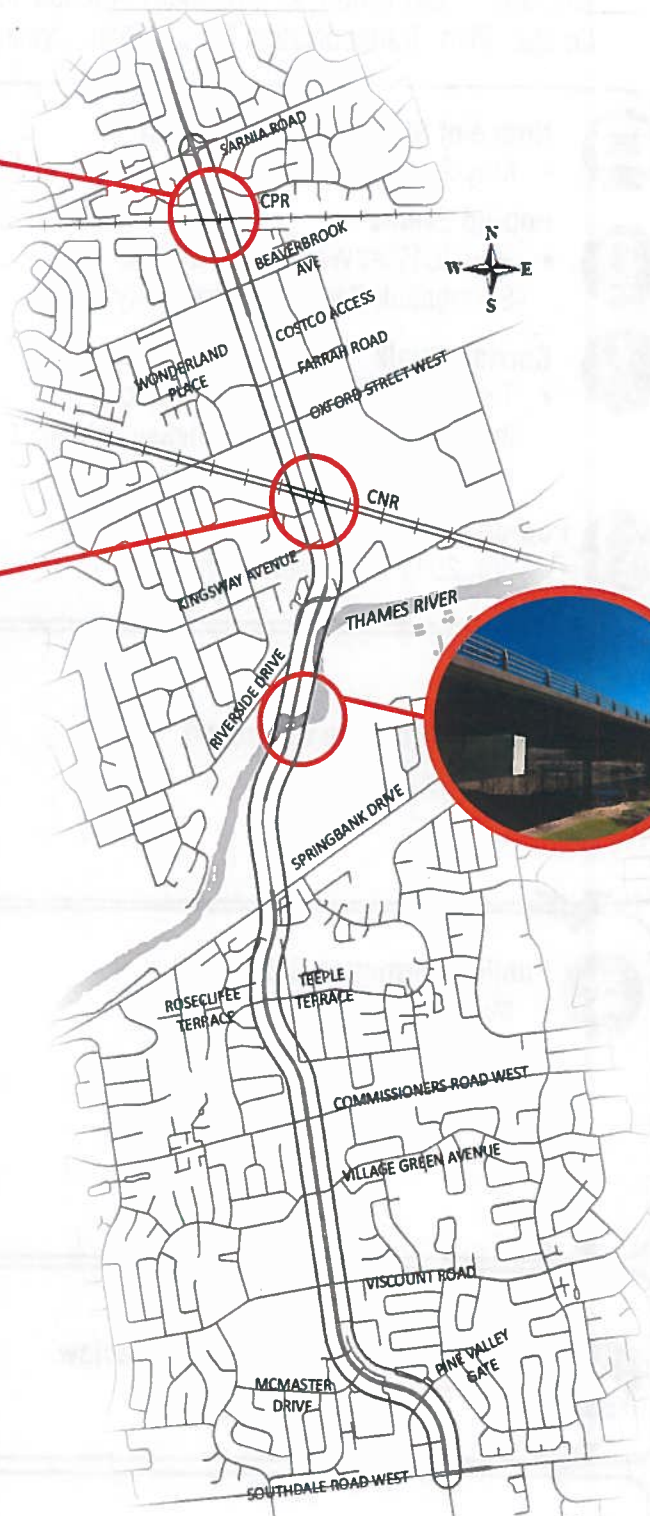


PROBLEM AND OPPORTUNITY STATEMENT

Recognizing the important role Wonderland Road has in the City of London as a key north-south transportation corridor, the 2030 Transportation Master Plan identified the need to widen Wonderland Road from four to six lanes, from Sarnia Road to Southdale Road as a strategic improvement. The City initiated a Schedule C Municipal Class Environmental Assessment (EA) (2000, as amended) to confirm the need for the widening and to identify the opportunity for additional improvements along the corridor. The outcome of the study will provide the basis for implementing an optimized corridor that addresses multi-model transportation needs, servicing, urban design and accessibility.



STUDY AREA



Wonderland Road is a critical north-south corridor in the City, with a variety of neighbourhoods, businesses and other uses along the road.

- Study area extends from Sarnia Road to Southdale Road West (approx. 7 km)
- Wonderland Road connects to Highway 402 and Highway 401 south of the project limits
- Wonderland Road was recently designated as Highway 4 through London, (between Highway 401 and Sunningdale Road)
- Project will be designed to integrate with the design completed as part of the 2015 Wonderland Road South Class EA which extended from Highway 402 to Southdale Road West.

STUDY PROCESS

The study is following the requirements of a Schedule 'C' Municipal Class Environmental Assessment (EA) (2000, as amended) process and will build on the recommendations of the London Plan, Transportation Master Plan, Cycling Master Plan and other relevant studies.



Notice of Study Commencement

- May 2017



Pop-up Events

- July 2017 at Westmount Mall & Springbank Gardens Community Centre



Corridor Walk

- Team members delivered project information cards to businesses along Wonderland Road Aug, 2017



Pop-up Event

- Sept. 2017 at Western University

Phase 1

Problem/ Opportunity

- Identify problems/ opportunities to be addressed in the planning and design process
- Confirm the need for improvements
- Prepare a "Problem Statement"



Phase 2

Alternative Solutions

- Document existing and future conditions
- Develop alternative solutions
- Consult with review agencies and the public



Public Information Centre #1

- January 2019



Public Information Centre #2

- Mid to late 2019

Phase 3

Design Options for Preferred Solution

- Identify design options for the preferred solution
- Evaluate design options and select a preferred design
- Impact assessment of the preferred design



Publish ESR for 30-Day Public Review

- Late 2019

Phase 4

Environmental Study Report (ESR)

- Document the decision-making process for public and agency review



Construction Start

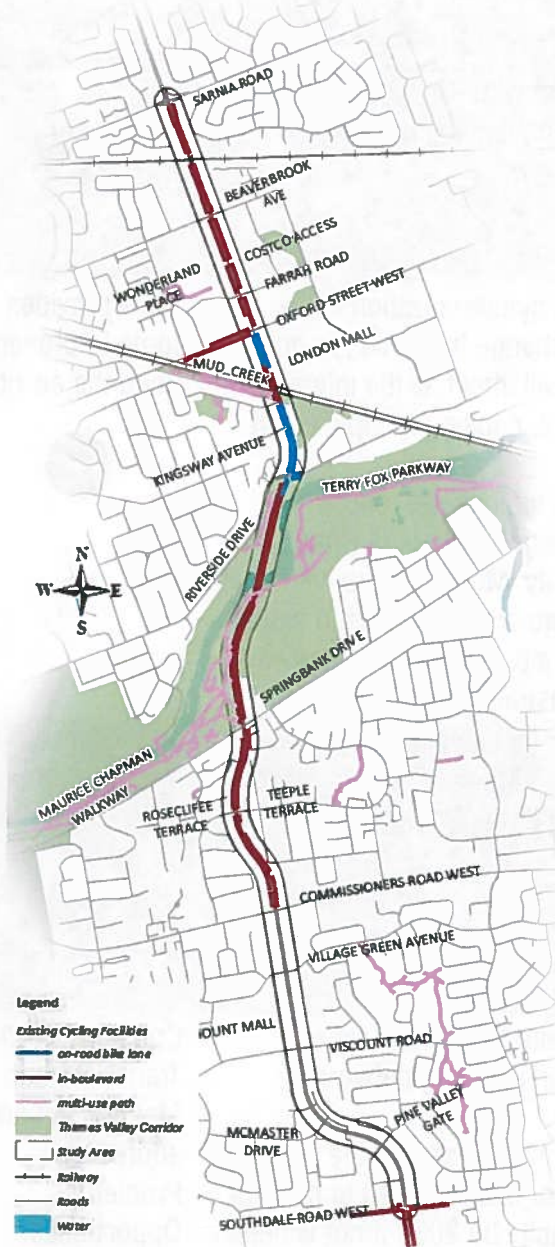
- Potentially 2023 subject to council approval and permitting

Phase 5

Implementation

- Design and construction Phase
- Project must be designed and constructed as outlined in the ESR









EXISTING CONDITIONS: RECREATION & ACTIVE TRANSPORTATION



- Existing sidewalks along both sides of Wonderland Road for the length of the corridor
- Much of the corridor has separated “in-boulevard” cycling facilities on both sides of the road
- No cycling facilities on Wonderland Road from Commissioners Road West to Southdale Road West
- Wonderland Road is an important access point to the Thames Valley Parkway
- Wonderland Gardens recreation venue located north of Springbank Drive.



WHAT APPROACHES ARE BEING CONSIDERED TO IMPROVE THE CORRIDOR?

Possible Planning Solutions	Description	Key Considerations	Does it Address the Problems and Opportunities
 <p>Do Nothing</p>	<p>No capital improvements. Continue operation and maintenance of the four-lane roadway</p>	<p>Not consistent with City's long-term transportation planning network or The London Plan</p>	
 <p>Address traffic signal timing</p>	<p>Revise traffic signal timing at intersections along the corridor to improve traffic flow</p>	<p>Traffic signal synchronization is like a web: if you change the timing in one direction, it will affect all the intersections surrounding it, causing a ripple effect</p> <p>Traffic signal timings are regularly reviewed along Wonderland Road and across the City. Modifications were made in 2018. There are limitations to signal optimization alone, including roadway capacity constraints.</p>	<p>Yes – provides some improvement along the corridor</p> 
 <p>Transportation Demand Management (TDM)</p>	<p>Reduce periods of peak traffic demands by shifting the timing of travel and increasing alternative modes of travel (transit, cycling, walking)</p>	<p>TDM policies included in the City's Transportation Master Plan are being implemented throughout the City</p>	<p>Implementation ongoing through other City programs</p> 
 <p>Increase Capacity</p>	<p>Widen Wonderland Road from 4 to 6 through lanes throughout the corridor</p>	<p>Consistent with City's long-term transportation planning network</p> <p>Analysis completed shows the majority of the corridor is forecasted to meet or exceed capacity by 2034 if not widened</p>	<p>Consistent with the Transportation Master Plan and addresses Problems/ Opportunities</p> 

Based on the results of the analysis the recommendations include:

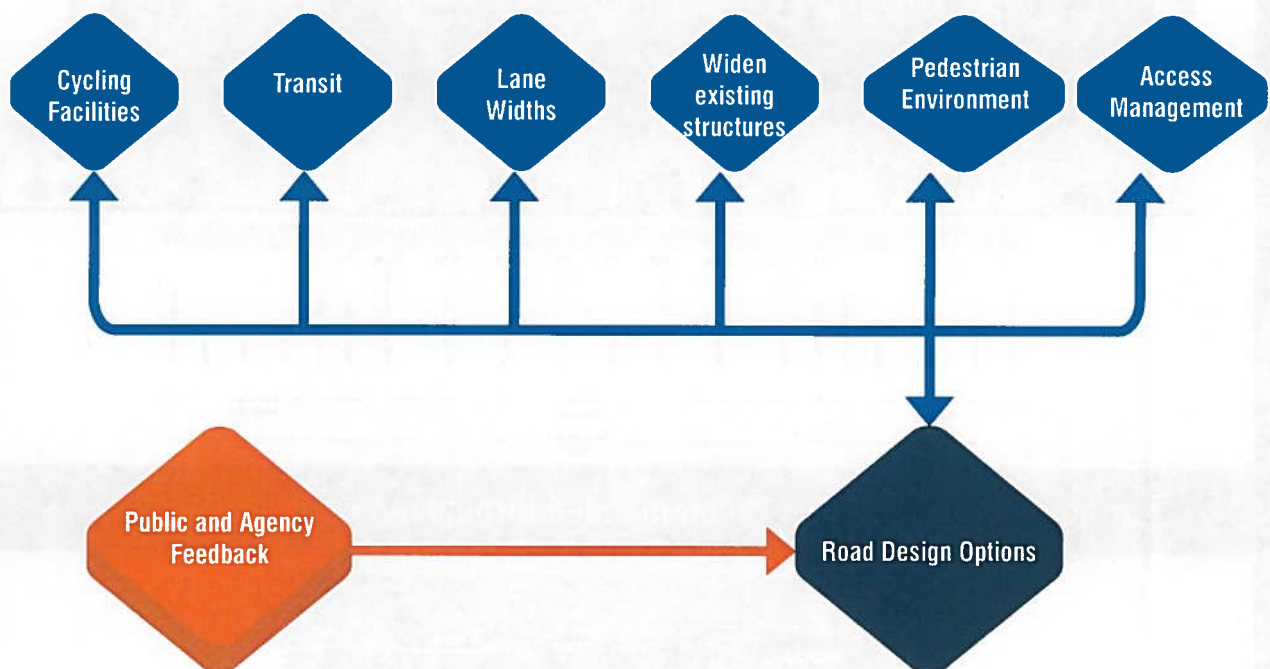
- Continue to monitor traffic signal synchronization and optimize as required. This will be completed while the planning and design for 6 lanes is underway and could involve the reconstruction of intersections only.
- Widen Wonderland Road to six lanes through the corridor. The widening would be completed in phases, starting as early as 2023, subject to Council approval.

WHAT OPTIONS ARE BEING DEVELOPED?

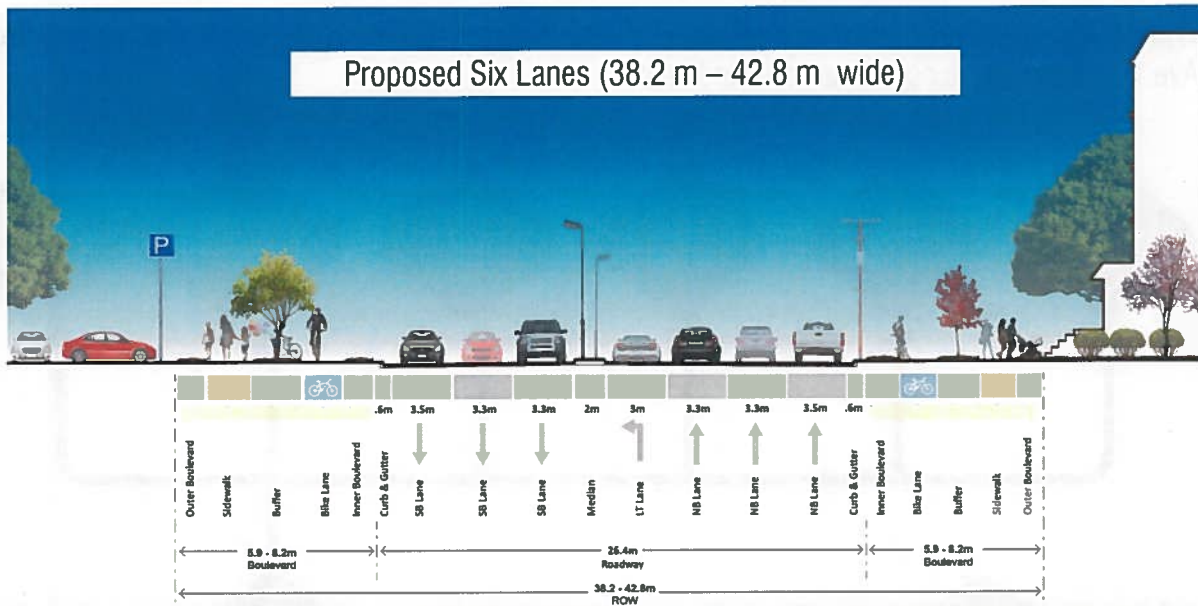
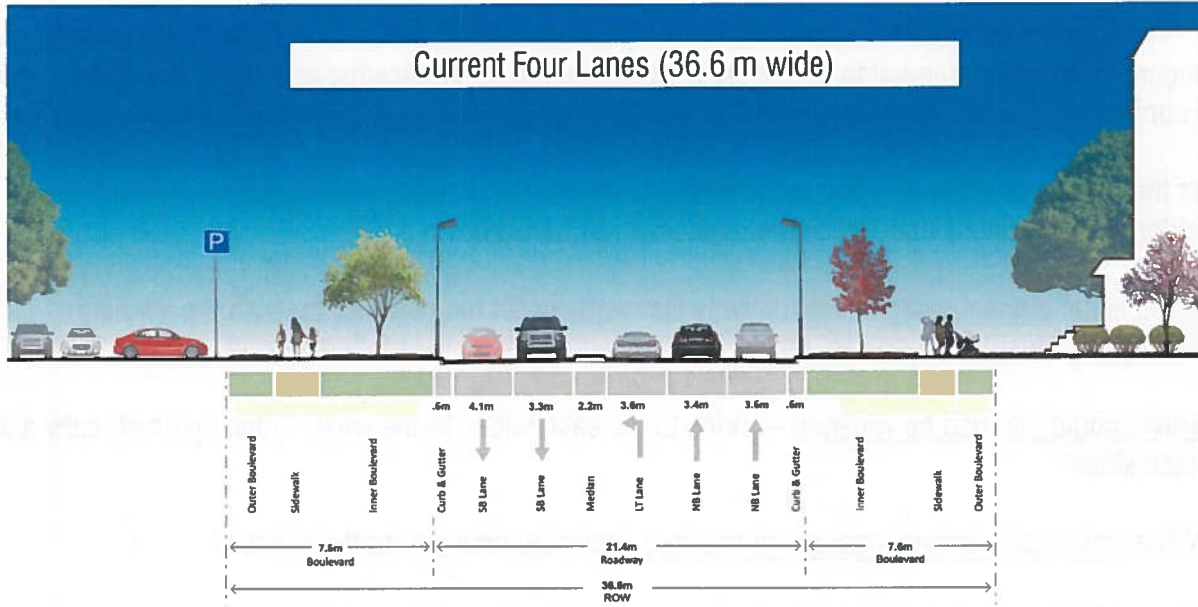
Wonderland Road is intended to be built to a high standard of streetscape and urban design throughout the corridor.

Over the next several months, the study team will develop and evaluate designs for six-laning the corridor. The options will be developed and analyzed based on:

- What is the optimal width of the roadway elements within the corridor (lane widths, cycling facilities, pedestrian amenities, utility requirements, trees, noise barriers, etc.)?
- How should the road be widened – widen to the east, widen to the west, widen symmetrically along both sides?
- What intersection improvements are required, including timing of traffic signals?
- How should existing drainage issues along the corridor be addressed?
- What unique elements should be planned for the main street section (CNR structure to Beaverbrook Ave.) to support the pedestrian-oriented area?



WHAT WOULD SIX-LANES ON WONDERLAND LOOK LIKE? SOUTHDALE ROAD TO COMMISSIONERS ROAD



- In-boulevard bike lanes recommended throughout corridor.



Artistic depiction of six-lanes – Looking North from Southdale Road

Next Steps

1

Review comments provided at and following this event

2

Develop design options along the corridor

3

Evaluate options and select a recommended design

4

Public Information Centre #2 (anticipate late 2019)

5

Environmental Study Report available for 30-day public review period



THANK YOU

The input of the Cycling Advisory Committee is important to the outcome of this project. Please provide comments, attending PICs and ask questions throughout the study!



Key Contacts

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Ted Koza, P.Eng.
Transportation Design
Engineer
City of London
519.661.CITY (2489) x 5806

Getinvolved.london.ca

SoHo Thames Valley Corridor Project

Date January 8 2019

For: Cycling Advisory Committee

From: Eric Conway, Project Coordinator, Environmental and Parks Planning

Kathryn Preston, Associate, Dillon Consulting Limited

Introduction to Project

This project is a major component of the redevelopment of the Old Victoria Hospital Lands (OVHL). The site is generally bound Wellington Street to the west, South Street to the north, Maitland and Colborne Street to the east and the South Branch of the Thames River to the South. Much of the site was part of the OVHL that plans for residential intensification along South Street and throughout the community.

Project Site



Goal

Create a park system along the north side of the Thames River throughout the SoHo Community.

Supporting Background Studies

Geotechnical Reports (establishing the long term stable slope and erosion access allowance)

Record of Site Condition (reviewed past uses and contamination surveys)

Environmental Impact Study (includes recommendation for woodland buffers)

Planning and Cycling Context

This project is a product of the Soho Community Improvement Plan and the Old Victoria Hospital Lands Secondary Plan (2014). Lots of public engagement opportunities were facilitated to help identify the long term redevelopment opportunities for the area. Wellington Road is identified as a Rapid Transit Corridor. Nelson Street is a signed east-west bicycle route and Colborne Street has bicycle lanes. The Thames Valley Corridor continues to the west of the site and connections with Harris Park and

Project Features (see panels enclosed)

Created a new section of the Thames Valley Parkway from Wellington to Maitland

Provide a Mid-Block Connection from South Street to TVP

Build an urban promenade from Wellington to Colborne (probably constructed in phases) along TVP.

Create an urban park at the intersection of Colborne and Nelson as a gateway to the corridor.

Creation of a park driveway (including parking and sidewalks) extension from Waterloo to intersection of Colborne and Nelson (including parking).

Redevelopment of Wellington Valley Park (currently law, previously used for cricket)\

Engagement so Far

First PIC in Nov 2018 (about 80 people in attendance and 30 surveys completed) November 28

Letter and post cards prior to PIC mailed to SoHo Community Members

Survey at PIC and online with Get Involved London webpage.

Met with SoHo Community Association

Met with representative from N' Amerind.

Summary of Feedback Received

Environmental and naturalization opportunities are most important.

Playground and passive recreation opportunities over active play areas.

Gardens for food, pollinators and native flora should be included throughout.

Other Projects in Area

SoHo Civic Space (northwest corner of Colborne and South)

Back to the River

Timeline & Next Steps

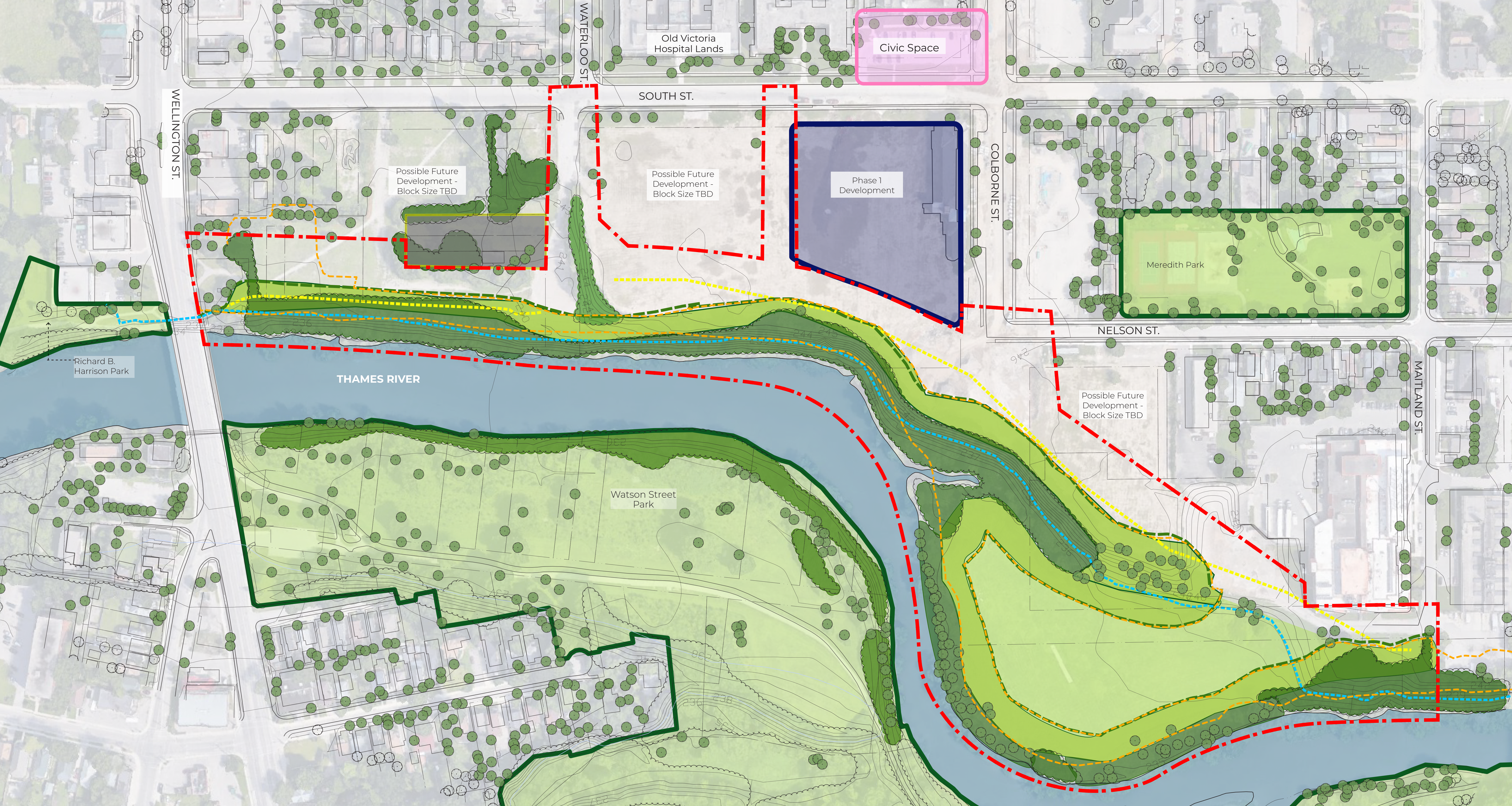
Second PIC Scheduled (tentatively) for March 2019

Detailed Design phase in fall through winter of 2019/2020

Construction 2020 (tentative)

Detailed Geotechnical work (spring 2019) for built feature (pathway and other paved components)

Enclosed are the panels that were prepared for the November 28 Public Information Centre.



Development Setbacks

- LEGEND:**
- Approximate Site Boundary
 - Regulatory Floodplain Limit
 - 15m Riverline Buffer (EIS)
 - Woodland Buffer (EIS)
 - LTSSC Position Plus 6m Erosion Access Allowance
 - Existing Woodland
 - Woodland Enhancement within min. 10m Buffer (EIS)
 - Existing Park or Open Green Space
 - Private Property Blocks
 - Future Development
 - Proposed Future Civic Space

- 1 Thames Valley Parkway**
- 3.0m Wide Multi-use Pathway
 - Connection to Neighbourhood ROW's, Existing TVP and Amenities
 - Accommodate Potential Widening of Wellington Street and Bridge

- 2 Urban Park Corridor**
- Between Wellington and Colborne Street
 - Public Gathering Spaces
 - Enhanced Key Entrance Points to Thames Valley Corridor
 - Lighting
 - Improve Key Sight Lines / Views through Potential Selective Removal of Invasive Trees and Shrubs
 - Support Recommendations / Restrictions identified in EIS

- 3 Ecological Enhancements**
- Enhancements to Existing Woodland (per EIS)
 - Enhancements to Woodland Buffers (per EIS)
 - Invasive Species Management
 - Enhancements to Turtle Nesting Habitat
 - Enhancement of Existing Vegetation

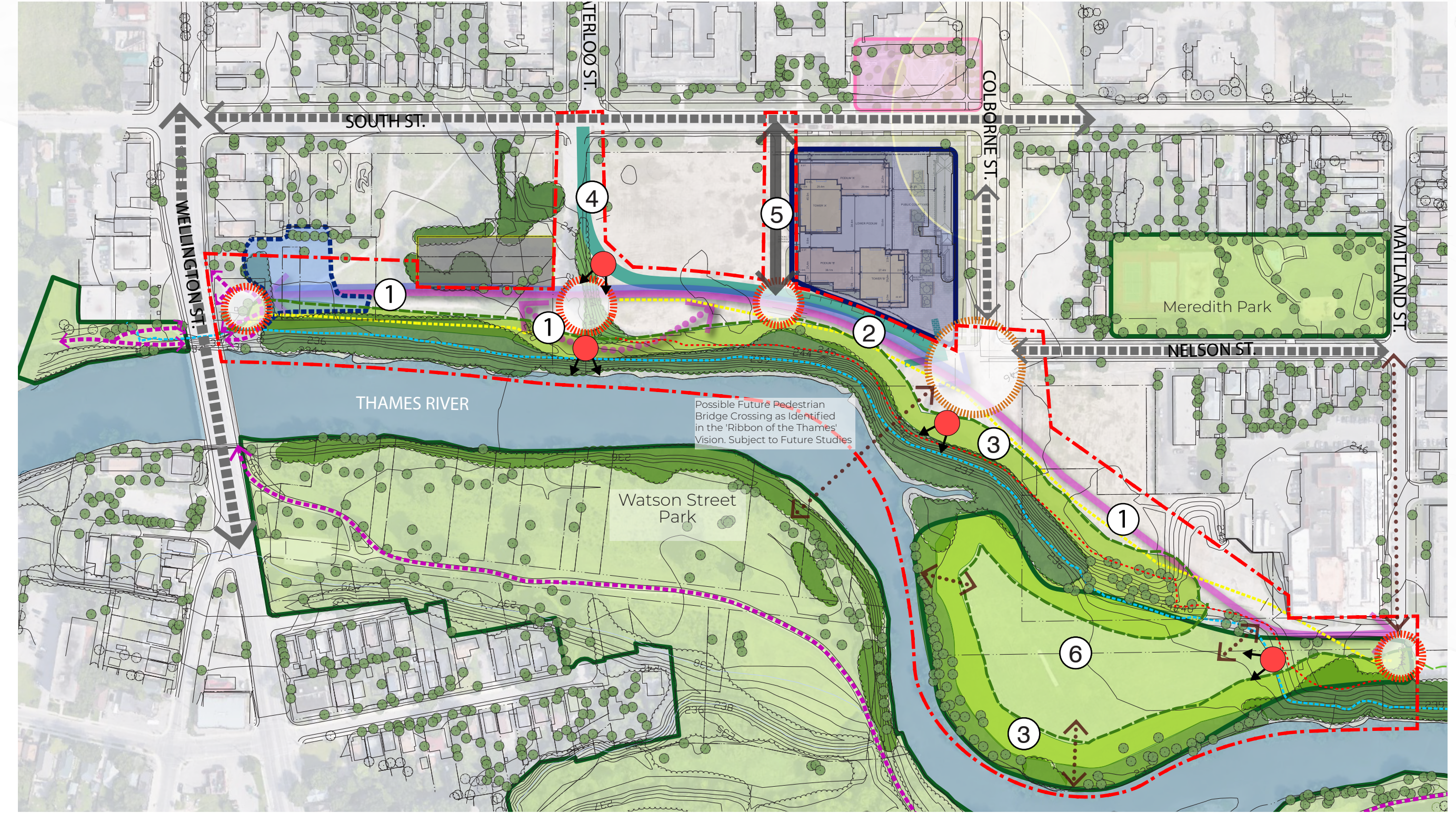
- 4 Shared Pedestrian / Vehicular Drive**
- Between Waterloo to Colborne Street
 - 9.0m Wide Shared Corridor is a Flexible Space
 - Supports Programming & Events
 - Single One Way Drive and Parallel Parking
 - Complement Urban Park and TVP
 - Incorporate LID Measures to Direct and Manage Storm Water
 - Key Entrance Points for Pedestrians & Vehicular Access
 - Integrated with Urban Park
 - Lighting

- 5 Midblock Connection**
- 12m Right of Way (two-way)
 - Asphalt Surface
 - Public Municipal Road
 - Native Deciduous Tree Planting
 - Lighting
 - Vehicular and Pedestrian Circulation
 - Access to Phase 1 Development

- 6 District Park**
- Potential Natural Experiential Playground
 - Potential Low Key Pedestrian Connections to Thames River for Canoe Launch
 - Opportunity for Community Gardens
 - Enhancement of Existing Vegetation

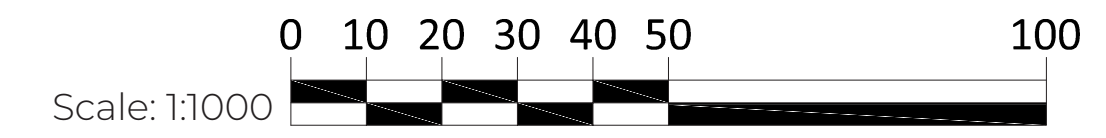


Proposed Amenities

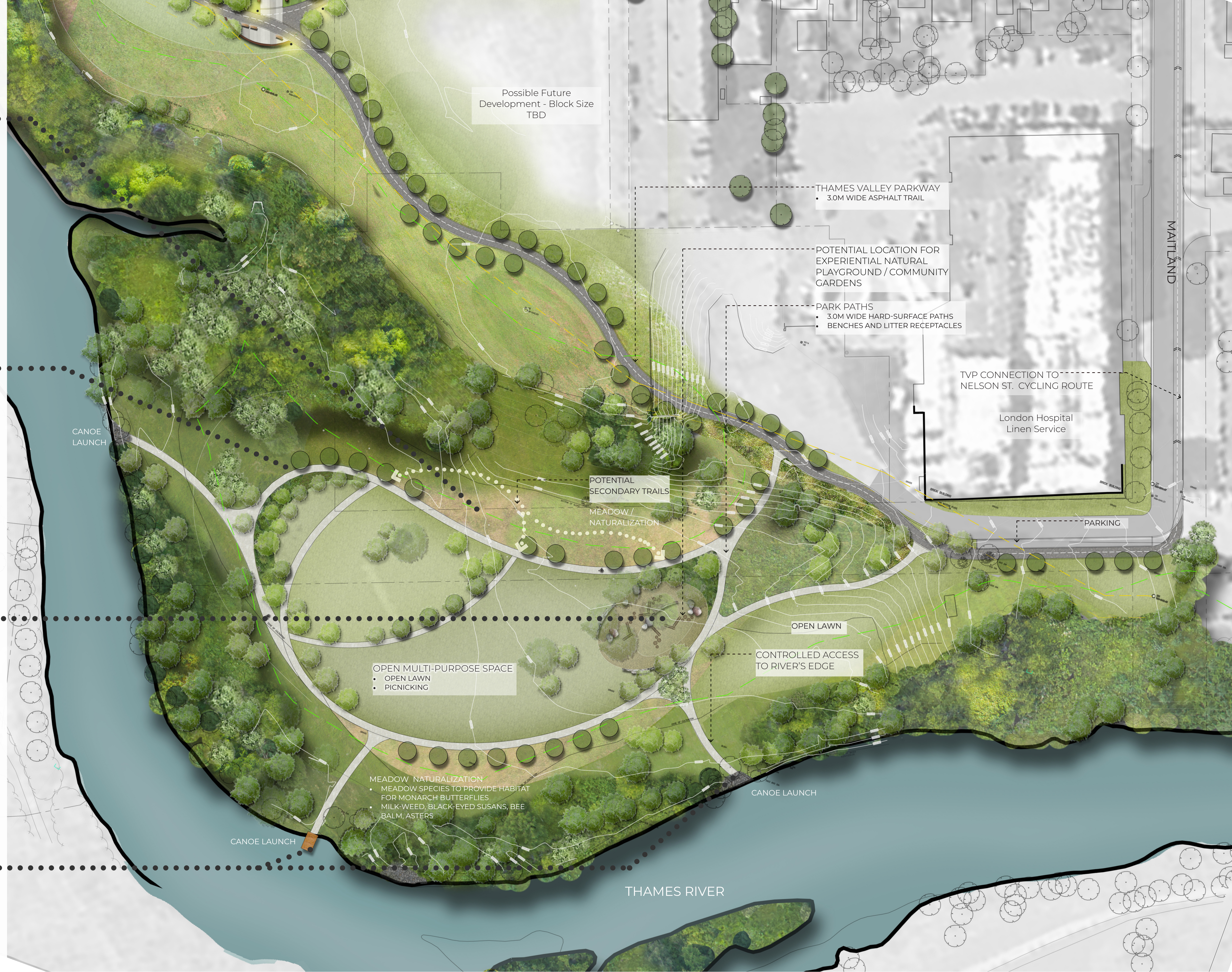


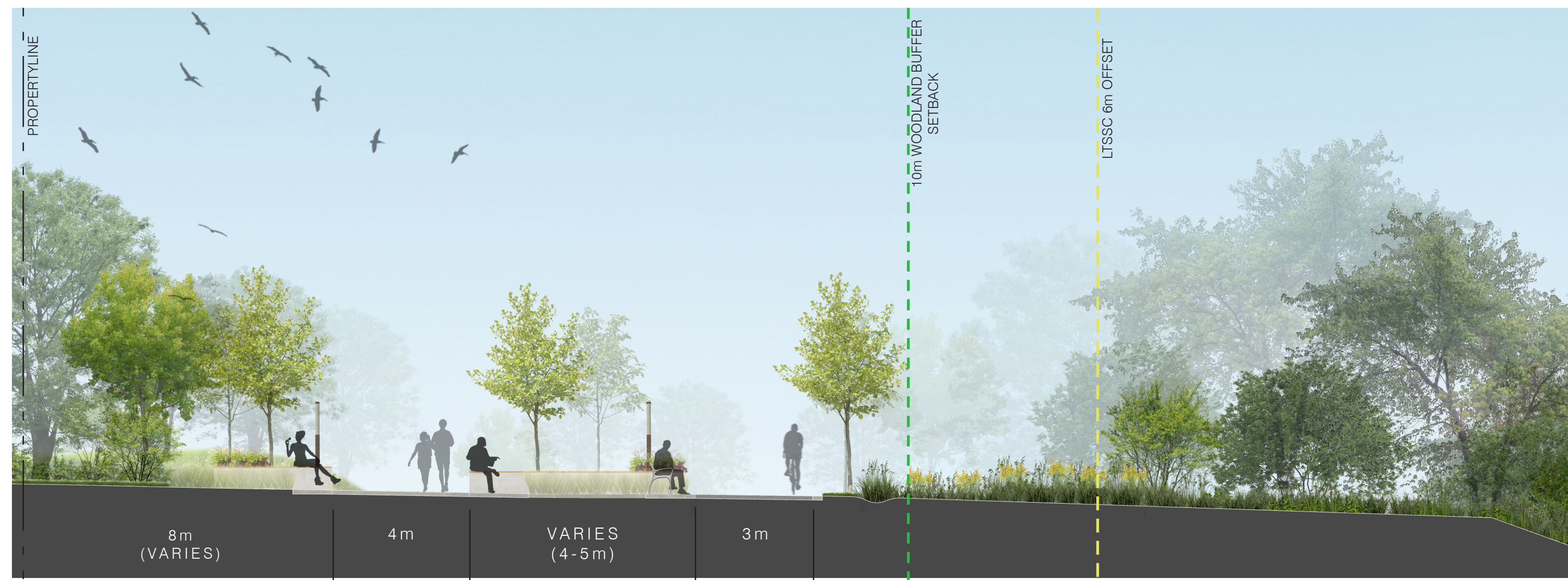
LEGEND:

Approximate Site Boundary	Existing Woodland	Existing TVP	Key Urban Park Activity Node
LTSSC Position Plus 6m Erosion Access Allowance	Woodland Enhancement within 3m Tom Buffer (EIS)	Proposed TVP	Secondary Urban Park Node Along TVP
Slope Crest	Existing Park	Potential Pedestrian Linkage / Connection	Potential View / Vista
Regulatory Floodplain Limit	Future Development	Proposed Mid-Block Connection	Four Corners as Identified in OVI, Secondary Plan
Woodland Buffer (EIS)	Proposed Future Civic Space	Existing Vehicular Circulation	
Urban Park Corridor		Proposed Shared Pedestrian / Vehicular Drive	



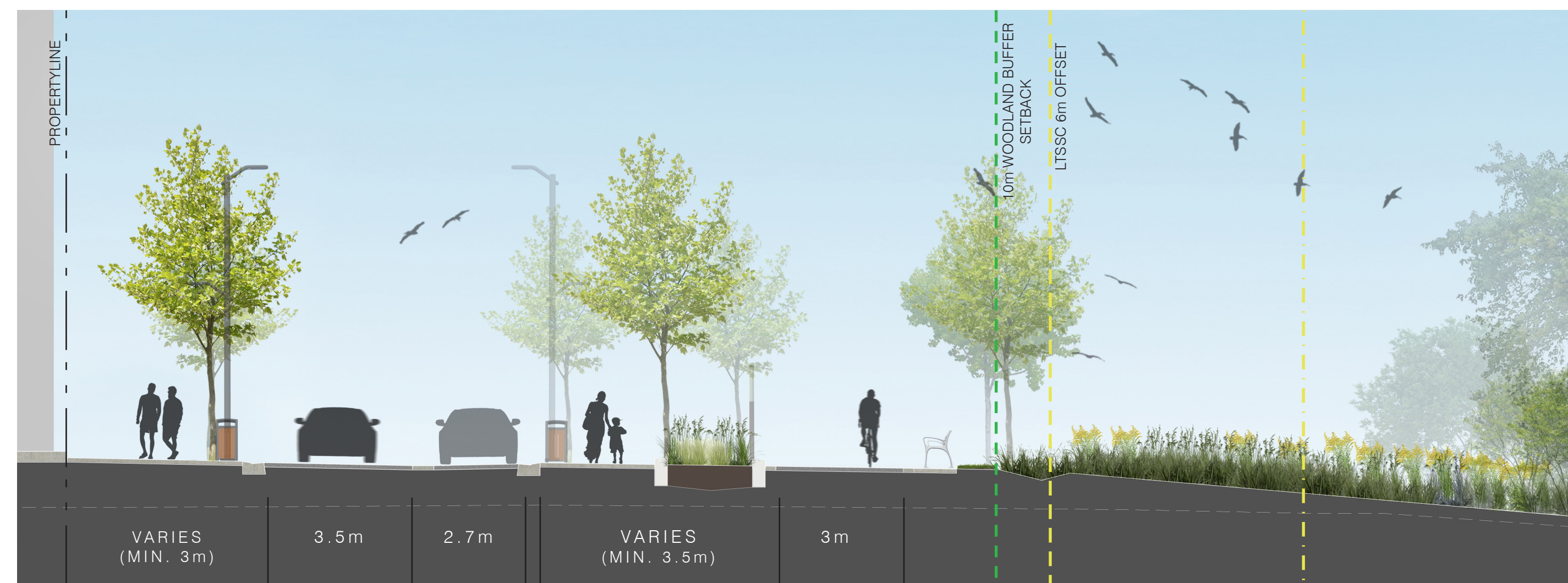






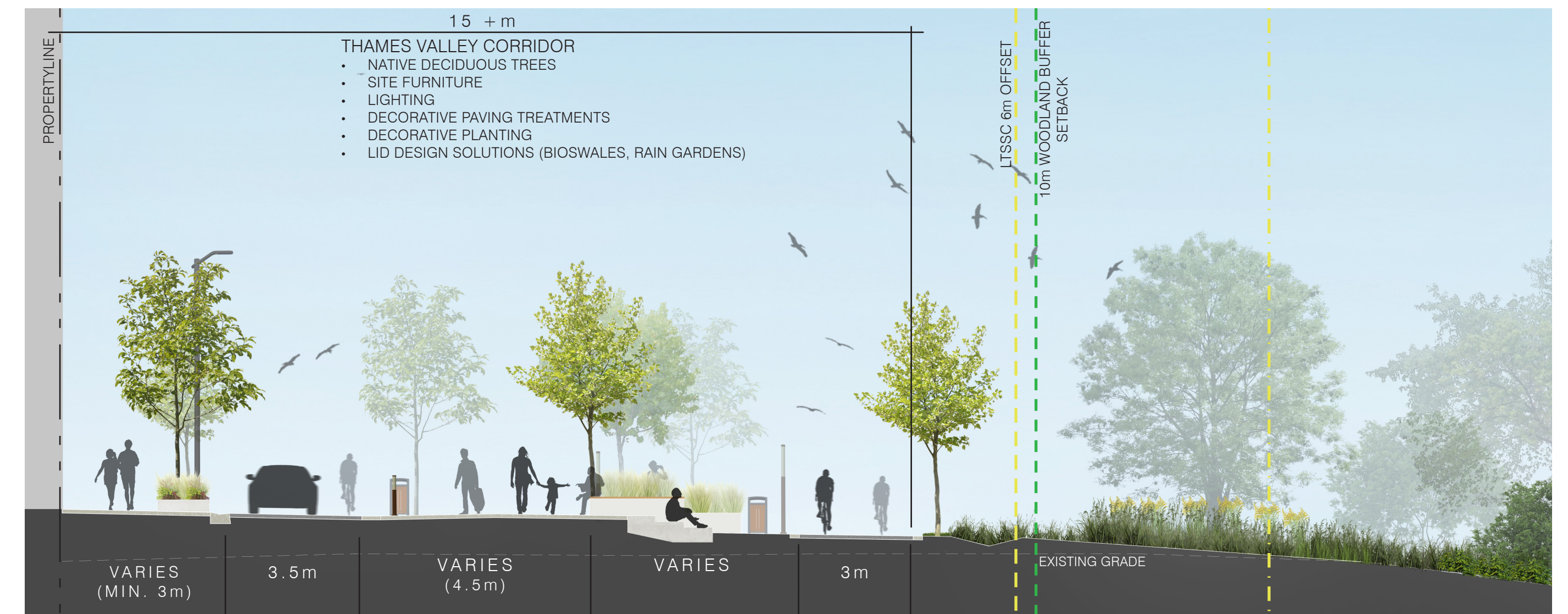
- OPEN SPACE**
 - NATIVE DECIDUOUS TREES
 - DECORATIVE LIGHTING
 - CONNECTION TO PHASE 1 DEVELOPMENT
- URBAN PROMENADE**
- PLAZA AREA / ACTIVITY NODES**
 - NATIVE DECIDUOUS TREES
 - SITE FURNITURE
 - DECORATIVE FEATURE LIGHTING
 - DECORATIVE PAVING TREATMENTS
 - DECORATIVE PLANTING
 - PROGRAMMABLE SPACE
 - OPPORTUNITY FOR INTERPRETIVE SIGNAGE
- MULTI-USE TVP**
- WOODLAND EDGE PLANTING**

A Urban Promenade Activity Nodes



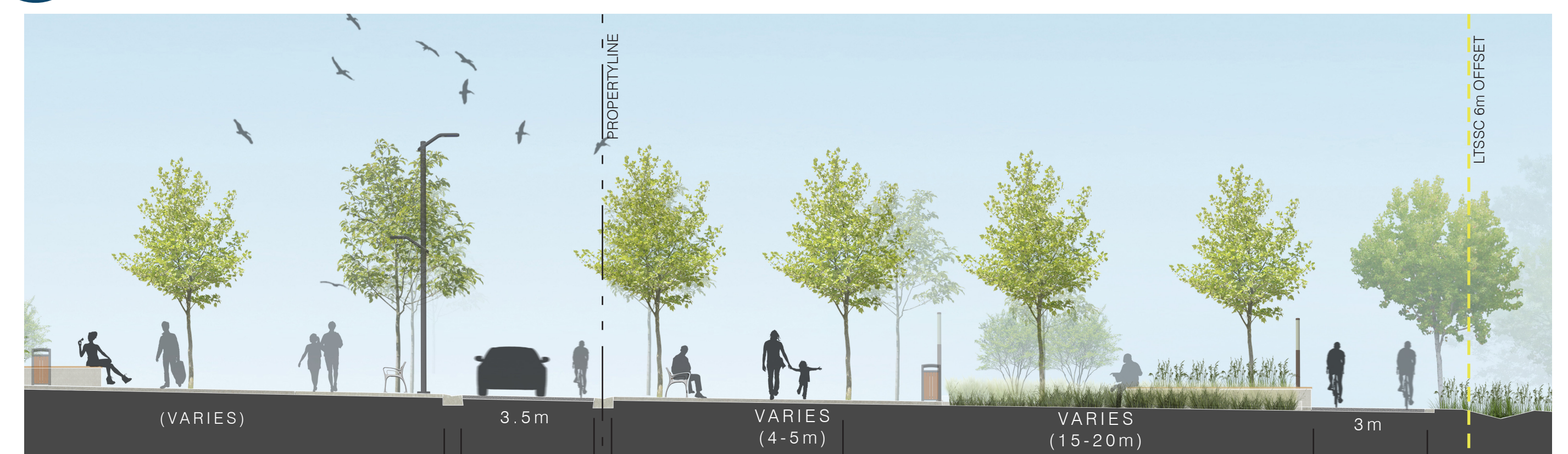
- PEDESTRIAN ZONE**
 - NATIVE DECIDUOUS TREES IN SOIL CELLS
 - SITE FURNITURE
 - LOW PROFILE PLANTERS
 - LIGHTING
- SHARED ZONE**
 - ONE-WAY EAST-BOUND DRIVE LANE
 - PEDESTRIANS
 - CYCLISTS
- PARK LANE**
- PEDESTRIAN ZONE**
 - NATIVE DECIDUOUS TREES IN SOIL CELLS
 - SITE FURNITURE
 - LOW PROFILE PLANTING, RAIN GARDENS
- MULTI-USE TVP**
- WOODLAND EDGE PLANTING**

C Urban Promenade - Adjacent to TVP



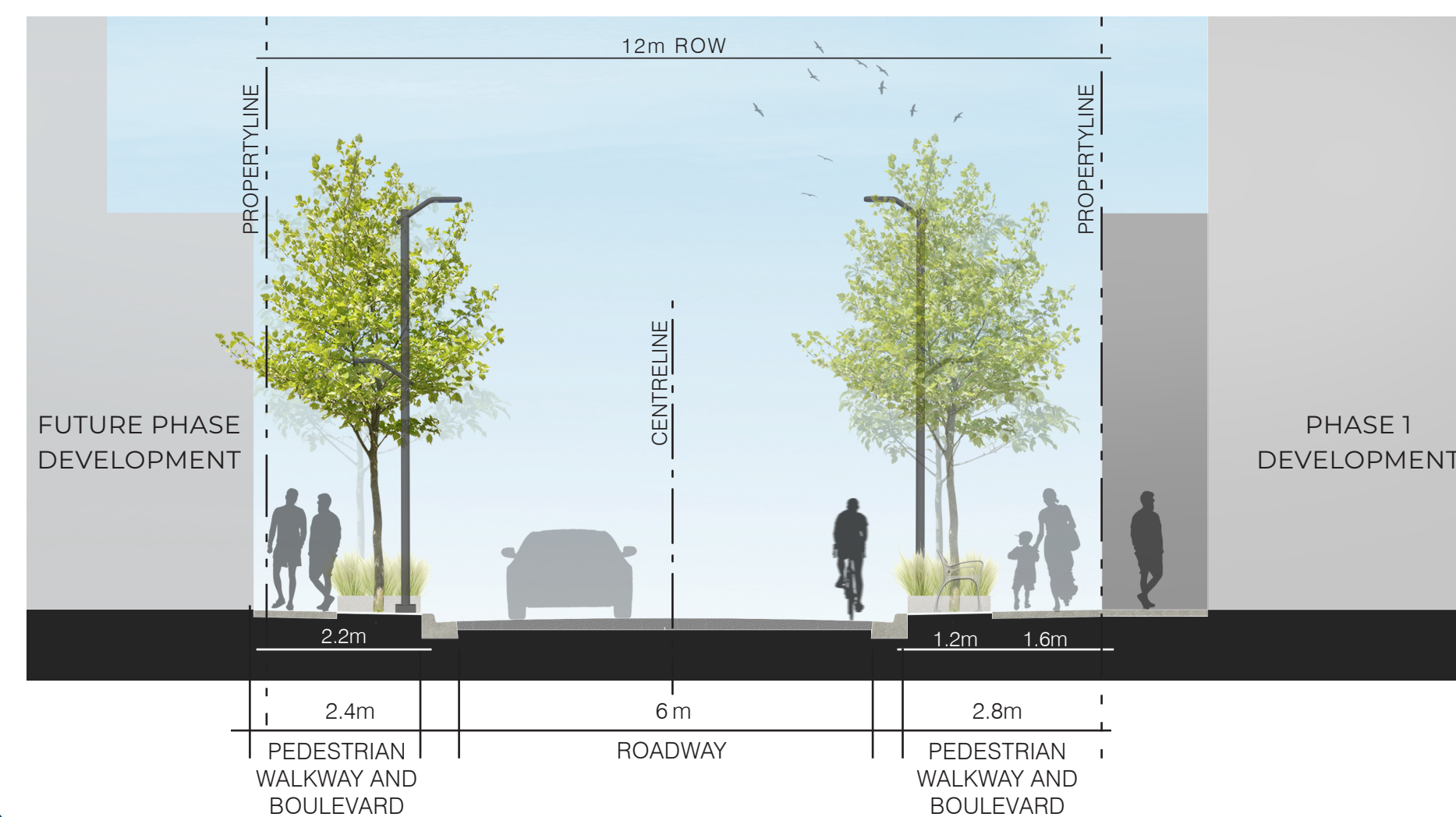
- PEDESTRIAN ZONE**
 - NATIVE DECIDUOUS TREES IN SOIL CELLS
 - SITE FURNITURE
 - LOW PROFILE PLANTERS
 - LIGHTING
- SHARED ZONE**
 - ONE-WAY EAST-BOUND DRIVE LANE
 - PEDESTRIANS
 - CYCLISTS
- PEDESTRIAN ZONE**
 - PEDESTRIAN WALKWAY
 - NATIVE DECIDUOUS TREES IN SOIL CELLS
 - SITE FURNITURE
 - LOW PROFILE PLANTERS
 - LIGHTING
- TERRACED STEPS WITH PLANTERS / DECORATIVE SEATWALLS**
- MULTI-USE TVP**
- WOODLAND EDGE PLANTING**

B Mid-Block / Shared Driveway Intersection



- PEDESTRIAN ZONE**
 - NATIVE DECIDUOUS TREES IN SOIL CELLS
 - SITE FURNITURE
 - LOW PROFILE PLANTERS
 - LIGHTING
- SHARED ZONE**
 - ONE-WAY EAST-BOUND DRIVE LANE
 - PEDESTRIANS
 - CYCLISTS
- PEDESTRIAN ZONE**
 - PEDESTRIAN WALKWAY
 - NATIVE DECIDUOUS TREES IN SOIL CELLS
 - SITE FURNITURE
 - LOW PROFILE PLANTERS
 - LIGHTING
- URBAN PROMENADE AND PLAZA AREA**
 - NATIVE DECIDUOUS TREES
 - SITE FURNITURE
 - DECORATIVE FEATURE LIGHTING
 - DECORATIVE PAVING TREATMENTS
 - DECORATIVE PLANTING
 - PROGRAMMABLE SPACE
 - OPPORTUNITY FOR INTERPRETIVE SIGNAGE
- MULTI-USE TVP**

D Central Urban Plaza



E Mid-Block Connection



BENCHES



MAGLIN BENCH



PARC VIEW, LANDSCAPE FORMS

TRASH RECEPTACLES



SAGE, BY VICTOR STANLEY



MAGLIN

BIKE RACKS



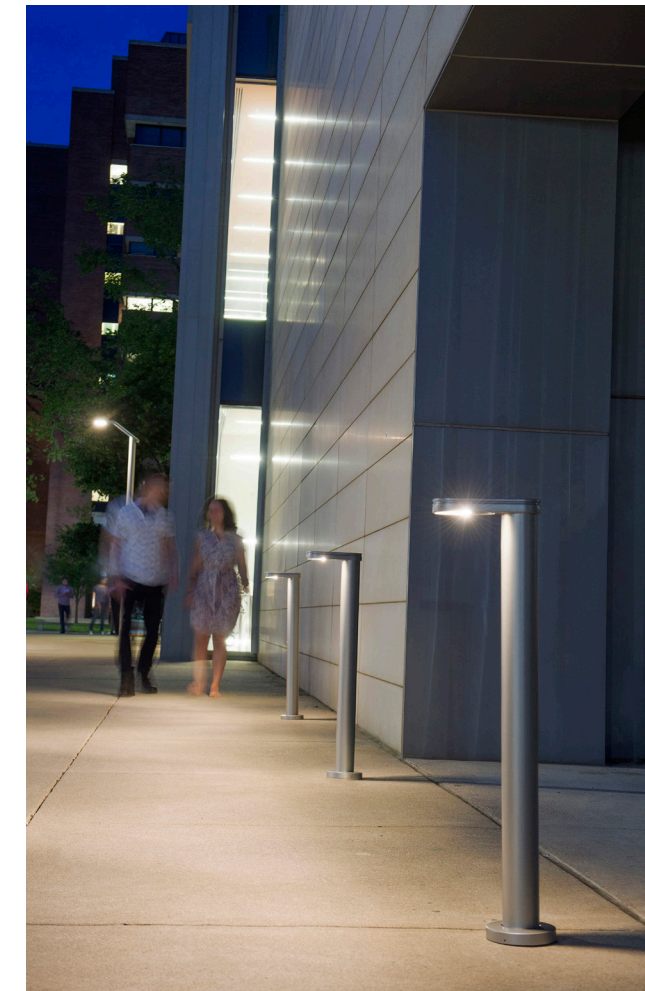
LANDSCAPE FORMS



PATH LIGHTING & BOLLARDS



MULTIPLICITY COLLECTION, LANDSCAPE FORMS

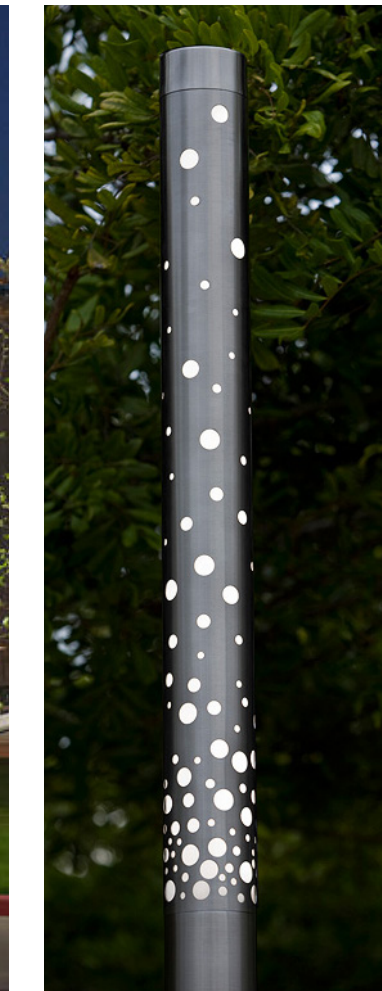


FORMS+SURFACES

URBAN PROMENADE LIGHTING



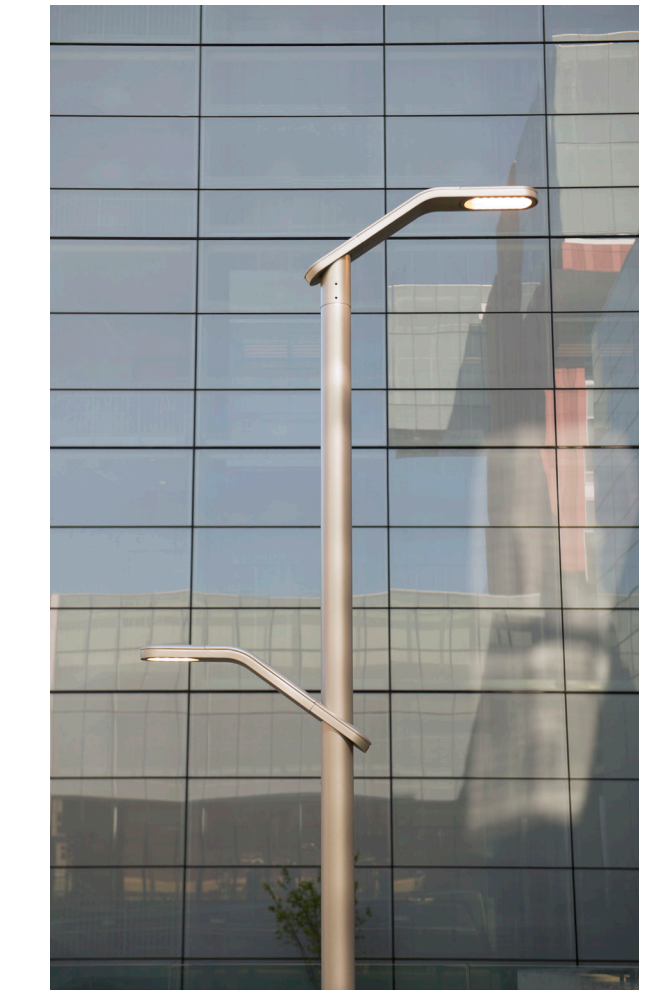
LIGHT COLUMN PEDESTRIAN LIGHTING, FORMS+SURFACES



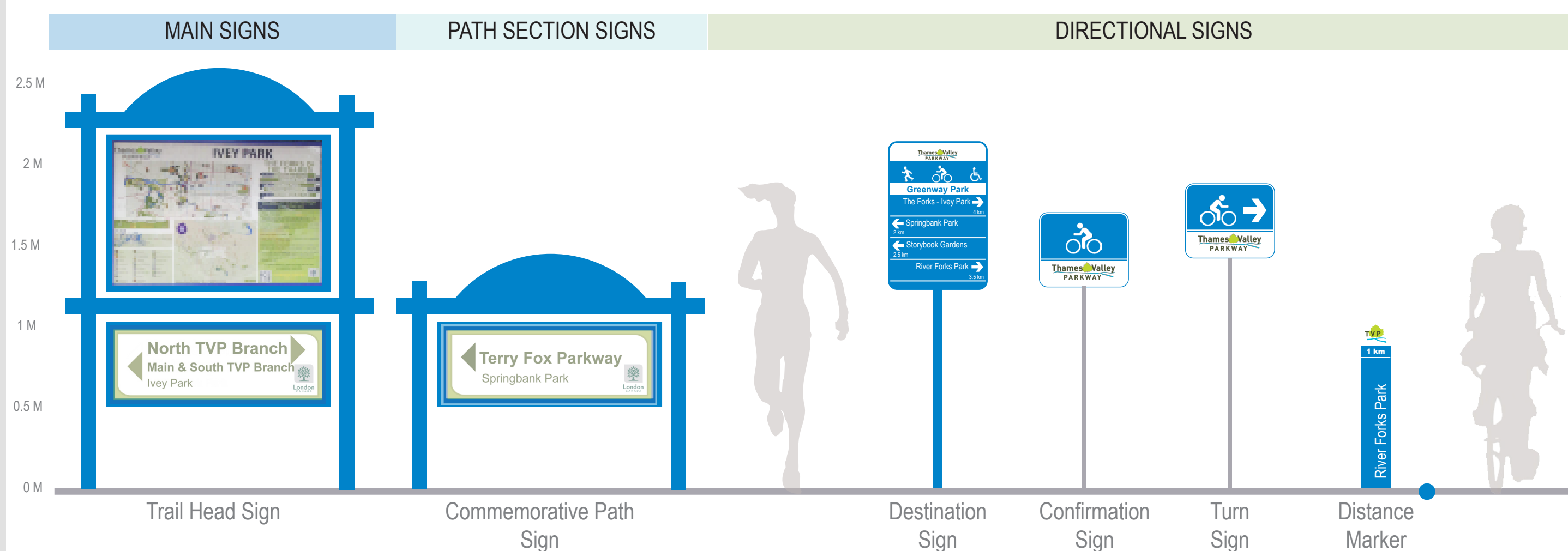
SHARED DRIVEWAY/MUNICIPAL ROAD LIGHTING



TORRES COLLECTION, LANDSCAPE FORMS



THAMES VALLEY PARKWAY SIGNAGE FAMILY



ADDITIONAL PATHWAY MARKERS



Opportunity Statement

The project objective is to generate a long-term concept plan and short term detailed design (associated with Phase 1 implementation) for the Thames Valley Corridor (TVC) on the north side of the Thames River between Wellington Street and Maitland Street, within the Old Victoria Hospital Lands.

The concept plan and detailed design developed from this study will support the goals and objectives of the SoHo Community Improvement Plan and be consistent with Official Plan policies detailed in the Old Victoria Hospital Lands (OVHL) Secondary Plan, while taking into consideration the 'Ribbon of the Thames' vision and the City's desire to maximize the area and value of future OVHL development lands.

Key Recommendations Include:

- Create Gathering Spaces along the top of the Thames Valley Corridor within a new Urban Park Setting;
- Establish Park Amenities for District Park;
- Provide Opportunities for Views to the Thames River and Other Important Site Features;
- Improve Pedestrian Circulation and Linkages to Adjacent City Parks and the Thames Valley Parkway;
- Provide a New Local Shared Pedestrian Driveway along the top of the TVC;
- Integrate the Ecological Recommendations identified in the Environmental Impact Study.

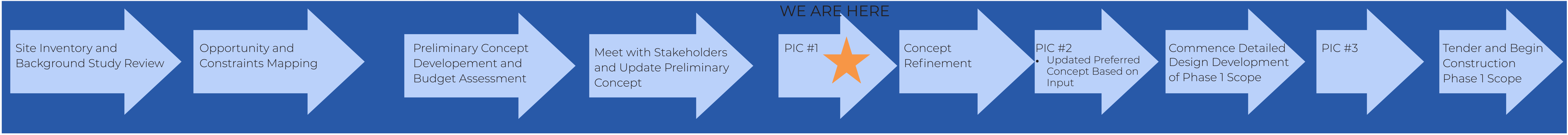
Purpose of Tonight's Open House

The purpose of tonight's Open House is to generate feedback on the proposed draft concept in order to help refine the design.



Existing Site Context

Study Process



May to July 2018

August to October 2018

November 2018

Winter 2019

Winter 2019

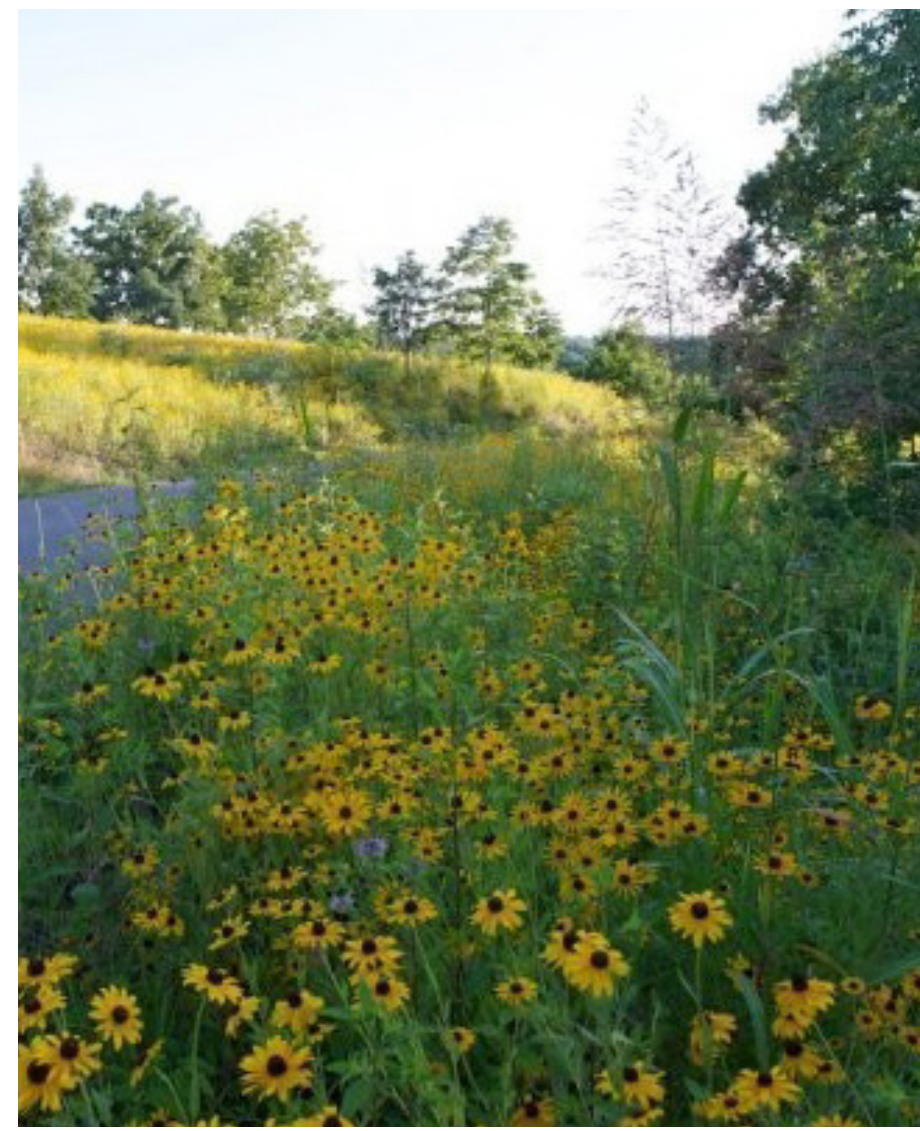
Fall 2020

Tentatively Early Spring 2020 (TBD)



PLANTING PALETTE

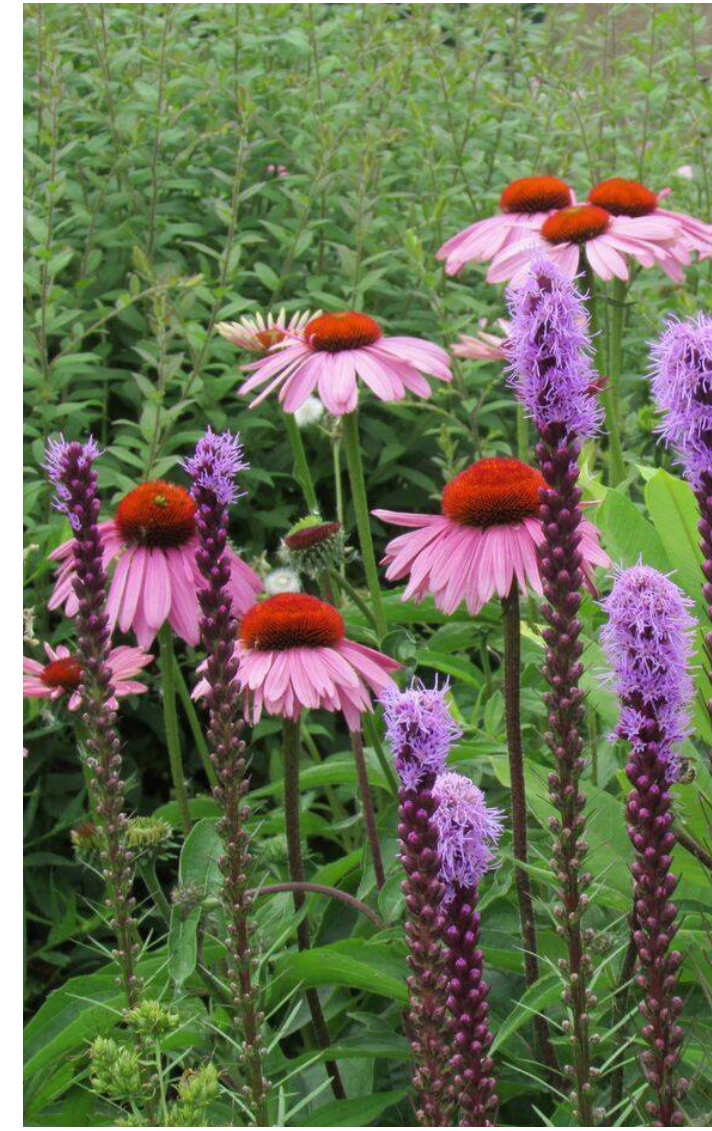
MEADOW AND BIOSWALE PLANTING



NATIVE PERENNIALS AND GRASSES



RAIN GARDEN PLANTING



NATIVE PERENNIALS & POLLINATORS



URBAN PROMENADE AND URBAN PLAZA PLANTING



STREET TREES - COMMON HACKBERRY



SUGAR MAPLE



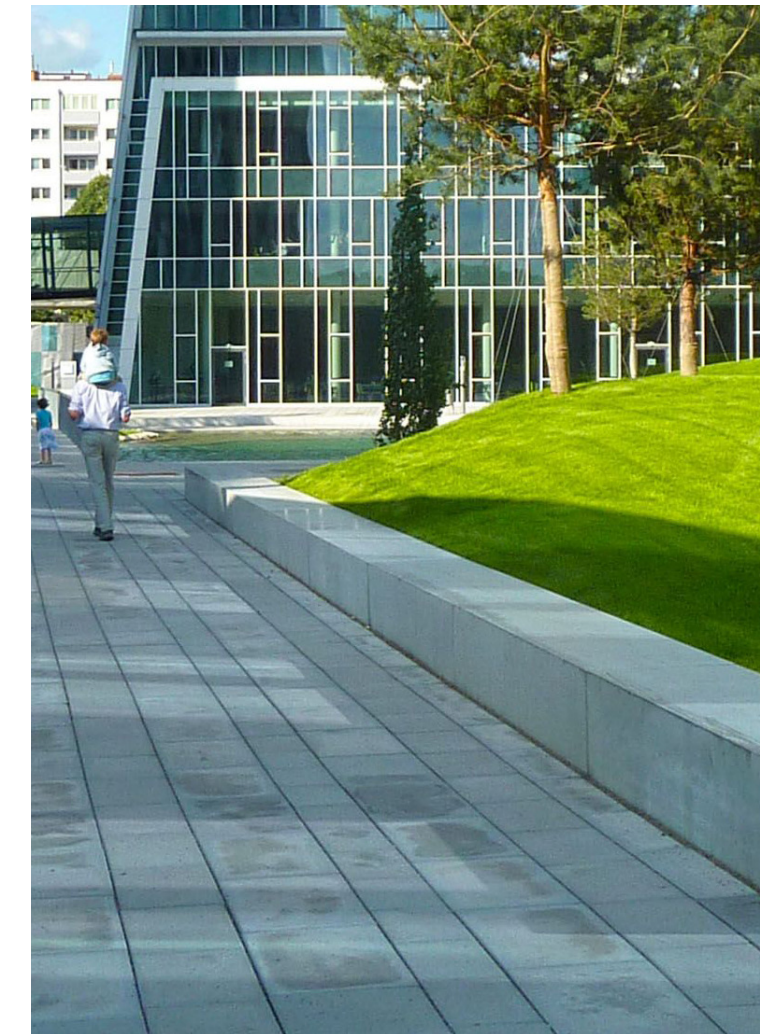
WHITE OAK

SITE FEATURES

DECORATIVE SEATWALLS AND PLANTER WALLS

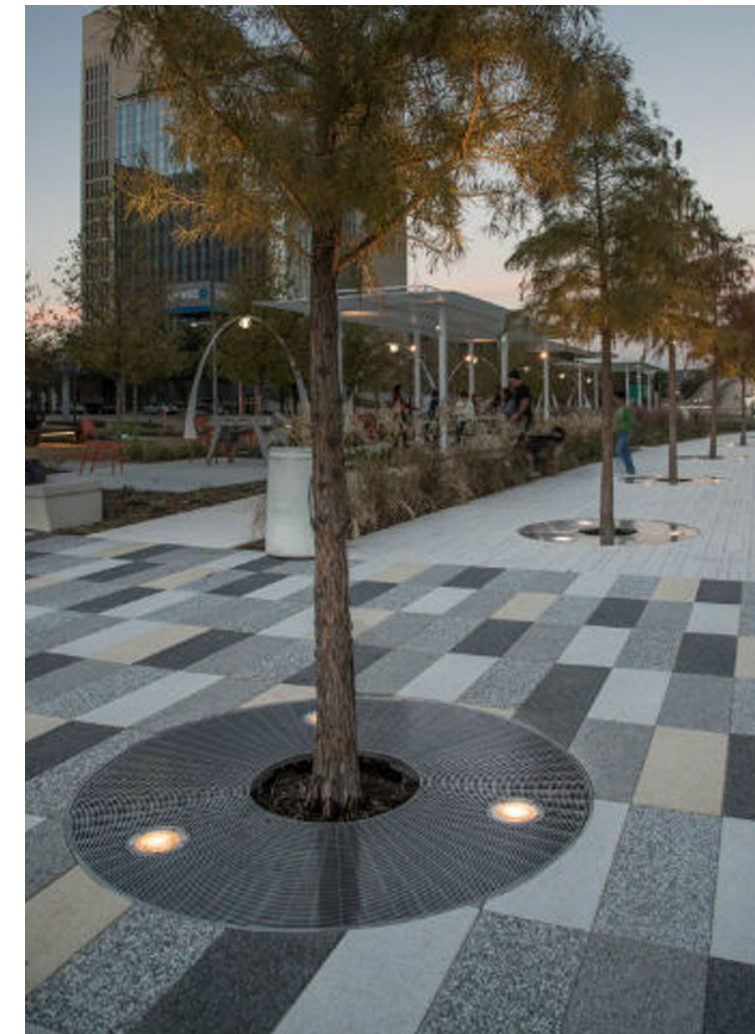


LOW-PROFILE DECORATIVE WALLS



LOW-PROFILE RAIN GARDEN PLANTERS

STREETScape



TREE GRATES



HABITAT CREATION



BAT / BIRD BOXES



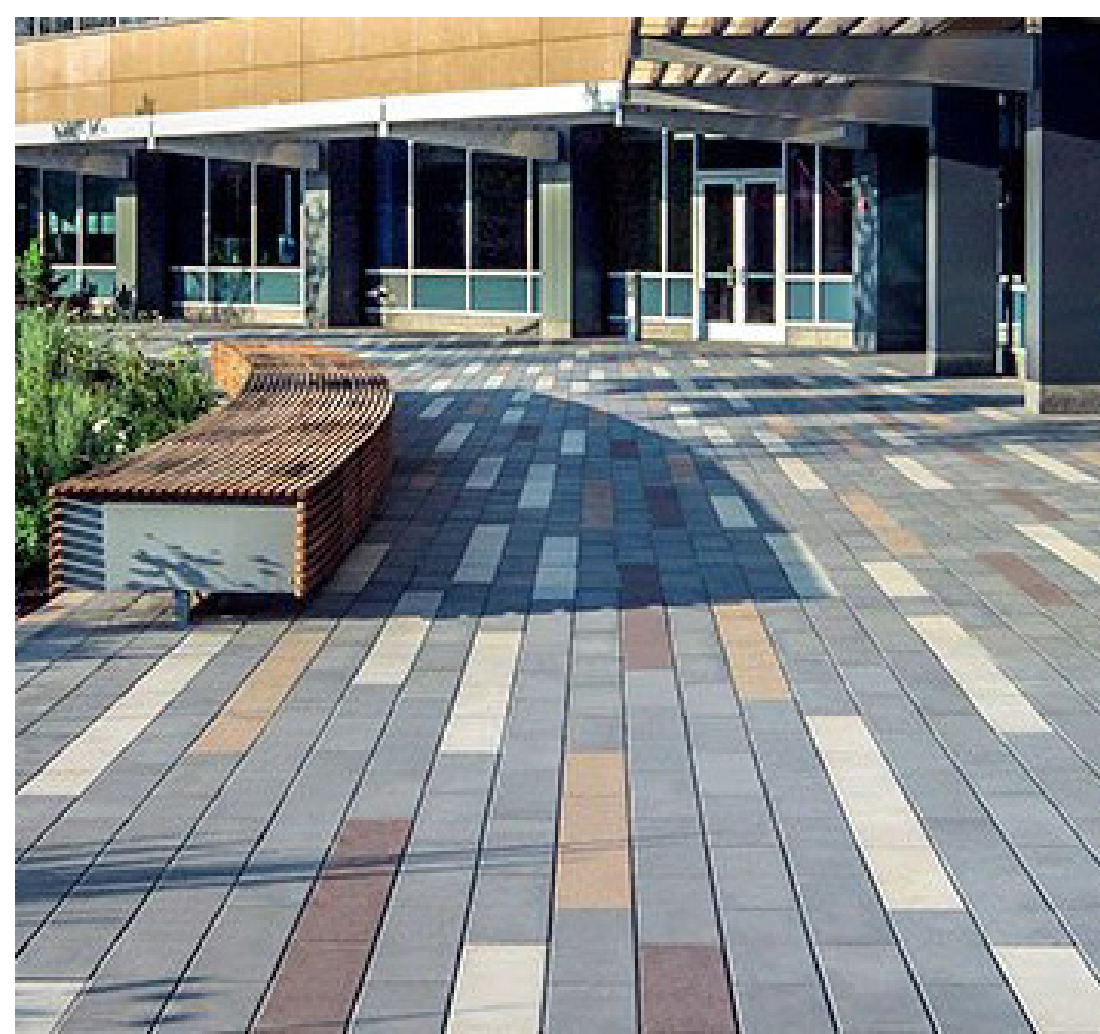
PAVING MATERIALS

THAMES VALLEY PARKWAY



ASPHALT PATH

URBAN PROMENADE AND SHARED DRIVEWAY OPTIONS



UNIT PAVING WITH ACCENT COLOURS/SHADES IN SPECIAL ZONES



DECORATIVE CONCRETE - EXPOSED AGGREGATE FOR ACCENTS AND PATTERNING IN SPECIAL ZONES





THAMES VALLEY CORRIDOR SoHo Neighbourhood



JANUARY 16, 2018
Cycling Advisory Committee Meeting



INTRODUCTION Purpose

Generate a Long-term Concept Plan and Short-term detailed design (associated with Phase 1 implementation) for the Thames Valley Corridor (TVC) on the north side of the Thames River between Wellington Street and Maitland Street, within the Old Victoria Hospital Lands (OVHL).



INTRODUCTION Purpose

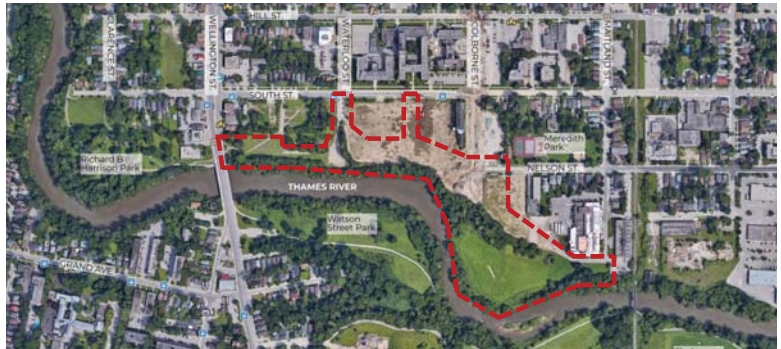
The concept plan and subsequent detailed design developed from this study will:

- Create Gathering Spaces along the top of the Thames Valley Corridor within a new Urban Park Setting;
- Establish Park Amenities for District Park;
- Provide Opportunities for Views to the Thames River and Other Important Site Features;
- Improve Pedestrian Circulation and Linkages to Adjacent City Parks and the Thames Valley Parkway;
- Provide a New Local Shared Pedestrian Driveway along the top of the TVC;
- Integrate the Ecological Recommendations identified in the Environmental Impact Study.



INTRODUCTION Site Context

The site is generally bound by Wellington Street to the west, South Street to the north, Maitland and Colborne Street to the east and the South Branch of the Thames River to the South.

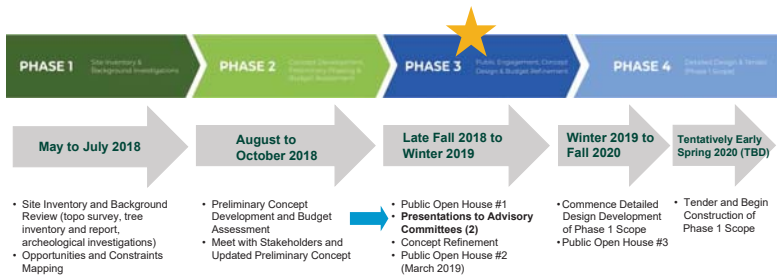


INTRODUCTION Project Background

- This project is a key component of the redevelopment of the Old Victoria Hospital Lands (OVHL).
- Offers a strategic opportunity to respond proactively to the London Plan by providing significant public open space within the Thames River Valley system.
- Opportunity to showcase Environmental Stewardship, Contextual Sensitivity, Habitat Restoration and Woodland Restoration and Management, New Park Opportunities and Historic Commemoration.



INTRODUCTION Study Outline



- Site Inventory and Background Review (topo survey, tree inventory and report, archeological investigations)
- Opportunities and Constraints Mapping
- Preliminary Concept Development and Budget Assessment
- Meet with Stakeholders and Updated Preliminary Concept
- Public Open House #1
- Presentations to Advisory Committees (2)
- Concept Refinement
- Public Open House #2 (March 2019)
- Commence Detailed Design Development of Phase 1 Scope
- Public Open House #3
- Tender and Begin Construction of Phase 1 Scope



INTRODUCTION

Key Project Goals / Objectives

The concept plan and subsequent detailed design developed from this study will:

- ✓ Support the goals and objectives of the SoHo Community Improvement Plan;
- ✓ Be consistent with London Official Plan policies detailed in the Old Victoria Hospital Lands (OVHL) Secondary Plan;
- ✓ Will take into consideration the 'Ribbon of the Thames' vision, and;
- ✓ Maximize the area and value of future OVHL development lands.



INTRODUCTION

Key Project Goals / Objectives

The concept plan will:

- ✓ Apply AODA standards and Crime Prevention Through Environmental Design (CPTED) principles;
- ✓ Use best practices for ALL circulation (vehicular, pedestrian/cycling);
- ✓ Incorporate and enhance existing natural features;
- ✓ Establish connections of spaces within the park and to the surrounding community.



CYCLING CONTEXT

Wellington Road is identified as a Rapid Transit Corridor.

The concept plan will support the recommendations identified in the City of London Cycling Master Plan (2016).



CYCLING CONTEXT

Nelson Street is a signed east-west bicycle route



CYCLING CONTEXT

Colborne Street has bicycle lanes



CYCLING CONTEXT

TVP continues to the west with connections to Harris Park





BACKGROUND STUDIES

Background Studies which will influence the Design Process:

- Geotechnical Reports which established the long term stable slope and erosion access allowance;
- Record of Site Condition which identifies past uses and contamination surveys;
- Environmental Impact Study which provided recommendations for woodland buffers and other relevant setback limits
- Archeological – Stage 1



BACKGROUND STUDIES Opportunities & Constraints Mapping



- The draft concept plan is informed by the work that was done in Stage 1.
- It illustrates the overall strategy for the six unique design elements to be incorporated and how they are linked and mutually supported.
- It conceptually illustrates the long-term and short term implementation strategy based on current approved budgets.



Preferred Long-Term Concept

- 1. Thames Valley Parkway**
 - 3.0m wide multi-use pathway
- 2. Urban Park Corridor**
 - Formal pedestrian gathering space with attractive amenities
- 3. Woodland Enhancements**
 - Enhancements to the existing woodland and floodplain per the EIS
- 4. Shared Pedestrian/Vehicular Drive**
 - 9.0m wide shared corridor between Waterloo St. and Colborne Street, which is a flexible space
- 5. Mid-block Connection**
 - 12m Wide Right of Way (two-way) public municipal road with access to the Phase 1 development
- 6. District Park**
 - Low key connection to the Thames River suitable for paddling launch
 - Support a natural playground with walking trails, meadow planting and open space for picnicking



Preferred Long-Term Concept



Preferred Long-Term Concept



A Urban Promenade Activity Nodes



Urban Promenade Gathering Areas



C Urban Promenade - Adjacent to TVP



Urban Promenade & Shared Driveway



D Central Urban Plaza



Central Urban Plaza



E Mid-Block Connection



Mid-Block Connection



Preferred Long-Term Concept



District Park

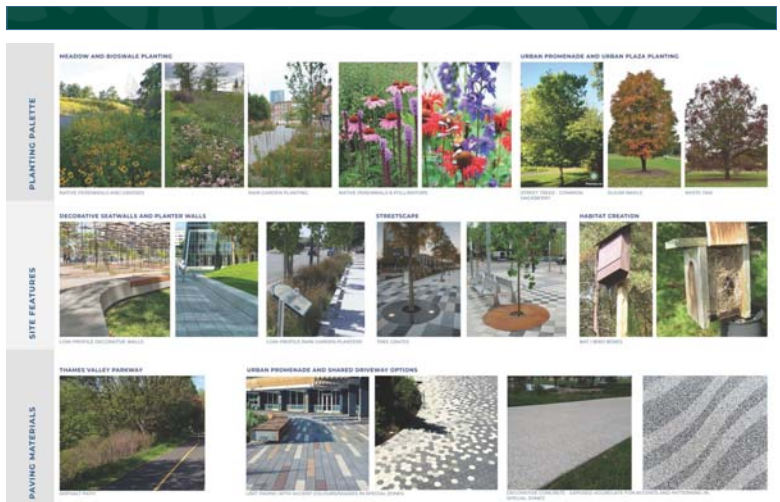
- 3.0m wide multi-use asphalt pathway
- Fully accessible, integrated walkway and cycling system with gathering areas along the Thames Valley Corridor
- Incorporate a hierarchy of trail and directional signage
- Provide primary and secondary walkways with internal linkages
- Provide storage for bicycles (bike racks)
- Incorporate lighting along the Thames Valley Parkway and throughout the corridor
- Incorporate CPTED principles and AODA standards



Active Transportation Design Features



Materials Palette



Materials Palette



PUBLIC ENGAGEMENT Summary to Date



PUBLIC ENGAGEMENT What We Heard

- ✓ Environmental and Naturalization Opportunities are Very Important (ie. rain gardens, naturalized areas, habitat creation, pollinator habitats, LID's).
- ✓ Opportunities for Various Gardens (incorporating flora, fruit trees, community gardens).



PUBLIC ENGAGEMENT What We Heard

- ✓ Preference for Passive Recreation over Active Recreation with Amenity Space (open space, areas for picnicking, gathering/events, cycling/walking, canoe or paddle launch, playground)
- ✓ Celebrate the Cultural and Heritage Uniqueness of the Site (interpretive signage/storyboards, public art, etc.).





Update on Bike Share Activities and Development of a Business Case



Jay Stanford
Director, Environment, Fleet & Solid Waste

Allison Miller
TDM Coordinator

January 16, 2019



What is Bike Share?

- A transportation service where shared bicycles are available at a cost for short trips.
- Allows people to borrow a bike from one location and return it to another location.
- System is meant for one-way trips.
- Can be “pay-as-you-go” one-time users or regular users with discounted membership fees.
- Targets residents, students and visitors.



Past Interest in Bike Share in London

- At least 3 different concepts have been discussed in London in the last 7 years
- Minimal research undertaken to support concepts
- More discussion occurred with growth in systems across North America
- In summary . . . growing interest in London



Why is City Undertaking Study?

Answers are needed to develop a Business Case . . . completed projects with community engagement have listed the potential for bike share:

- 2013 Smart Moves Transportation Master Plan
- 2015 Our Move Forward: London’s Downtown Plan
- 2016 Cycling Master Plan
- The London Plan
- 2017 Downtown Parking Strategy



What is Bike Share?

Used for trips:

- to/from work
- work-related
- to/from school
- errands
- recreation



System Types

Docked

- use of “docks”: special bike racks for holding the bike
- release bike by payment through a payment kiosk or smartphone app
- user must return bike to a dock, locking it in place

Dockless

- bikes are locked anywhere (no designated docks)
- bikes are located and unlocked using a smartphone app

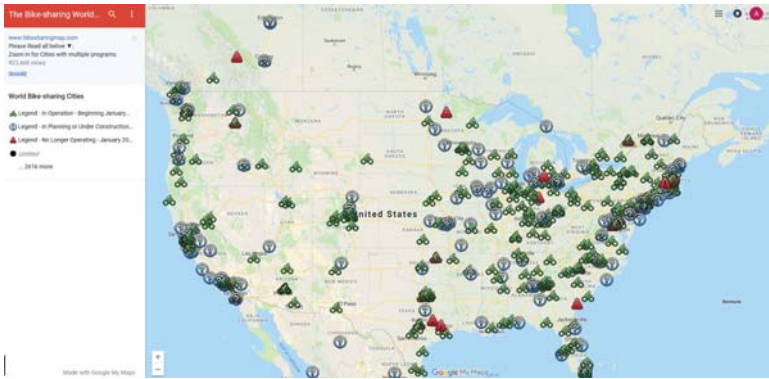
Hybrid (havens)

- use a combination of docks and designated areas for bike parking
- bikes have built-in locks



Bike Share Systems

As of January 2019: 18 in Canada, over 80 in the US and over 2,000 around the world



Business Case: Scope

- Completing a business case to help decision-makers determine if bike share makes sense for London.
- Project scope includes four main areas:
 - Review existing bike share systems in operation in North America
 - Conduct a market analysis of existing cycling use and potential uptake in London
 - Seek input from the public
 - Provide a high level summary implementation plan
- Depending on decision, develop an RFP
- Scope does not include electric kick scooters



Business Case: Process

Working with Consultant Team

City staff + IBI Group + FourSquare ITP

- Active Transportation planning expertise
- Bike share planning expertise
- Bike share user experience



Business Case: Understanding Systems

- Visits to systems throughout North America
- Project site visits with Toronto Bikeshare Service and SoBi in Hamilton
- Informal meetings and research with suppliers



Business Case: Peer Review Examples



Business Case: Draft Guiding Principles

1: Financial Sustainability	Create a system that is financially sustainable, transparently operated, and accountable.
2: Mobility and Access	Increase the ability of Londoners to access their daily needs via the current and ever-growing cycling network.
3: Environment and Health	Address the effects of personal transportation on climate change by providing a new option for getting around London.
4: Community Building	Leverage the bike share system and accompanying cycling usage as a tool to promote livability, and attract or retain residents, businesses and visitors.



Business Case: Understanding London

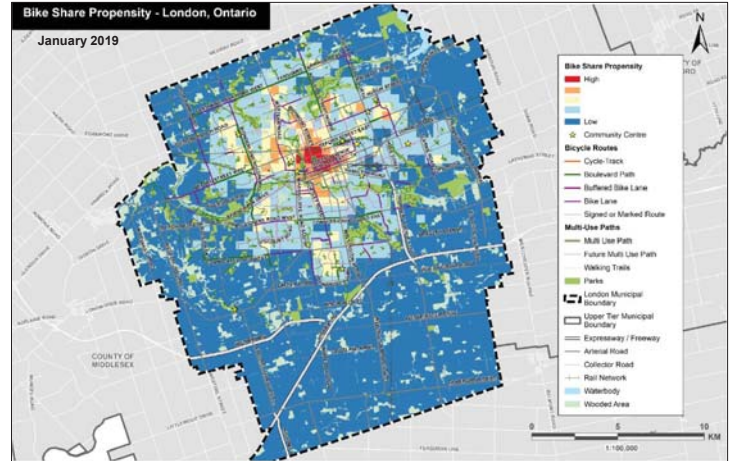
Existing Conditions Mapping:

- Population age
- Population density
- Existing cycling infrastructure
- Existing and future transit routes and stops
- Car share locations
- Key destinations
- Main streets

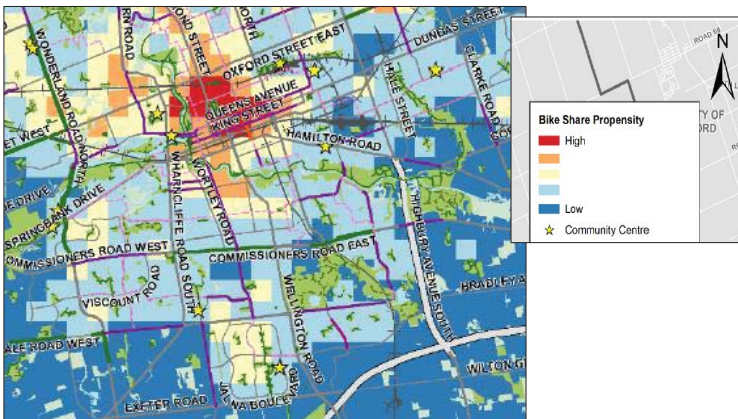
Propensity Analysis: areas most likely to use bike share



What We've Learned (so far)



What We've Learned (so far)



Community Engagement



Community Engagement

Requesting Preliminary Feedback

- **General** - Have you used a bike share before? Where? Your experience?
- **London** - How often would you use it? When would you use it? Where would you use it?
- **Thoughts** - on Guiding Principles



Next Steps

- Complete background and market research
- Prepare Business Case
- Further engagement
- Present Business Case to Committee/Council - Spring 2019



East-West Bikeway Evaluation



Cycling Advisory Committee – January 16, 2019



Meeting Objectives

- Identify the preferred alternative for the east-west bikeway evaluation
- Identify the top three ranked corridors
- Next steps for east-west bikeway

2



Background

- Six corridors alternatives were evaluated as part of the East-West Bikeway Evaluation:
 - Dufferin Avenue
 - York Street
 - King Street and Queens Avenue couplet
 - Dundas Street – two-way unidirectional
 - Dundas Street OEV Hybrid
 - Dundas Street – two-way bidirectional

3



Dufferin



York



King & Queens Couplet



4



Dundas (two-way unidirectional and bidirectional)



Dundas & Queens Hybrid OEV Couplet



5



Study Evaluation Criteria

- These criteria were developed using best practices from Ontario Traffic Manual (OTM) Book 18: Cycling Facilities and with input from key stakeholders

	Conflict Mitigation		Transit Operations		Streetscape & Public Realm
	Constructability		Traffic Operations		Social Health & Equity
	On-Street Parking		Cost		Retail Economic Impact
	Connectivity & Directness		Destination Access		

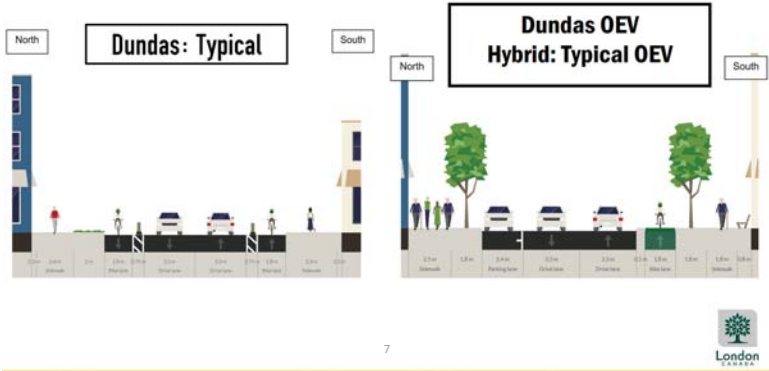
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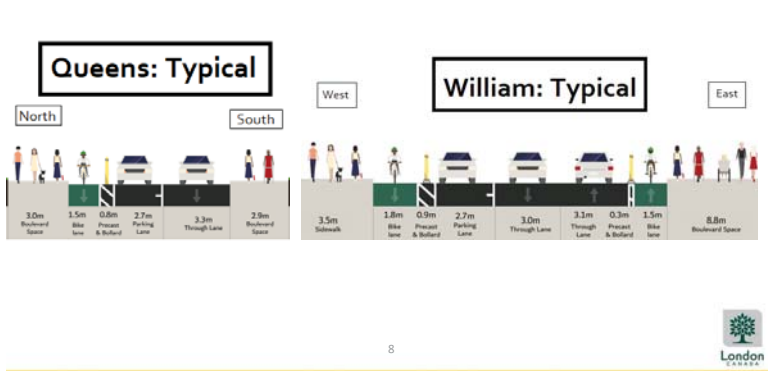
Dundas Street Alternatives

- Preferred Alternative – Dundas OEV Hybrid



Dundas Street Alternatives

- Preferred Alternative – Dundas OEV Hybrid



Enhancing the Pedestrian and Public Realm



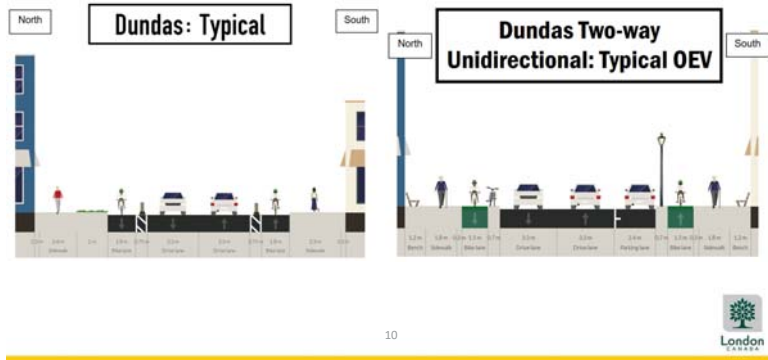
New street features enhance the public realm and vitality of the OEV.

- Landscaping zones to beautify the street
- Patio space for local businesses
- Mid-block crossings for easier pedestrian movement
- Separated bikeway for eastbound cyclists



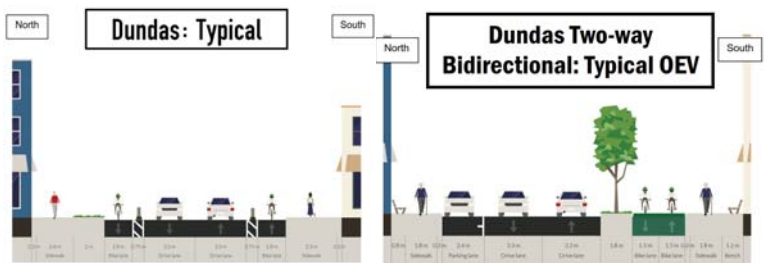
Dundas Street Alternatives

- 2nd ranked alternative – two way unidirectional



Dundas Street Alternatives

- 3rd ranked alternative – two way bidirectional



Proposed Separation Techniques





Dundas & Colborne Protected Intersection



13

Next Steps

- Report to Council
- Begin design phase for east-west bikeway
- Construction quickly follows
- Continue to work with CAC throughout the design phase



- 1 rating – least preferred
- 4 rating – most preferred

Evaluation of Top 3 Ranked Alternatives

	1 Rating	2 Rating	3 Rating	4 Rating
1st Dundas OEV		<ul style="list-style-type: none"> • Conflict Mitigation • Parking • Traffic Operations 	<ul style="list-style-type: none"> • Constructability • Transit Operations • Connectivity & Directness • Destination Access • Cost • Social Health & Equity 	<ul style="list-style-type: none"> • Streetscape & Pedestrian Realm • Retail Economic Impact
2nd Dundas two-way uni		<ul style="list-style-type: none"> • Conflict Mitigation • Parking • Traffic Operations • Streetscape & Public Realm • Retail Economic Impact 	<ul style="list-style-type: none"> • Constructability • Transit Operations • Cost 	<ul style="list-style-type: none"> • Connectivity & Directness • Destination Access • Social Health & Equity
3rd Dundas two-way bi	<ul style="list-style-type: none"> • Conflict Mitigation • Traffic Operations 	<ul style="list-style-type: none"> • Constructability • Parking • Transit Operations • Streetscape & Pedestrian Realm • Cost • Retail Economic Impact 		<ul style="list-style-type: none"> • Connectivity & Directness • Destination Access • Social Health & Equity



Questions?



16

Cycling Advisory Committee

Report

1st Meeting of the Cycling Advisory Committee
December 19, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, D. Foster, R. Henderson, J. Jordan, W. Pol, R. Sirois, D. Szoller, M. Zunti; and P. Shack (Secretary)

ALSO PRESENT: S. Harding, P. Kavcic, L. Maitland, A. Miller and S. Wilson

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 Wilton Grove Road Reconstruction Commerce Road to Westchester Bourne

That the following action be taken with respect to Wilton Grove Road Reconstruction-Commerce Road to Westchester Bourne:

a left turn lane BE CREATED on Wilton Grove Road to Old Victoria Road, heading south;

it being noted that the attached presentation from H. Houtari, Parsons Canada, with respect to the Wilton Grove Road Reconstruction Commerce Road to Westchester Bourne, was received.

3. Consent

3.1 11th Report of the Cycling Advisory Committee

That it BE NOTED that the 11th Report of the Cycling Advisory Committee, from its meeting held on November 20, 2018, was received.

4. Sub-Committees and Working Groups

That it BE NOTED that the Cycling Advisory Committee heard a verbal update from A. Miller, with respect to the inventory of public accessible bike parking racks in the downtown area.

5. Items for Discussion

5.1 ReThink Zoning Draft Terms of Reference

That it BE NOTED that the Cycling Advisory Committee held a general discussion with respect to the ReThink Zoning Draft Terms of Reference.

6. Deferred Matters/Additional Business

6.1 (ADDED) Lifestyle Home Show - A. Miller

That it BE NOTED that the Cycling Advisory Committee (CAC) held a general discussion and heard a verbal presentation from A. Miller, Coordinator, Transportation Demand Management, with respect to the CAC's participation at the Lifestyle Home Show.

6.2 (ADDED) Cycling Wrap Up Survey - D. Szoller

That it BE NOTED that Cycling Advisory Committee 2018 Wrap Up Survey Questions document, as appended to the agenda, was received.

6.3 (ADDED) Transportation Advisory Committee Representative

That it BE NOTED that D. Foster is the representative of the Transportation Advisory Committee on the Cycling Advisory Committee.

7. Adjournment

The meeting adjourned at 6:05 pm.

**West London Dyke Erosion Control
Municipal Class Environmental Assessment – Notice of Study Completion**

The Upper Thames River Conservation Authority has completed a Municipal Class Environmental Assessment (Class EA) to evaluate solutions for addressing erosion and scour conditions in two areas along the West London Dyke: the Ann Street Site, and the Harris Park Site. The study has been undertaken in accordance with the Municipal Engineers Association Municipal Class EA process for Schedule B projects (2000, as amended in 2007, 2011, and 2015).

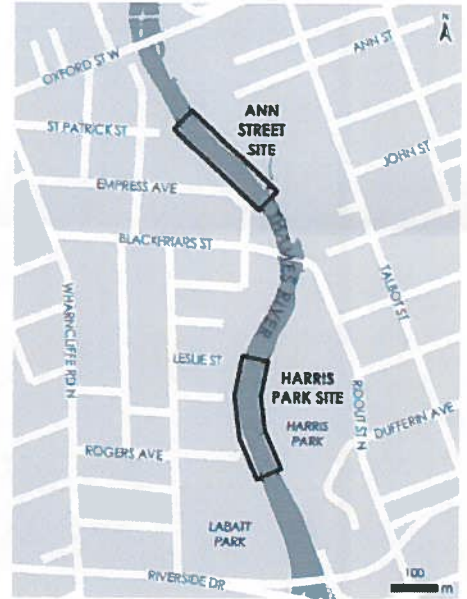
Study Overview: The Ann Street weir at the Ann Street Site and the rock vanes at the Harris Park Site currently direct the flow of the Thames River in a manner that could compromise the foundation of the West London Dyke. Recommendations at the Ann Street Site include partial removal of the weir and the addition of boulder toe protection along the west bank. Recommendations at the Harris Park Site include modification to the downstream rock vane and the addition of boulder toe protection along the west bank. Shoreline modifications along the east bank should also be considered in conjunction with other Thames River initiatives to protect against future erosion.

Consultation: The Notice of Commencement was distributed in December 2017, and a Public Information Centre (PIC) was held in February 2018 to provide information on the study and solicit input from the public, agencies, and Indigenous communities.

30-Day Public Review: A Project File documenting the decision-making process, and environmental mitigation measures has been compiled and by this notice will be placed on public record for the statutory 30-day public review period from December 6th, 2018 to January 18th, 2019. The Project File will be available at the following locations:

UTRCA Watershed Conservation Centre
1424 Clarke Road,
London, Ontario N5V 5B9
Monday-Friday: 8:30am-4:30pm
Online: <http://thamesriver.on.ca/water-management/london-dyke-system/>

City of London City Hall
300 Dufferin Avenue
London, ON N6B 1Z2
Monday-Friday: 8:30am-4:30pm



Written comments may be provided to the project team by January 18th, 2019:

Cameron Gorrie, P.Eng.
Project Manager, Stantec Consulting Ltd.
(519) 675-6650
cameron.gorrie@stantec.com

Stephanie Bergman, MA, ENV SP
Planner, Stantec Consulting Ltd.
(519) 675-6614
stephanie.bergman@stantec.com

Part II Order Appeal: In the event concerns regarding this project cannot be resolved through discussions with the project team, a person may request the Minister of the Environment, Conservation and Parks make an order for the project to comply with Part II of the Environmental Assessment Act (known as a Part II Order), which elevates the status of the project to a higher level of assessment by undertaking an Individual Environmental Assessment. Requests must be received by the Minister at the addresses below during the public review period. Part II Order requests must be made in writing using the "Part II Order" request form (form 012-2206E) that can be found here: <http://www.forms.ssb.gov.on.ca/> or by contacting a member of the project team. Completed forms must be sent to the following, with a copy to the project team. If there are no outstanding Part II Order requests by January 18th, 2019, the UTRCA may proceed to design and implementation.

Minister, Ministry of the Environment,
Conservation and Parks
Ferguson Block, 77 Wellesley St. W. 11th
Floor
Toronto, ON M7A 1P5
Minister.MECP@ontario.ca

Director, Environmental Assessment and Permissions
Branch,
Ministry of the Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto, ON M4V 1P5
enviopermissions@ontario.ca

All correspondence received with respect to this study will be kept on file for use during the decision making process, and will become part of the public record. Under the Municipal Freedom of Information and Protection of Privacy Act, and the Environmental Assessment Act, unless otherwise stated in the submission, personal information such as name, address, telephone number, and property location included in a submission may become part of the public record, and will be released, if requested, to any person.



NOTICE OF PLANNING APPLICATION

Official Plan Amendment

Victoria Park Secondary Plan



File: O-8978

Applicant: The Corporation of the City of London

What is Proposed?

Official Plan amendment to allow:

- A Secondary Plan to be added to the 1989 Official Plan and The London Plan to guide any future Zoning By-law Amendment applications for the lands surrounding Victoria Park
- The Secondary Plan will consider such matters as building heights, setbacks, land use, public realm connections, and any other matters that arise through the study process



LEARN MORE & PROVIDE INPUT

Please provide any comments by **February 7, 2018**

Michelle Knieriem

mknieriem@london.ca

519-661-CITY (2489) ext. 4549

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

File: O-8978

london.ca/planapps

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

Councillor Arielle Kayabaga

akayabaga@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: January 9, 2019

Application Details

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

Requested Amendment to the Current Official Plan

To add a Secondary Plan to Chapter 20 of the 1989 Official Plan to apply to the properties surrounding Victoria Park to provide specific policies to guide any future development of these properties. Policies will be developed to address such matters as building heights, setbacks, land use, public realm connections, and any other matters that arise through the learnings of the study process.

Requested Amendment to The London Plan (New Official Plan)

To add a Secondary Plan to The London Plan to apply to the properties surrounding Victoria Park to provide specific policies to guide any future development of these properties. Policies will be developed to address such matters as building heights, setbacks, land use, public realm connections, and any other matters that arise through the learnings of the study process.

Planning Policies

These lands are currently designated in the 1989 Official Plan as Downtown Area, Office Area, Multi-Family, Medium Density Residential, Low Density Residential, and Community Facility in the Official Plan, which permit a variety of residential, office, retail, service, recreational, entertainment, institutional and cultural facilities as the main uses.

The subject lands are in the Downtown, Neighbourhood, and Rapid Transit Corridor Place Types in *The London Plan*, permitting a range of residential, retail, service, office, cultural, recreational, hospitality, entertainment, and institutional uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation 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 City Planning 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 City Planning 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 Community Information Meeting

On Thursday January 24, 2019 City of London Staff will be hosting a community information meeting to present their proposal and obtain input from interested members of the public. Details of the meeting are enclosed with this package. This meeting is being held on a date in advance of the future Public Participation Meeting described below. The Community Information Meeting is not the public meeting required by the Planning Act and attendance at this meeting does not create a right to appeal the decision of Council to the Local Planning Appeal Tribunal.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan 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 official plan 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 proposed official plan amendment is adopted, 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 proposed official plan amendment is adopted, 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 add the person or public body as a party.

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.

Wednesday, December 12, 2018

Concerning: the bicycle lane over Blackfriars Bridge

Good day members of the Cycling Advisory Committee:

1. I hope that your members will look at the physical situation of the reopened Blackfriars Bridge - the bike lane in particular - and make comment to your overseeing standing committee. I figure you will think as I do that the bike lane is not a great design.
2. Also, if your committee commented (to PEC?) on the design plan several years ago I would appreciate a link to that comment. (and hope that won't be a pain to locate)

When the decision was made to refurbish Blackfriars Bridge due both to its historic and design importance, I hoped it would be a pedestrian/bike only crossing, with enhanced park/river amenities each side. The "compromise" decision was made to have it open to vehicle traffic travelling west to east only, with pedestrian and bike traffic also.

After reading in the December 12/18 LFPress that a car had been spotted going the wrong way, I walked over to look at the bridge (something I'd been putting off). <https://lfpres.com/opinion/letters/letters-to-the-editor-dec-12>

I believe that Blackfriars Bridge is not needed for cars. Drivers had two years of closure to figure out other routes. It's now open for vehicles, supposedly only going west to east, and with a height-limiting steel beam. (Think Talbot underpass near Oxford!)

As designed, right now cars coming from either direction can easily cross the bridge. **The (two-way?) bicycle lane is level with the car lane; surely this is unsafe!** There's actually less green space on the east side than before due to a turn-around lane.

I thought I'd prepared myself to view a bad compromise. It was way worse than I expected, however.

I hope you will consider having some of your members look at the situation and comment.

Sincerely and with best personal regards,

Maureen Temme

66 Palmer Street, London, N6H 1P7 ph. 519-439-8306 mtemme@execulink.com



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

London
CANADA

January 08, 2019

To: Homeowner and/or Tenant

**Re: GREG CURNOE TUNNEL REPAIRS (6-PT-02)
HORTON STREET TO EVERGREEN AVENUE UNDER CN RAIL
Tender No.: RFT-18-122**

Dear Resident/Owner:

The City of London will be undertaking repairs and upgrades to the Greg Curnoe Tunnel which connects Horton St/Greenway Park to Evergreen Ave, underneath the CN Rail Line west of Wharncliffe Road. Additional streetlighting upgrades will also be completed between the north end of the tunnel and the intersection of Evergreen Avenue and Riverview Avenue, (see attached map). The work will be broken into two phases. **Phase 1** will occur from January 14th to February 22nd, 2019 and **Phase 2** will occur from April 15th to 26th, 2019.

Phase 1 of the work will be focused within the pedestrian tunnel. The scope of work includes concrete patch repairs and replacement of tunnel light fixtures. During **Phase 1** of construction, the pedestrian tunnel between Horton Street and Evergreen Avenue **WILL BE CLOSED** to the public. The work in the tunnel has been scheduled for the winter season to reduce the impact on the users as compared to a summer closure. During this closure pedestrians will be asked to take the sidewalks from Wharncliffe Road S to Horton Street West as an alternate detour route around the tunnel. For cyclists, traffic control signage will be in place for both westbound and eastbound detour routing. The cyclist detour routes extend between Riverview Avenue, Wharncliffe Road South and Horton Street West.

Phase 2 will include the installation of new light pole fixtures along the existing and new section of a park pathway, extending from the north tunnel entrance to the west end of Evergreen Avenue. During **Phase 2** the pathway and tunnel will be open to the public, however traffic control will be in place to delineate the work zone adjacent to the multi-use pathway north of the tunnel.

The City of London has awarded this work to Weathertech Restoration Services Inc. (the Contractor), with AECOM Canada Ltd. (the consultant) being retained as the City's Contract Administrator for this project.

The Corporation of the City of London
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Access to personal driveways and all cross streets will be maintained at all times during construction. If you are experiencing difficulty with the specific traffic control arrangement please do not hesitate to contact our site representative Ryan Hunt (519-566-2331), or one of the two people listed below.

People and Contacts: If you have any questions, concerns, or want clarification about this information, the following people are assigned to this specific project. As a reminder, AECOM will be acting as the Construction Administration for this project. Your primary contacts are:

City's Project Manager
Trevor Hitchon, C.Tech.
Transportation Planning and Design
519 661-CITY (2489) Ext. 5925
thitchon@london.ca

or

AECOM's Project Engineer
Gavan McDonald, P. Eng.
AECOM Canada Ltd.
519-963-5892
gavan.mcdonald@aecom.com

Every effort will be made to minimize the inconvenience to you, your neighbours and the general public. Please contact the consultant's Project Engineer or on-site inspector (Ryan Hunt), The City's Project Manager or the under-signed if you experience construction related problems, and thank you in advance for your patience.

Sincerely,



Jane Fullick, C.E.T.
Senior Technologist
Transportation Planning & Design Division

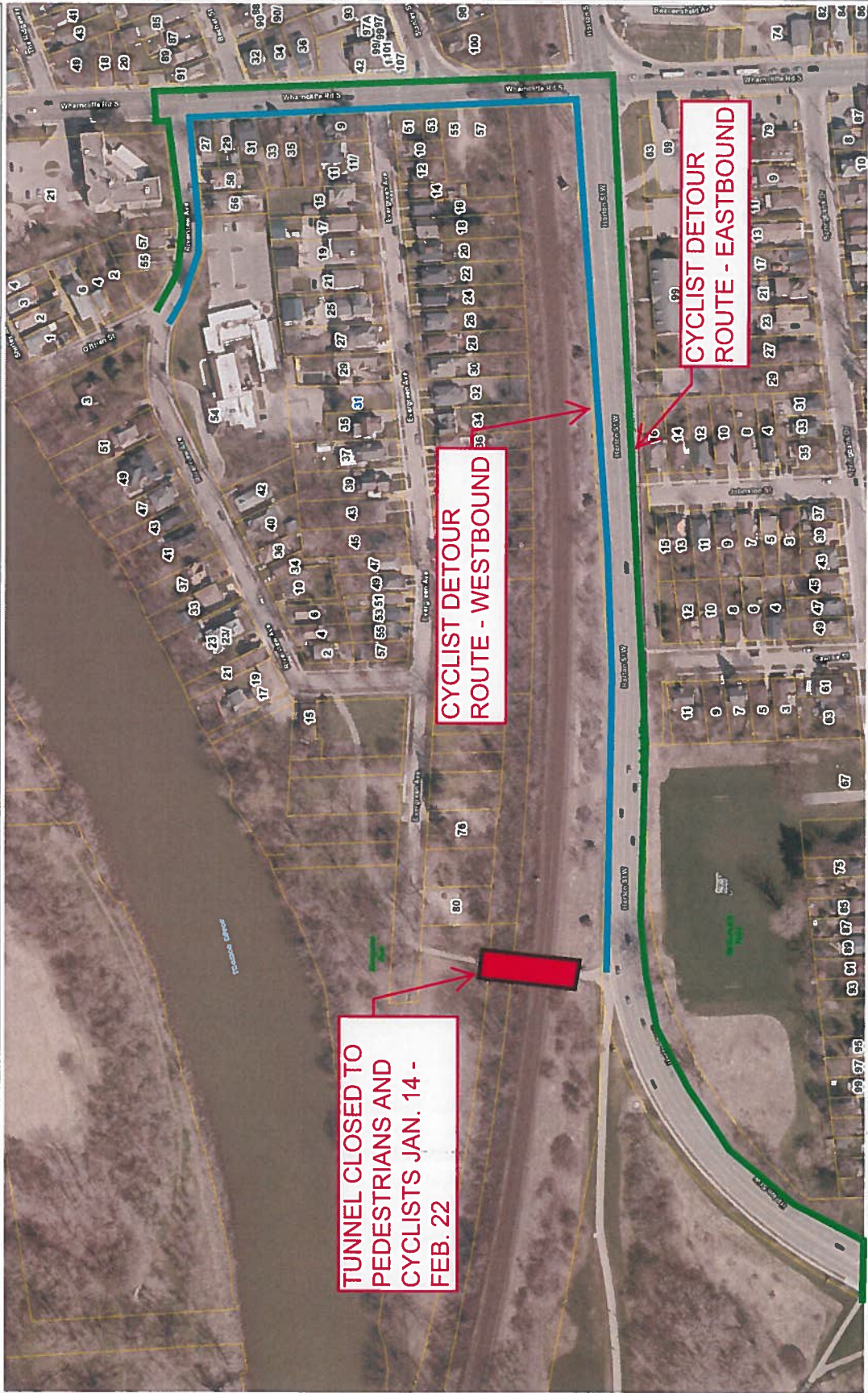
Attachment – location map

c: Councilor Stephen Turner
Councilor Arielle Kayabaga
K. Grabowski/T. Hitchon - Transportation Planning & Design
J. Bruin/L. McNiven - Parks Planning
P. Shack - CAC
G. McDonald/R. Hunt, AECOM



City of London Map

Notes



0 0.05 0.1 Kilometers

NAD_1983_UTM_Zone_17N
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

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