Transportation Advisory Committee

Report

The 11th Meeting of the Transportation Advisory Committee
November 26, 2019
Committee Room #4

Attendance

PRESENT: D. Foster (Chair), A. Abiola, G. Bikas, D. Doroshenko, B. Gibson, T. Kerr, T. Khan, P. Moore and M. Rice and J. Bunn (Committee Secretary)

ABSENT: M.D. Ross and S. Wraight

ALSO PRESENT: G. Dales, M. Elmadhoon, K. Grabowski, Sgt. S. Harding, T. Hitchon, P. Kavcic, J. Kostyniuk, T. Macbeth, T. MacDaniel, D. MacRae, M. Metcalfe, A. Miller and A. Sones

The meeting was called to order at 12:15 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

G. Bikas discloses a pecuniary interest in Item 3.5 of the 11th Report of the Transportation Advisory Committee, having to do with the Wenige Expressway Bridge and Highbury Avenue Rehabilitations, by indicating that his employer owns property adjacent to the project.

2. Scheduled Items

2.1 Veterans Memorial Parkway Extension – Project Update

That it BE NOTED that the presentation, as appended to the agenda, and a delegation from I. Bartlett, Stantec, with respect to a project update on the Veterans Memorial Parkway Extension, was received.

2.2 Municipal Environmental Assessment Process

That it BE NOTED that the attached presentation from A. Sones, Environmental Services Engineer, with respect to the Municipal Environmental Assessment Process, was received.

2.3 Transportation Demand Management Activities – Introduction and Update

That it BE NOTED that the attached presentation from A. Miller, Co-Ordinator, Transportation Demand Management, with respect to and introduction and update on Transportation Demand Management Activities, was received.

2.4 London’s Transportation 2018 Emission Information

That it BE NOTED that the attached presentation, and the communication appended to the agenda, from A. Abiola, with respect to London's Transportation 2018 Emission Information, were received.

3. Consent

3.1 10th Report of the Transportation Advisory Committee

That it BE NOTED that the 10th Report of the Transportation Advisory Committee, from its meeting held on October 22, 2019, was received.

3.2 Municipal Council Resolution - Procurement of an Advanced Traffic Management System and New Traffic Signal Controllers

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 29, 2019, with respect to the procurement of an Advanced Traffic Management System and new traffic signal controllers, was received.

3.3 Public Meeting Notice - Official Plan Amendment - Revised Victoria Park Area Secondary Plan

That it BE NOTED that the Public Meeting Notice, dated November 14, 2019, from M. Knieriem, Planner II, with respect to an Official Plan Amendment related to the Revised Victoria Park Area Secondary Plan, was received.

3.4 Stopping and Parking Restrictions in Bicycle Lanes

That it BE NOTED that the Memo dated November 12, 2019, from Roads and Transportation, Development and Compliance Services, with respect to stopping and parking restrictions in bicycle lanes, was received.

3.5 Wenige Expressway Bridge and Highbury Avenue Rehabilitations

That it BE NOTED that the Memo dated November 6, 2019, from T. Hitchon, Technologist II, with respect to the Wenige Expressway Bridge and Highbury Avenue rehabilitations, was received.

3.6 Transportation Advisory Committee 2019 Work Plan

That it BE NOTED that the 2019 Transportation Advisory Committee Work Plan, as at November 2019, was received.

3.7 (ADDED) Notice of Planning Application - Official Plan Amendment - City-Wide Urban Design Guidelines

That it BE NOTED that the Notice of Planning Application, dated November 21, 2019, from A. Lockwood, Urban Designer, with respect to an Official Plan Amendment related to the City-Wide Urban Design Guidelines, was received.

4. Sub-Committees and Working Groups

4.1 Street Parking Review Working Group Report

That the Civic Administration BE REQUESTED to review the attached Street Parking Review Working Group Report, from its meeting held on November 6, 2019, and provide the requested statistics to the above-noted Working Group.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 2:15 PM.

City of London

Veterans Memorial Parkway Extension
Huron Street to Clarke Road

City of London

TAC Presentation – November 26, 2019

Stantec

AGENDA

1) Project History
2) Roadway and Streetscape
3) Construction Schedule
4) Questions

London CANADA

Stantec

Project History

- 1996 EA completed to extend Airport Road from Oxford Street to Clarke Road
- 2008 EA completed to widen and grade separate Veterans Memorial Parkway (VMP) from Highway 401 to Clarke Road

- Property negotiations between land owners and City of London for extension of VMP to Clarke Road
- Stantec retained by City (Jan 2016) to undertake preliminary and detail design, and tendering to extend VMP between Huron Street and Clarke Road

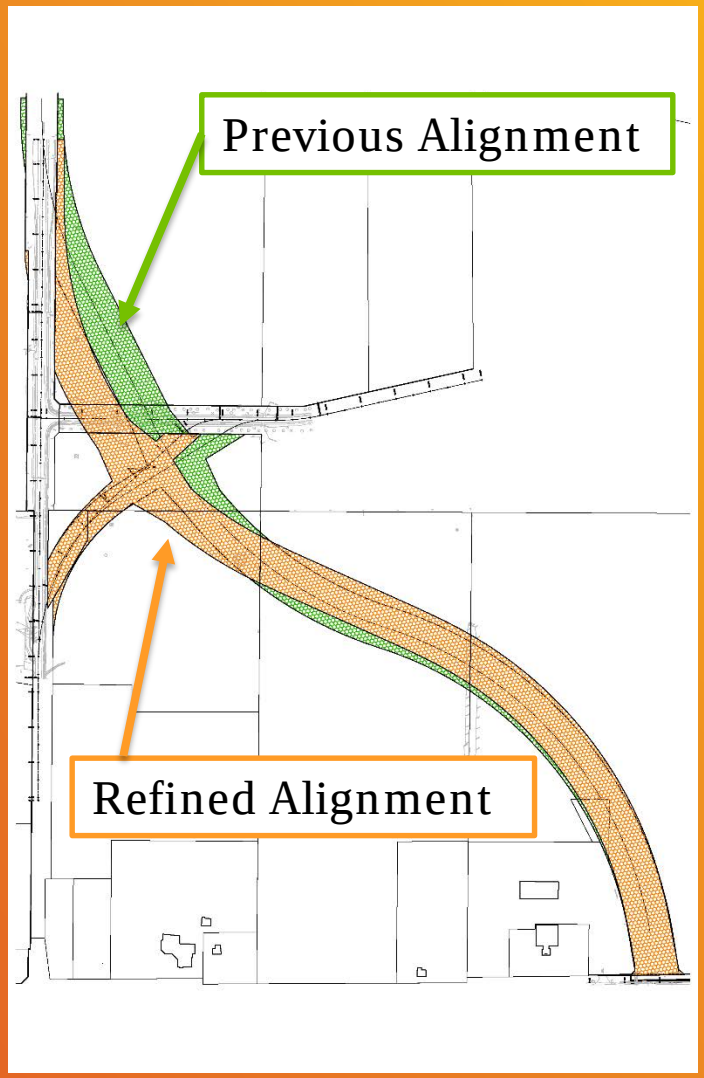
London CANADA

Stantec

Project History

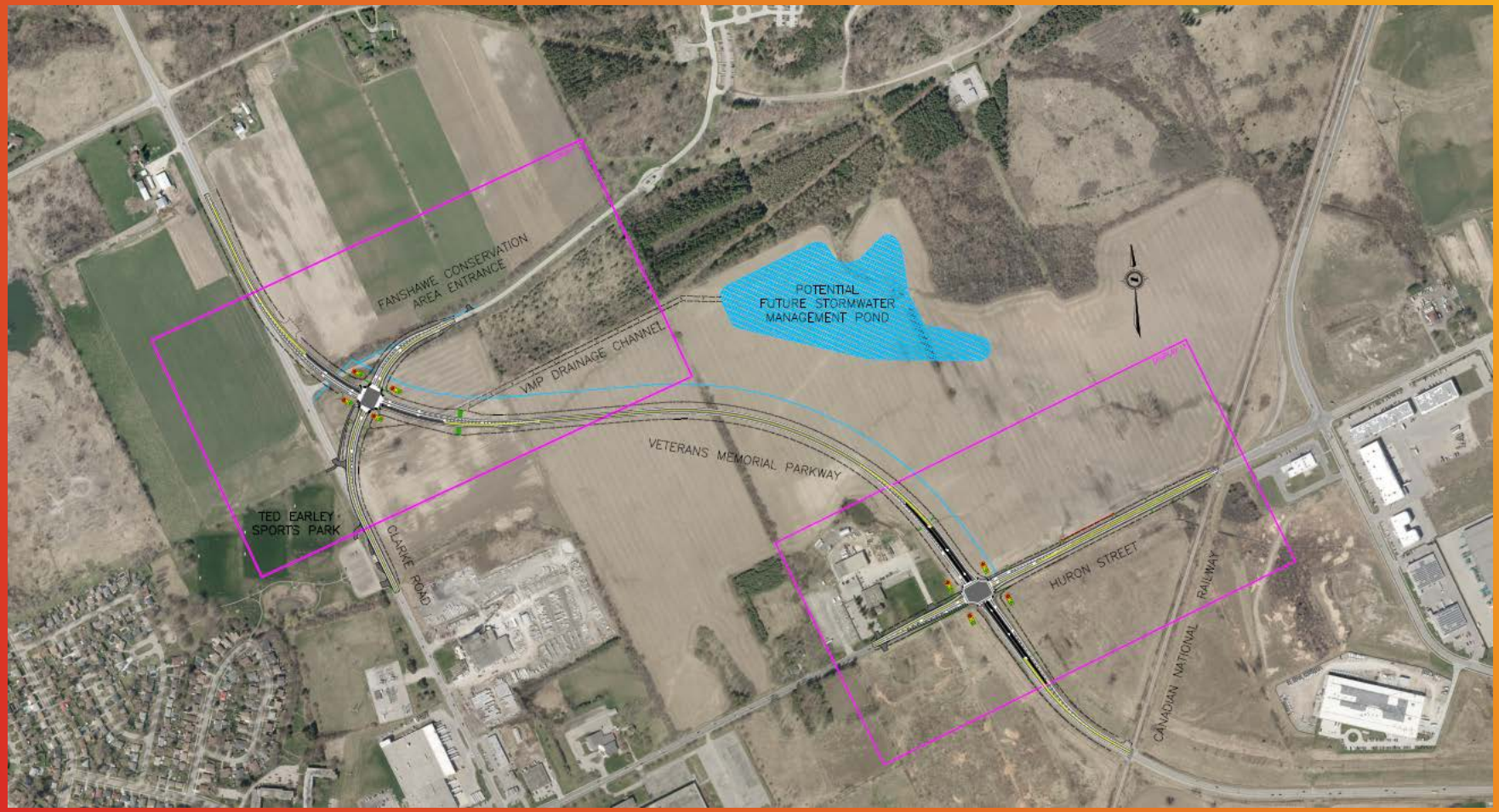
- The previous 2008 EA alignment was refined during the project's preliminary design phase to better match to the existing Clarke Road alignment

- Clarke Road Widening Environmental Assessment completed in 2019 to confirm future VMP alignment



VMP aligned to match into future Clarke Road widening to four lanes.

Roadway – VMP Extension



London CANADA

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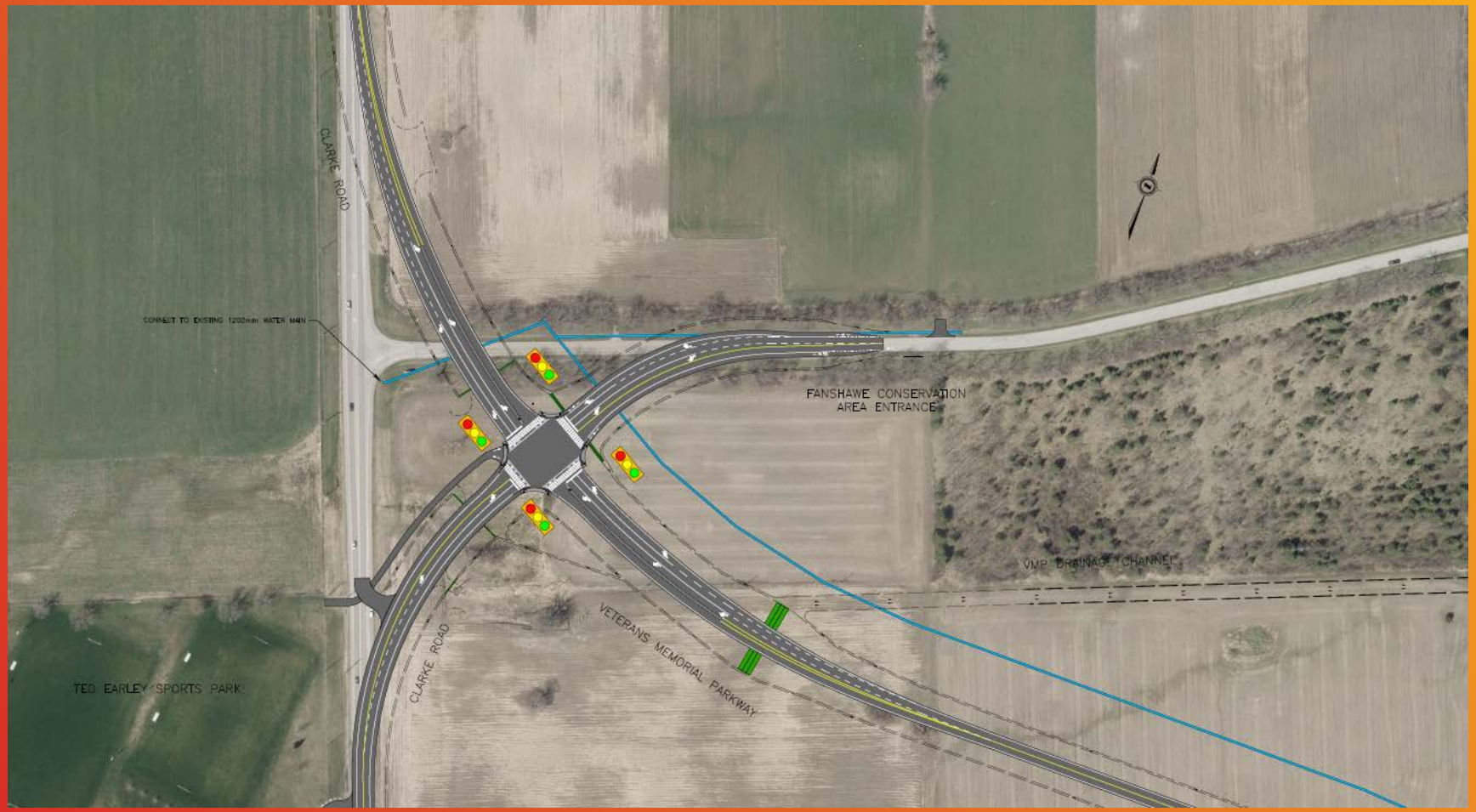
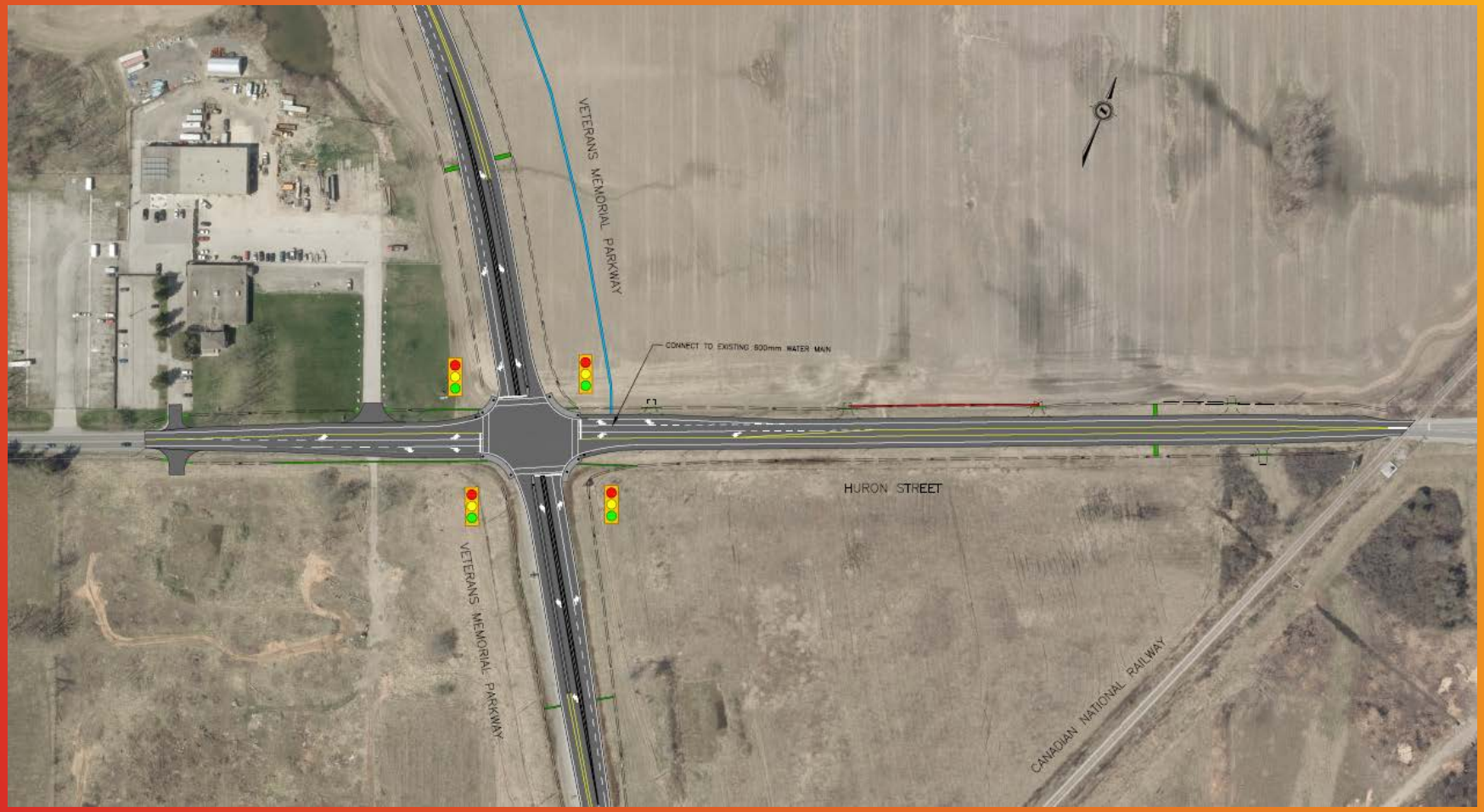
Roadway – VMP / Clarke / FCA



London CANADA

Stantec

Roadway – VMP / Huron



London CANADA

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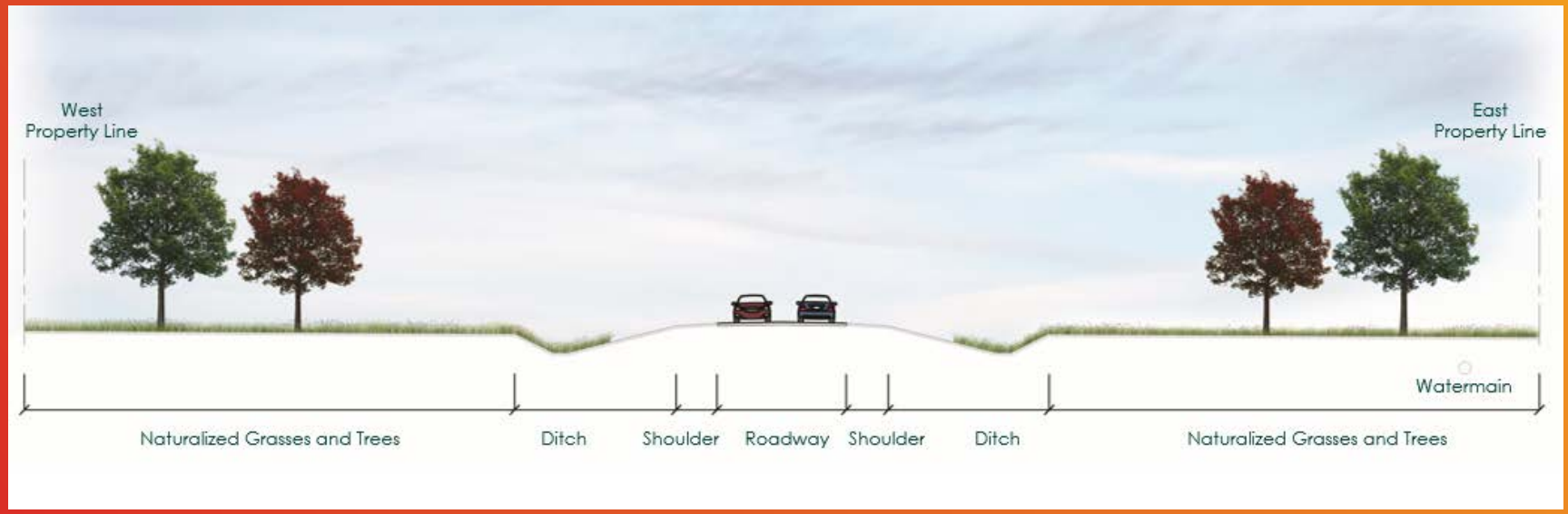
Roadway - Cross Section

- Two lane rural cross section for VMP similar to VMP south of Huron Street
- Right-of-way incorporates ultimate 100 m width (where property permits) to protect corridor
- Future additional lanes are being considered now to minimize future throwaway costs
- Permits ditches instead of a storm sewer system to contribute to storm runoff quantity and quality control



London CANADA

Stantec

Streetscape Concept

Goal:

- To create an extension of Veterans Memorial Parkway that carries on the original intent of the parkway, to honour Canadian Veterans, as well as to provide native habitat where possible.

Objectives:

- Create a wave of red fall coloured trees to signify remembrance.
- Use native trees where possible to integrate with Fanshawe Conservation Area and support native species.
- Implement native grasses and wildflowers where possible to create pollinator habitat.
- Accentuate intersections with flowering trees.

London CANADA

Stantec

Construction Schedule 2020

TIMEFRAME	STAGING
April 2020	Construction start
Spring/Summer	Construct new VMP corridor while maintaining existing traffic patterns
Summer	Reconstruct Huron Street and existing VMP under 6 week closure
Summer/Fall	Construct new VMP tie-in to existing Clarke Road with access to Fanshawe Conservation Area detoured along new VMP extension
Fall	Construct new VMP tie-in to existing Clarke Road

London CANADA

Stantec

Questions?

London CANADA

Stantec

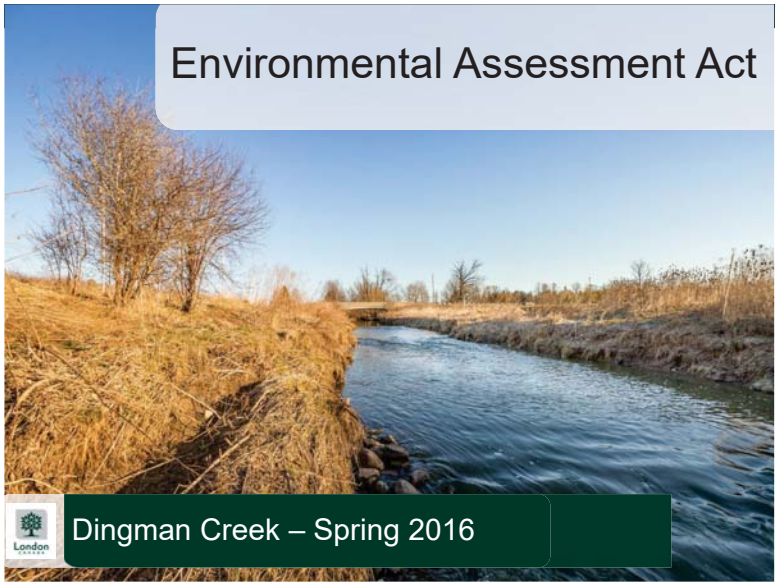
Municipal Environmental Assessments

Adrienne Sones P.Eng., Environmental Service Engineer
Transportation Advisory Committee (TAC)
November 26, 2019

Outline

- The Environmental Assessment (EA) Act
- The EA Process
- EA Requirements
- Engagement

Environmental Assessment Act



Dingman Creek – Spring 2016

Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

Purpose: *"Betterment of the people of Ontario by providing for the protection, conservation and wise management of Ontario's environment"*

Overall Objective: Ensure environmental effects are minimized and appropriate mitigation is proposed

Key Definition: Environment includes natural, social, cultural, built and economic environments.

Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

The EA Act applies to enterprises, activities, proposals, plans or programs by a public body;

Therefore, Municipal Infrastructure is Subject to Ontario EA Act

- It is illegal to build municipal infrastructure (roads, transit, water, wastewater,) without EA Act approval

- Regardless who is building it

Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

Who Has to Comply?

- ***Those groups who build municipal infrastructure:***
  - Municipalities
  - Ontario Clean Water Agency
  - Public Utility Commission
  - Private Sector (Certain projects with a high environmental impact)

Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

How Can One Comply?

- ***By carrying out:***

1. An ***Individual*** Environmental Assessment (subject to formal government review and approval) for each project **[Part II of EA Act]**; or

2. A ***Class*** Environmental Assessment for municipal projects in accordance with approved "Parent" project **[Part II.1 of EA Act]**

Municipal Class EA Process

- Municipal Class EA process originally approved in the year 2000.
- Ontario Regulation 334 enables municipalities to follow the approved *Municipal Class EA process* to fulfill EA Act requirements.
- Self assessment process, the proponent is responsible to ensure planning process is followed.
- Typically a consultant is retained by the City to complete the EA requirements.
- Detailed design process follows EA completion.

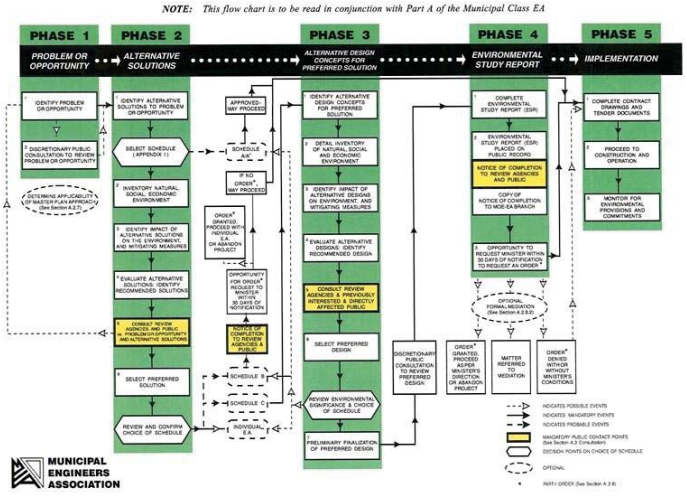
Municipal Class EA Process

- Key Principles:
  - Public engagement
  - Reasonable range of alternatives
  - Consideration of the effects on all aspects of the environment
  - Systematic evaluation
  - Clear documentation
  - Traceable decision making

Municipal Class EA Process

Projects are categorized by different schedules: A, A+, B, and C. Based on the project schedule various phases are required.

- Phase 1 - Define problem or opportunity
- Phase 2 - Develop alternative solutions
- Phase 3 - Develop concepts for preferred solution
- Phase 4 - Issue Environmental Study Report
- Phase 5 - Implementation

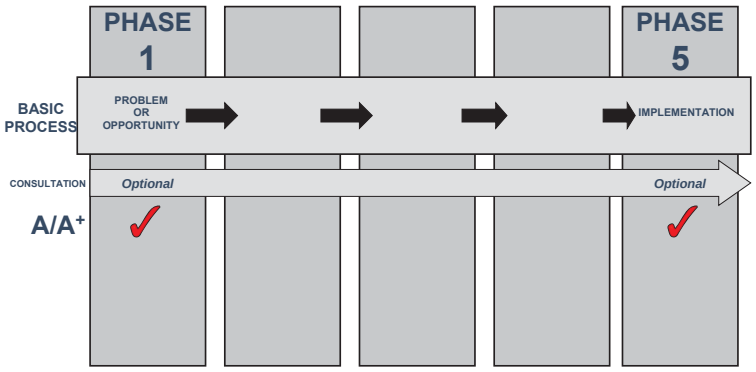


Schedule A / A+

Schedule A / A+

- Typically limited in scale
- Minimal adverse environmental effects
- Include normal or emergency operational and maintenance activities
- Pre-approved; proponent may proceed without following procedures set-out in the Municipal Class EA
- A+ projects advise the public prior to implementation
- **Example:** Road resurfacing, sewer reconstruction, reconstructing a failed outlet for a stormwater management pond

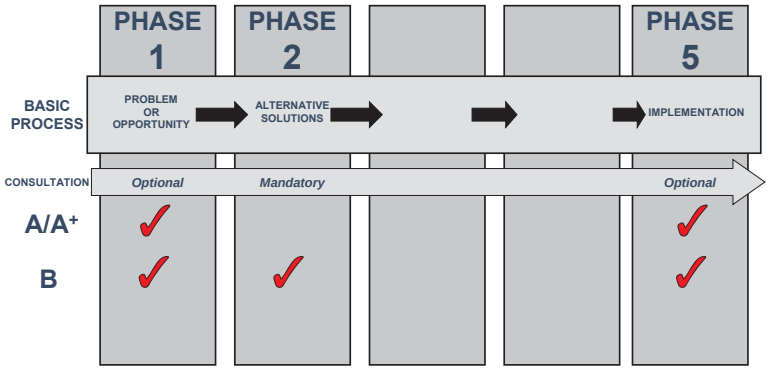
Schedule A / A+



Schedule B

- Potential for some adverse environmental effects with known mitigation
- Generally include improvements and minor expansions to existing facilities
- Undertake a screening process including mandatory contact with directly affected public and relevant review agencies
- “Project File” is available for a minimum 30 day public review period
- **Example Project:** Road construction or widening <$2.4m, construct a new stormwater management pond

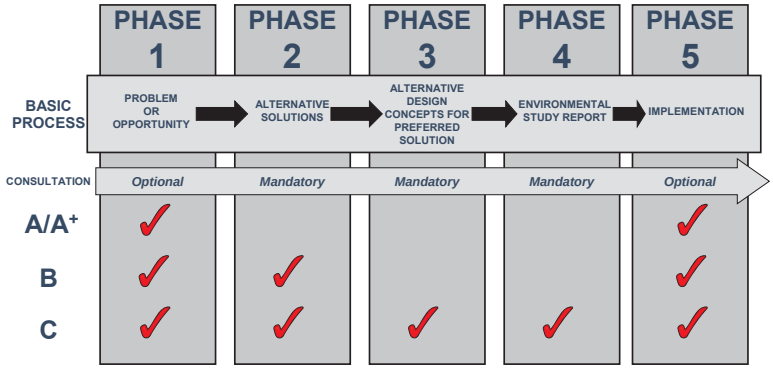
Schedule B



Schedule C

- Potential for significant environmental effects
- Generally include the construction of new facilities and major expansions to existing facilities
- Must proceed under the full procedures specified in Class EA process
- File Environmental Study Report (ESR) for minimum 30 day public review
- **Example Project:** Construction of new grade separations >$9.5m, moving an existing watercourse.

Schedule C

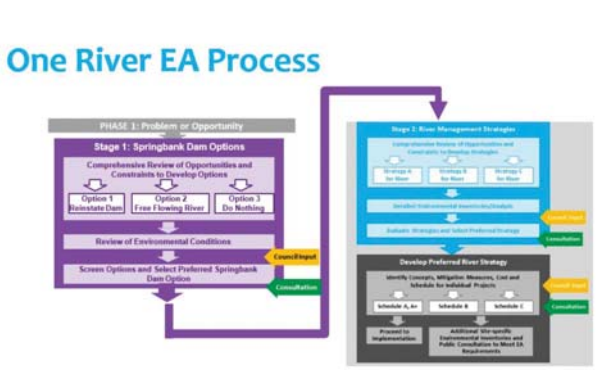


Master Plans

- Consider systems or groups of related projects.
- Long range infrastructure plans.
- Often integrate existing and future land use planning with EA principles.
- At a minimum address Phases 1 & 2 of the EA process.

ONE RIVER
Creating a Master Plan for the Thames River

Master Plans – One River



Master Plans

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
BASIC PROCESS	PROBLEM OR OPPORTUNITY	ALTERNATIVE SOLUTIONS	ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION	ENVIRONMENTAL STUDY REPORT	IMPLEMENTATION
Consultation Requirements	*Optional*	*Mandatory*	*Mandatory*	*Mandatory*	*Optional*
A/A+	✓				✓
B	✓	✓			✓
C	✓	✓	✓	✓	✓
Master Plans	✓	✓	✓	✓	✓

Engagement

Public Engagement

- The proponent develops a consultation plan
- Consultation: is a two-way communications process between the proponent and affected or interested stakeholders
- Mandatory Contact: Phase 2 (alternative solutions), Phase 3 (design concepts or preferred solution), notice of completion
- 30-day review period of EA document

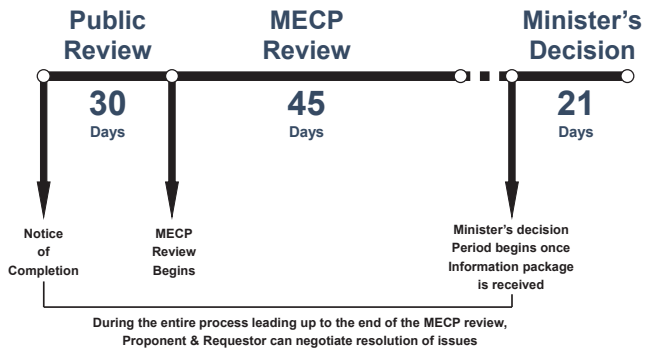
Appeal Mechanism

- During the 30 day review period the public can request the Ministry of Environment, Conservation and Parks (MECP) make a **Part II Order Request** to the municipality

Minister can:

1) Deny, with or without Conditions
2) Refer matter to mediation
3) Order proponent to comply with Part II

Part II Order – Timeline



TAC Engagement

- **Role:** to provide recommendations, advice, and information on those specialized matters which relate to the purpose of the advisory committee
- **Mandate:** to advise and support City Council in the implementation of the City's Transportation Master Plan and London Road Safety Strategy by reviewing master planning studies, implementation projects, long term capital plans, land use plans and other planning studies.

Resources

- Municipal Class Environmental Assessment, YouTube Training Videos (https://www.youtube.com/user/municipalengineers)

- Municipal Engineers Association, http://www.municipalclassea.ca/

TDM ACTIVITIES: INTRODUCTION & UPDATE

Transportation Advisory Committee
November 26, 2019

Jay Stanford, Director, Environment, Fleet & Solid Waste

Allison Miller
TDM Coordinator

WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

- Strategies that result in more efficient use of a transportation system
- Encouraging Londoners to use options other than driving alone or . . . . *driving at all!*
- More than just weekday peak trips
- Part of an active lifestyle

Over the last few years cycling has been a priority and taken up a larger share of time.

GOALS OF TDM

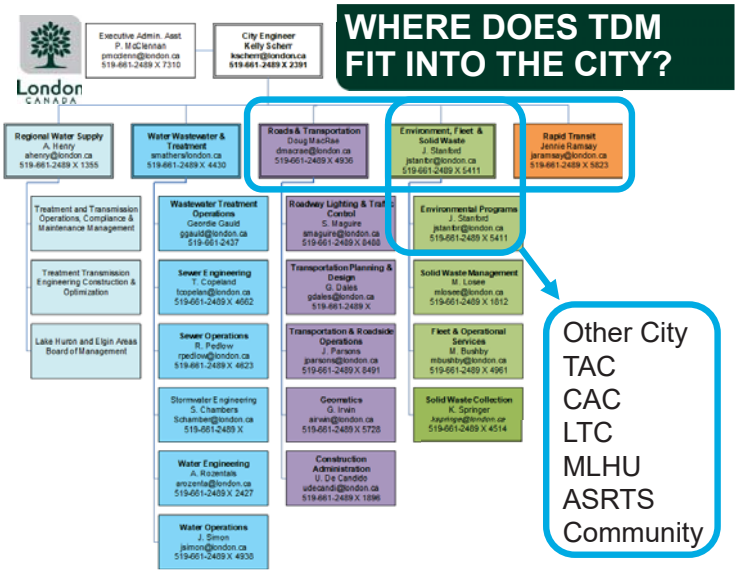
✓ **Reduce**

- Reliance on single occupancy vehicles (SOV)
- Vehicle kilometres travelled (VKT)
- Capital expenditures
- Maintenance costs
- Traffic congestion
- GHG emissions

✓ **Improve**

- Traffic safety
- Air quality
- Health

WHERE DOES TDM FIT INTO THE CITY?



TDM IN SMART MOVES 2030 TMP (AS OF 2013)

Priority Action Areas:

- *Strengthen Policy Support*
- *Promote Sustainable Travel for all Time Periods*
- *Target Commuter Travel*
- *Target School Travel*
- *Increase Investment in AT Infrastructure*
- *Use Parking to Support Transit, AT, and TDM*

PAST TAC TDM WORK EXAMPLES

- Developed list of local workplaces to target with Business Travel Wise Program (early 2000s)
- Struck an AT/TDM Working Group (2015)
- Included TDM projects in committee workplan (2018-present)
- Committee asked to participate in specific TDM projects (ongoing)
- Committee asked generally how they'd like to be involved in TDM activities (ongoing)

TRANSPORTATION MANAGEMENT ASSOCIATION

Workplan item 18.11

- TMA is usually a non-profit, member-controlled organization that provides transportation services in a particular area or areas
- Feasibility Study just started; based in part on past work in the Oxford East business area
- Define location(s), governance models, and current context and programming

REGIONAL RIDESHARE

Background

- Carpool promotion since 2007
- Expanded regionally in 2015
- Share costs based on population as percentage of the whole
- Developed new brand and coordinated marketing
- Continue to seek more partners and participating employers
- CityStudio project evaluating post-secondary student use

Program is evolving

Workplan item 18.12

- Ontario Trillium Foundation-funded project
- Lead is SustainMobility – delivers TMA programs in GTA
- 6 other municipalities
- Commuter programs and supports to be Londonized
- Includes a Guaranteed Ride Home Program (stumbling block to more carpooling and cycling)

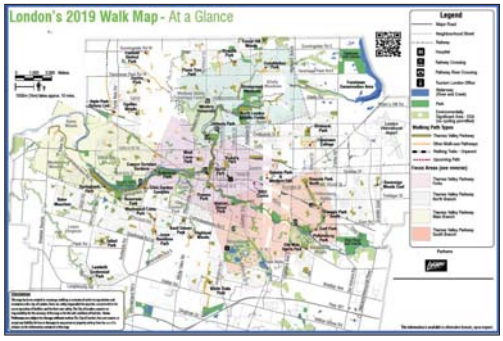
COMMUTE ONTARIO

BE PART OF THE SOLUTION

ONTARIO'S COMMUNITIES ARE COMING TOGETHER TO REDUCE 20,000,000 KM OF VEHICLE TRAVEL!

UPDATED BIKE & WALK MAPS

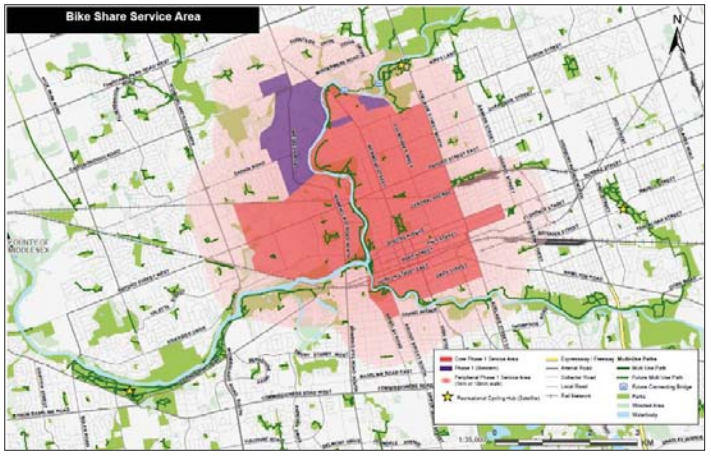
- Worked with Fanshawe College
- Wide distribution through Libraries, Tourism London, employers and shops



BIKE SHARE BUSINESS CASE

- Supports "1st/last mile" transit trips and extends walk-shed
- Background details and preliminary analysis completed
- Implementing a RFP to obtain pricing and a vendor
- Proposed launch Summer 2020

BIKE SHARE – SERVICE AREA

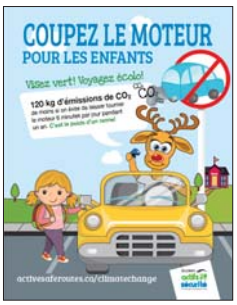


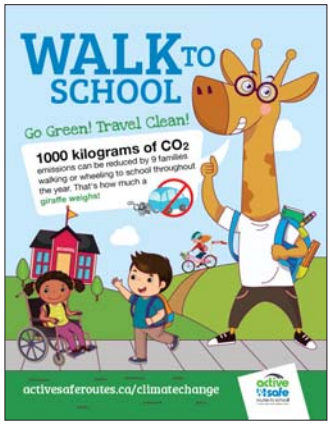
MEASURING

- For Cycling: Listed in the Strategic Plan - Prepare background methodology, an approach to monitoring and implement
- We need more information in these areas:
  - GHGs
  - # of pedestrians, desire lines, and who is walking/wants to walk
  - More surveys (cycling and introduce walking survey)
  - TMA measurement

PARTNER SUPPORT - WALKING

ELMO ASRTS active member and support for Climate Change campaign



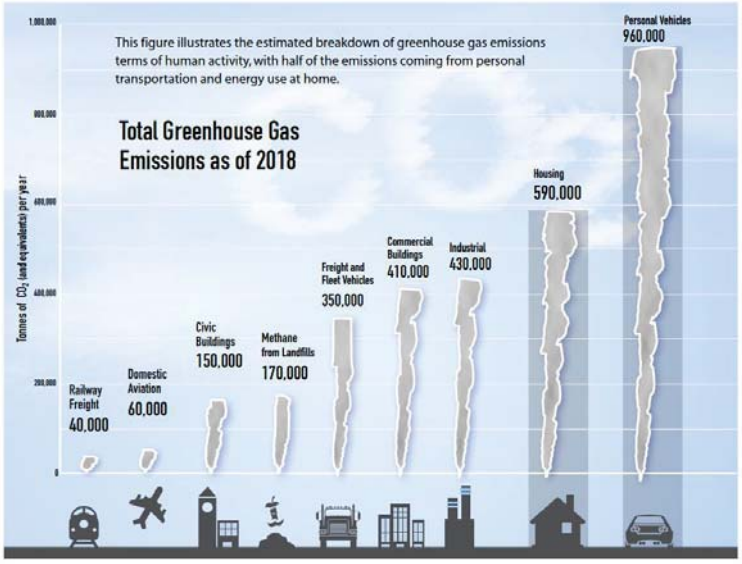


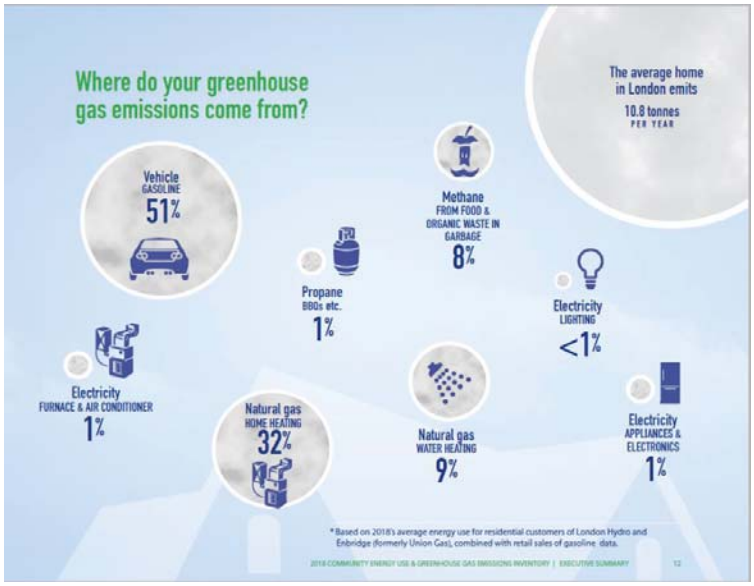
PARTNER SUPPORT - CYCLING

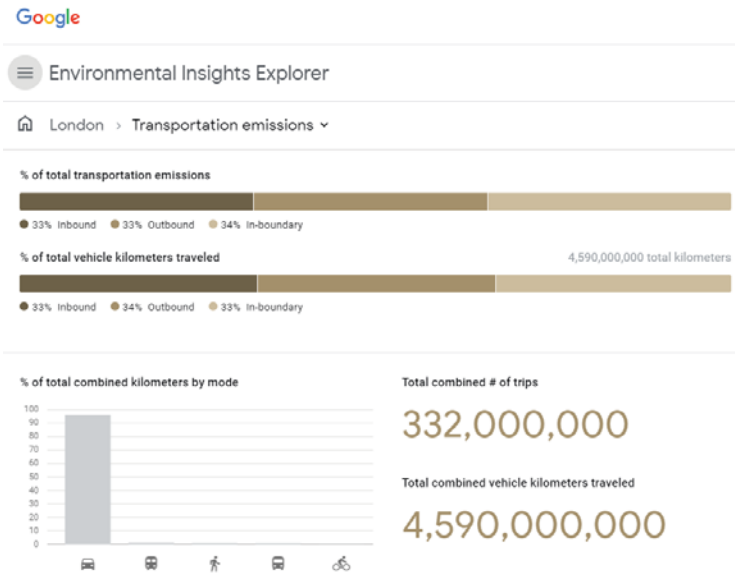
- London Celebrates Cycling
- CAN Bike
- Big Bike Giveaway

PARTNER SUPPORT - TDM

- MLHU
- LTC
- Businesses







GHG REDUCTION ACTIONS - CLIMATE EMERGENCY

From 2018 Community Energy Use & GHG Inventory Report to CWC, October 22/19

What can Londoners do immediately?

- **Drive less (or not at all)** – make more trips by **walking,** cycling, **transit, carpooling (Commute Ontario)**
- If you must own a vehicle, own an electric or hybrid vehicle, or a very fuel efficient one
- Make your home more energy efficient – and work towards net-zero energy
- Reduce food waste, especially for high-impact foods such as red meat and dairy
- Go local – for food, for products, for vacations

GHG REDUCTION ACTIONS - CLIMATE EMERGENCY

What can London's Businesses & Employers do immediately?

- Invest in energy efficiency measures for buildings and processes
- Apply green procurement strategies to the supply chain
- Invest in **green fleet measures**
- Reduce business travel, especially by air, through webinars and video conferences. If business travel is required, consider carbon offsetting
- Reduce employee commuting – promote cycling, **transit, carpooling, telework (Commute Ontario)**

QUESTIONS

- Now
- January TAC Meeting
- At a Sub-committee or Working Group meeting

London, Ontario Data from Google Environmental Insights Explorer

Presented by Ayo Daniel Abiola, P.Eng

2018 Transportation emissions

According to the available Google estimates, In 2018 London's emission was MEDIUM among other cities

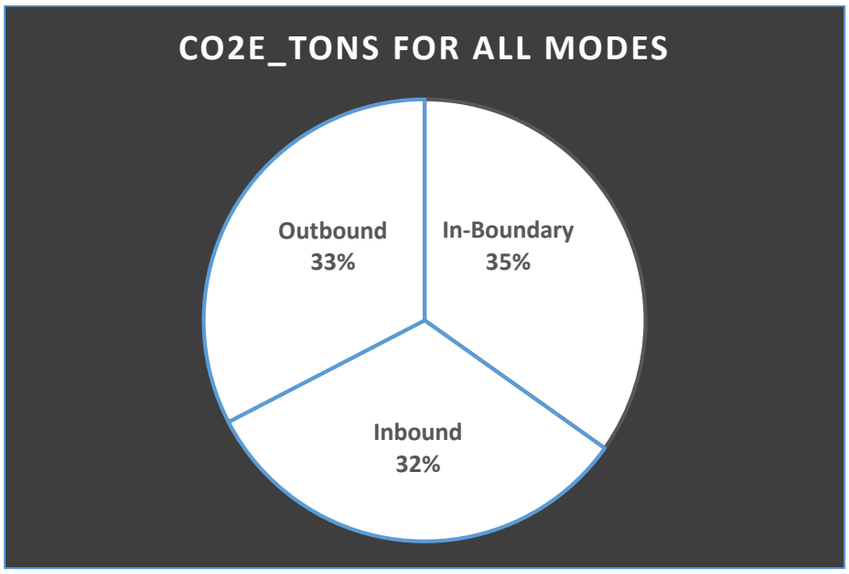
1,170,000 Total tCO_2e/yr

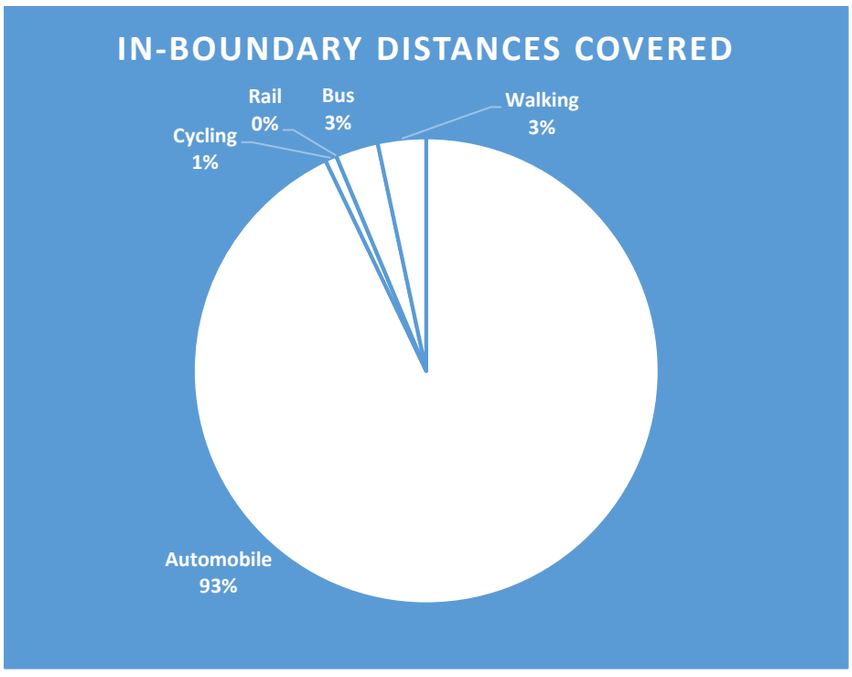
tCO2e/yr = metric tons of carbon dioxide equivalent per year.

Transport generates greenhouse gas emissions from the combustion of fossil fuels and indirectly by the electricity the electric vehicles (EVs) consume.

Google's estimate is a total of all trips taken within a city boundary, and trips that cross the city boundary, combined with the Climate Action for Urban Sustainability (CURB) tool's city energy profiles.

Below is a statistical breakdown from the 2018 data.





I will share further analysis of how London compare to others at the meeting for data sourced from https://insights.sustainability.google/

An Outlook of London Ontario's Transportation Emission from Google Environmental Insights Explorer

*Takeaway from the Presentation by **Ayo Daniel Abiola, P.Eng** to the Transportation Advisory Committee (TAC) on November 26, 2019*

London is the first, and currently the only city in Ontario to be available on the Environmental Insights Explorer, (EIE) a new online tool created by Google in collaboration with the Global Convent of Mayors for Climate and Energy (GCoM) to make it easier for cities obtain and access climate –relevant data. This resource is an added opportunity for the TAC to establish a plan and a **collaborative working group** to access, review, monitor and use transportation related emission data to advice-on the environmental, social and economic goals of the Transportation Management Plan. Access EIE at https://insights.sustainability.google

1. According to the EIE estimates, London's transportation greenhouse gas (GHG) emissions in 2018 was classified as MEDIUM among other cities.

   1,200,000 Total CO_2e

   CO2e/yr = metric tons of carbon dioxide equivalent per year.

2. The above EIE estimate could be close to the **1,380 kCO_2e** estimate reported in the City's 2018 Inventory Outlook, if adjusted for:
   a. Fuel dispensed in Automobile originating in London and burnt outside city boundary
   b. Aviation fuel consumption (unreported in EIE data)

3. According to Google the EIE estimates, based on trip data locally and continuously measured by within each city, were extensively validated with Ground truth road sensors sampling data.

4. EIE emission data have been rolled only out in few cities across the world, is only available for London in Ontario and a few others in other provinces. Other cities are scheduled for future roll-out.

5. The availability of these EIE data may be an opportunity for easier, cheaper and reliable access to transportation data for city planning and climate change mitigation + adaptation strategies.

6. Transportation emissions have been implicated as a chief source of greenhouse gas emissions and climate change challenges.

7. London, Ontario declared a **climate emergency** in April 2019, with "the purpose of naming, framing and deepening our commitment to protecting our economy, our eco systems, and our community from climate change".

8. The city's **Strategic Plan** includes several plans for improving and enhancing safe transportation, active transportation, access to various modes, and protecting the environment.

9. The 2030 London **Transportation Management Plan** (TMP) recognizes that residents are embracing more sustainable transportation forms, which could help reduce costly and disruptive road widening projects. Hence, the TMP's 5 Smart Moves are aligned to actions that help achieve overall environmental benefits.

10. With the mandate of the TAC being to advise and support council implementation of the City's TMP, we need to actively work towards the Smart Moves and its successor plans, expected around 2022.

11. The EIE estimates for London and growing cities around the world is an opportunity to accelerate efforts towards this.

12. The current 2018 EIE data for London, as expected shows that automobile transportation contributes the largest share of transportation emissions. But more significantly, it shows the automobile share to be a staggering 95%, same as its estimated share in the 2018 GHG Inventory report. This is despite only 75% of trips were automotive modes.

13. EIE data also reveal similar trends in other Canadian and US cities – over 95% of transportation emissions are from automotive modes.

14. Outside North America, two assessment of EIE data for Dublin, Ireland and Melbourne Australia shows lower share of transportation emission were from automotive mode; primarily due to availability of rail and trams.

15. The EIE data indicates that Melbourne Australia reported a total transportation emission value of 1,010 kCO_2e, slightly lower than London's 1,200 kCO_2e values, despite being 10x more populous and 5x the land area.

16. Melbourne's relatively much lower emissions is thanks to its 600V electricity powered tram network, the largest anywhere in the world. Public transportation in that city also has over 50% modal share for work trips.

17. My summary analysis of the 2018 EIE data suggests that we could achieve lower transportation related emissions in London by analysing combination of the following strategies:

    a. Fewer fossil fuel automobile based trips,
    b. Increasing the share of zero (e.g. walking) or lower emission transportation modes (electrified transit buses perhaps?),
    c. Enhancing the adoption greener automotive options,
    d. Or other strategies that could achieve these goals

18. Of course, if reducing transportation emissions is one of our critical goals, as per the City climate emergency declaration, then we should align our actions to match or possibly exceed identified environmental goals, such as:
    a. 50% reduction in all emissions by 2030 recommended by the IPCC,
    b. 30% reduction of all emissions by 2030, pledged by the Federal Government, or
    c. Provincial GHG reduction targets

19. We can expect the next version of the London Transportation Management Plan, and other City of London policy documents to provide specific targets for emission reduction.

20. As a committee, we can complement ongoing efforts for advising the next TMP, immediate and future transportation investments by leveraging the data available on the EIE.

21. Like all sustainability-oriented efforts, collaboration is key, my main recommendation on way forward will be to immediately commission a **"cross-committee working group"** to include the (i) Advisory Committee on Environment (ii) Cycling Advisory Committee and/or any other identified Council committees with direct or indirect interests on transportation related climate risks.

Environmental Insights Explorer

Google

An Outlook of London Ontario's Transportation Emission

Outline

- 2018 GHG Measurements strategies
- London's Climate Emergency
- EIE Data for London
- How We Compare & Recommendation

GHG Measurements

Existing transportation systems has been implicated as a major source of greenhouse gas emissions

Photo Credit: Scott Web Photography

City of London GHG Inventory Report

Environmental Insights Explorer

Strategies for 2018 data

GHG Inventory Report

- London 2018 Inventory Report Reference (released Oct. 2019)
- Sums emissions based on:
  - Fuel sold at gas stations
  - Road freight transport
  - Corporate fleets
  - London Transit
  - Railway freight transport
  - Domestic aviation

Environmental Insights Explorer

- Trips across 4 modes that are locally and continuously measured by Google
- Sums all trips
  - Taken within a city boundary
  - Crossing the city boundary,
- Then applies the CURB tool's regional estimate for fuel use to measure emissions.
- Zero (0) emissions for walking and cycling
- Car and Transit trips have emission numbers

Emission Values for 2018

GHG Inventory Report

1380 $ktCO_2e$

- Includes fuel sold at gas stations, that may be burned outside city boundaries
- Domestic aviation included

Environmental Insights Explorer

1200 $ktCO_2e$

- Trips within boundary only
- Domestic aviation not measured

Environmental Insights Explorer

- We can be comfortable with the EIE emission report values
- The EIE data validated well with Ground Truth Road Sensors sampling 120,000 vehicles in Boulder, CO and Mountain View, CA (0.91 – 0.99 Correlation)
- More cities are getting added – a great basis for comparison

Climate Emergency

London, Ontario is one of over 1,200 jurisdictions across the world that have declared a climate emergency

Photo Credit: Scott Web Photography

The Climate Emergency declaration

The Climate Emergency aligns with the TAC Mandate

The Climate Emergency

- "WHEREAS climate change is currently contributing to billions of dollars in property and infrastructure damage…
- BE DECLARED by the City of London for the purposes of naming, framing, and **deepening our commitment to protecting** our economy, our eco systems, and our community from climate change.

Climate Emergency Declaration Aligned with TAC Mandate

- Mandate is to advise and support City Council in the implementation of the City's Transportation Master Plan (TMP)
- The 5 TMP smart moves:
  - **Rethinking Growth** to Support the Transportation Master Plan
  - Taking **Transit** to the Next Level
  - Actively **Managing Transportation Demand**
  - Greater **Investment in** Cycling and **Walking Infrastructure**
  - More **Strategic Program of Road Network Improvements**
- The 5 Smart Moves provides overall environmental benefits towards our Climate Emergency Declaration Goals

The EIE Data for London

London, Ontario is the first city in Ontario and one of few in Canada to have emission estimates on the Environmental Insights Explorer.

2018 Transportation Emission Data from the EIE

2018 Transportation Emissions

Transportation emissions

Google estimate

1,200,000

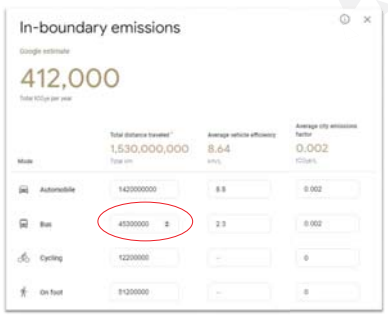
Total tCO2e per year

Total combined # of trips

332,000,000

Total combined vehicle kilometers traveled

4,590,000,000

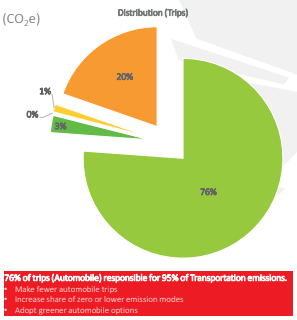


2018 EIE Data - Trips and Emissions

Breakdown of trips across modes and associated emission (CO_2e)

	Number of trips	Emission CO_2e	% of Emissions
Automobile	252,175,533	1,135,444.14	95%
Transit	9,278,506	47,086.03	4%
Rail*	388,581	14,952.72	< 1%
Cycling	4,168,745	0	0%
Walking	65,140,316	0	0%

* Freight only



What else?

A look at opportunities from the EIE data and my recommendations for this TAC

How we compare

Recommendation

Photo Credit: Scott Web Photography

Victoria, BC, Calgary, AB and Saskatoon, SK

London 2018 Emission Data compared to select Canadian Cities

	All Trips (All Modes)			In-boundary Trips			
	Trips	Emissions kCO_2e	Largest Emission Mode/%/Value	Trips (All modes)	Emissions kCO_2e	Automobile Emission / %	% Emissions
London ON	332,000,000	1,200	Auto / **95%** / 1,135	283,000,000	412	365 / 89%	34%
Victoria BC	150,000,000	4,900	Ferry / **95%** / 4,662	86,200,000	32.7	25 / 77%	< 1%
Calgary AB	1,150,000,000	3,410	Auto / **95%** / 3,240	1,040,000,000	2,040	1,870 / 92%	60%
Saskatoon SK	241,000,000	800	Auto / **98%** / 784	204,000,000	295	278 / 94%	37%

Boulder, USA, Dublin, Ireland, and Melbourne, Australia

London 2018 Emission Data compared to select US and International Cities

	All Trips (All Modes)			In-boundary Trips			
	Trips	Emissions kCO_2e	Largest Emission Mode/%/Value	Trips (All modes) /%	Emissions kCO_2e	Automobile Emission / %	% of Total Emissions
London ON	332,000,000	1,200	Auto / **95%** / 1,135	283,000,000	412	365 / 89%	34%
Boulder, USA	199,000,000	741	Auto / **97%** / 721	118,000,000	91	86.5 / 96%	12%
Dublin, Ireland	859,000,000	1,480	Auto / **59%** / 877	614,000,000	240	150 / **63%**	16%
Melbourne, Australia	538,000,000	1,010	Auto / **64%** / 651	281,000,000	38	38 / 100%	4%

London, Ontario v Melbourne, Australia

	Trips	Emissions kCO_2e	Largest Emission Mode/%/Value	Automobile Emission / %	Population	Area (sq. miles)	Density
London ON	332,000,000	1,200	Auto / **95%** / 1,135	365 / 89%	380,000	803	6,180/sq mi
Melbourne, Australia	538,000,000	1,010	Auto / **64%** / 651	38 / 100%	4,970,000	162	2,365/sq mi

Other Transport Modes in Melbourne:

- In-Tram: 0% Direct Emissions
- Rail: 35% of Emissions
- Bus: 4% of emissions

Emerging Questions

1. What level of reduction in transportation related emissions best meets the city's overall targets under the Climate Emergency?
2. What mix of transportation modes best help to meet the objectives of current and future transportation master plans?
3. **How can the Transportation Advisory Committee aid Council and the city to answer the first two questions?**

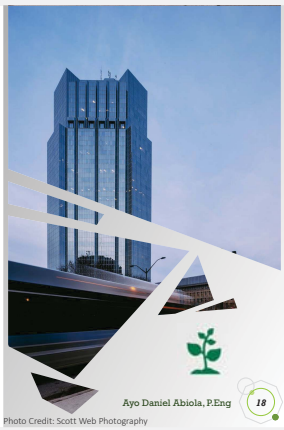


Photo Credit: Scott Web Photography

Recommendation

Establish a **collaborative working group** together with the other committee(s) having direct/indirect interests on transportation-related greenhouse gas emissions

Timeframe

- Current time until the next TMP

Strategic Alignment

- Building a Sustainable City

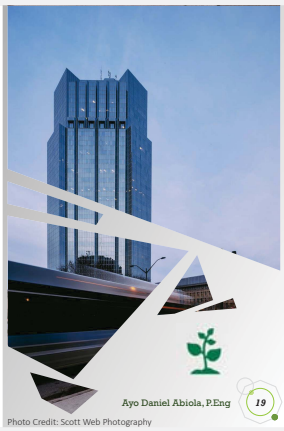


Photo Credit: Scott Web Photography

Transportation Advisory Committee

Report

The 10th Meeting of the Transportation Advisory Committee
October 22, 2019
Committee Room #5

Attendance

PRESENT: D. Foster (Chair), A. Abiola, G. Bikas, D. Doroshenko, B. Gibson, Z. Gorski, T. Kerr, T. Khan, M.D. Ross and S. Wraight and J. Bunn (Committee Secretary)

ABSENT: P. Moore and M. Rice

ALSO PRESENT: M. Elmadhoon, Sgt. S. Harding, J. Kostyniuk, T. Macbeth, T. MacDaniel, D. MacRae and A. Miller

The meeting was called to order at 12:15 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 Adelaide Street North Environmental Assessment

That it BE NOTED that the ~~attached~~ presentation from A. Hussain and A. Evraire, Parsons Inc., with respect to the Adelaide Street North Environmental Assessment, was received.

2.2 Vision Zero Update

That it BE NOTED that the ~~attached~~ presentation from M. Elmadhoon, Traffic and Transportation Engineer and T. MacDaniel, Chair, Middlesex-London Road Safety Committee, with respect to an update on Vision Zero, was received.

3. Consent

3.1 9th Report of the Transportation Advisory Committee

That it BE NOTED that the 9th Report of the Transportation Advisory Committee, from its meeting held on September 24, 2019, was received.

3.2 Municipal Council Resolution - Automated Speed Enforcement Program

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 1, 2019, with respect to the Automated Speed Enforcement Program, was received.

3.3 Municipal Council Resolution - Area Speed Limit Program

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 1, 2019, with respect to the Area Speed Limit Program, was received.

3.4 Notice of Public Information Centre #2 - Dingman Drive East of Wellington Road to Highway 401 and Area Intersections - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre #2, dated October 24, 2019, from M. Elmadhoon, City of London and J. Haasen, AECOM Canada Ltd., with respect to the Municipal Class Environmental Assessment for Dingman Drive east of Wellington Road to Highway 401 and Arva Intersection, was received.

3.5 Automated Speed Enforcement

That it BE NOTED that the communication, dated October 15, 2019, from D. Foster, with respect to the recommendations of the Transportation Advisory Committee related to Automated Speed Enforcement, was received.

3.6 TAC 2019 Work Plan

That the following actions be taken with respect to the 2019 Transportation Advisory Committee (TAC) Work Plan:

a) a Working Group BE ESTABLISHED, led by Z. Gorski, to review the rehabilitation work on Highbury Avenue South (the road phase and the bridge phase); it being noted that this project is an item on the 2019 TAC Work Plan; and,

b) the 2019 TAC Work Plan, as at October 2019, BE RECEIVED.

3.7 TAC 2019 Work in Progress Document

That it BE NOTED that the 2019 Transportation Advisory Committee Work in Progress document, as at October 14, 2019, was received.

3.8 (ADDED) Cycling Advisory Committee Cycling Master Plan Review

That a member of the Cycling Advisory Committee (CAC) BE INVITED to attend a future meeting of the Transportation Advisory Committee to present the Transportation Master Plan implications of the Cycling Master Plan Review document, dated October 16, 2019, from the CAC Master Plan Review Working Group.

4. Sub-Committees and Working Groups

4.1 Parking Statistics Request

That it BE NOTED that the Transportation Advisory Committee held a general discussion with respect to the communication from B. Gibson, as appended to the agenda, related to requesting parking statistics from the Civic Administration.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 1:48 PM.

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

October 31, 2019

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

I hereby certify that the Municipal Council, at its meeting held on October 29, 2019 resolved:

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the procurement of an Advanced Traffic Management System and new traffic signal controllers:

a) Parsons Corporation, BE APPOINTED the Contractor to complete the project, in the amount of $4,425,695.91 (excluding HST) in accordance with Section 12.2(b) of the Procurement of Goods and Services Policy;

b) the financing for this project BE APPROVED in accordance with the Sources of Financing Report as appended to the staff report dated October 22, 2019;

c) the Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this project;

d) the approvals given herein BE CONDITIONAL upon the Corporation entering into a formal contract with the Contractor for the work; and,

e) the Mayor and the City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations. (2019-T07) (2.10/14/CWC)

C. Saunders
City Clerk
/dt

cc: D. MacRae, Director, Roads and Transportation
M. Daley, Director, Information Technology Services
J. Freeman, Manager III, Purchasing and Supply
T. Turner, Manager I, Purchasing and Supply Operations
G. Smith, Manager I, Purchasing and Supply Operations
S. Maguire, Division Manager, Roadway Lighting and Traffic Control
K. Lee, Administrative Assistant II, Environmental and Engineering Services
P. McClennan, Executive Administration Assistant to the Managing Director, Environmental and Engineering Services and City Engineer
Chair and Members, Transportation Advisory Committee

PUBLIC MEETING NOTICE

Official Plan Amendment

Revised Victoria Park Area Secondary Plan

File: O-8978
Applicant: The Corporation of the City of London

What is Proposed?
A revised Victoria Park Area Secondary Plan will be presented for feedback. Revisions were made based on feedback from the Draft Secondary Plan. The Secondary Plan contains:

- A long term vision for the Secondary Plan area
- Detailed policies to guide future development including building heights, setbacks, land use, public realm, connections, and views

Staff will also be seeking direction to undertake a Zoning By-law Amendment process to implement the Secondary Plan.

The Secondary Plan and implementing Official Plan and Zoning By-law Amendments will be considered for adoption at a future Public Meeting of the Planning and Environment Committee in Q1, 2020.

YOU ARE INVITED!

Further to the Notice of Application you received on January 3, 2019, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, December 2, 2019, no earlier than 5:45 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
City Planning, City of London,
206 Dundas Street, London ON N6A 1G7
File: O-8978
www.getinvolved.london.ca/victoriapark

To speak to 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: November 14, 2019

Application Details

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

Requested Amendment to the Current Official Plan

To add the Victoria Park Secondary Plan to the list of adopted Secondary Plans in Section 20.2 and 20.3 of the Official Plan. To add the Victoria Park Secondary Plan to Schedule D of the Official Plan. Modifications may also be required to Policy 3.5.4 that provides guidance for the Woodifeld Neighbourhood.

Requested Amendment to The London Plan (New Official Plan)

To add the Victoria Park Secondary Plan to the list of adopted Secondary Plans in Policy 1565 of The London Plan. To add the Victoria Park Secondary Plan to Map 7. Modifications may also be required to Policies 1033-1038 for the Woodfield Neighbourhood Specific Policy Area.

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*. 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 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.

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan 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 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.

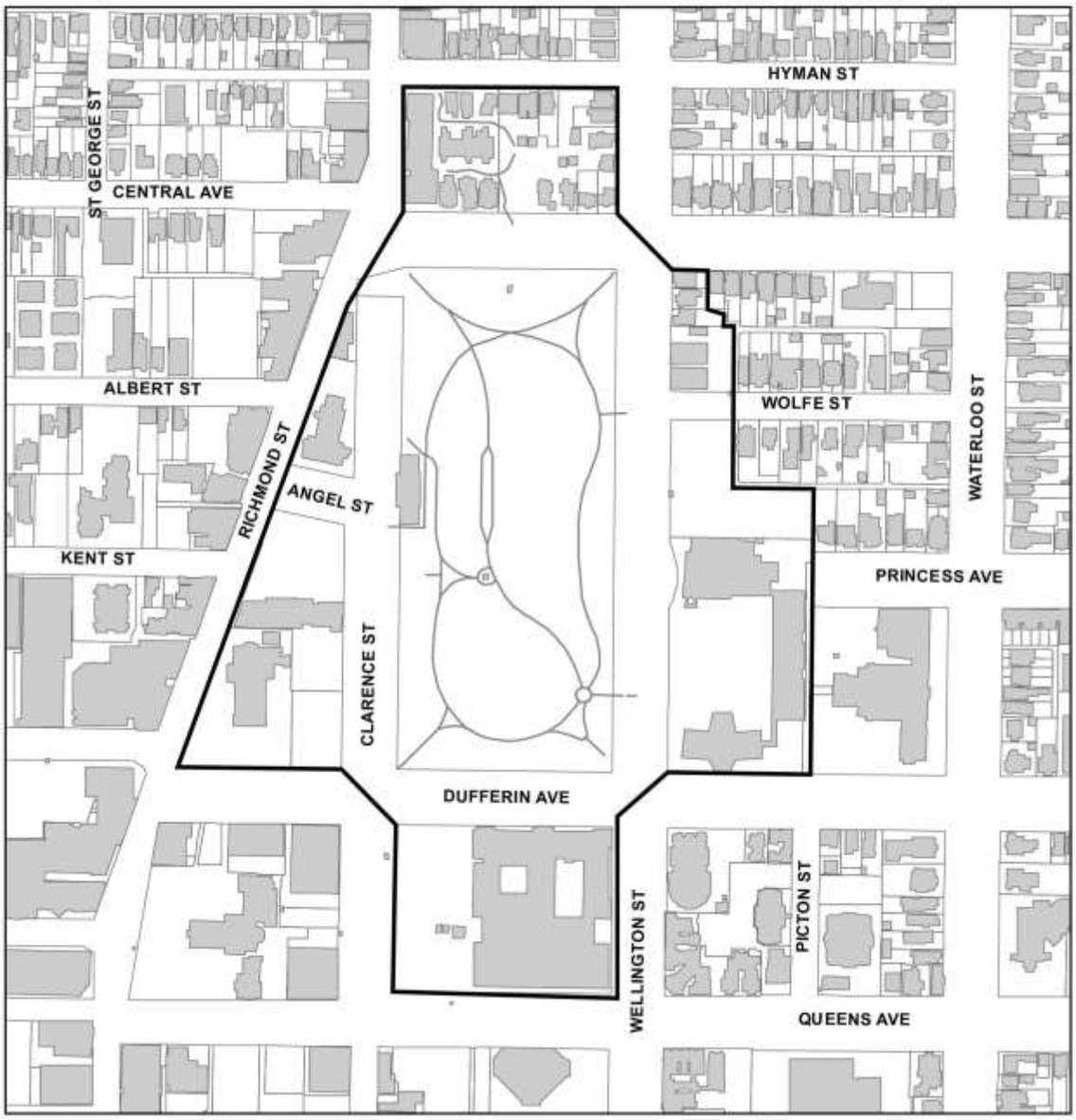
For more information go to http://elto.gov.on.ca/tribunals/lpat/about-lpat/

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.

Secondary Plan Area Boundary



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

MEMO

To: Cycling Advisory Committee
Transportation Advisory Committee

From: Roads & Transportation
Development and Compliance Services

Date: November 12, 2019

Subject: Stopping and Parking Restrictions in Bicycle Lanes

On March 26, 2019, Municipal Council passed the following resolution:

> That the following actions be taken with respect to stopping and parking in dedicated bicycles lanes:
>
> a) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to improved enforcement options related to the prohibition of stopping and parking in bicycle lanes;
>
> b) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to the status of dedicated cycling lanes where there are no stopping zones, no parking zones and which cycling lanes have neither restrictions. (4.1/6/CWC)

There are currently 154 lane-kilometers of designated on-road bicycle lanes in the city. Other bicycle routes are comprised of boulevard paths and park pathways. A review of enforcement options and restrictions is underway.

Current Restrictions

Section 10 (1) k) of the Traffic and Parking By-law states that parking is prohibited in bicycle lanes when signs are present so that vehicles are not obstructing the bicycle lane. Approximately, 60% of the bicycle lanes are signed as ‘no stopping’ and/or ‘no parking’. The remaining 40% of lanes that are not signed are typically areas with adjacent land uses that do not result in motor vehicles stopping on a frequent basis. An example of this is where the bike lane is adjacent to a noise wall or the rear of residential properties, as illustrated in Figure 1.

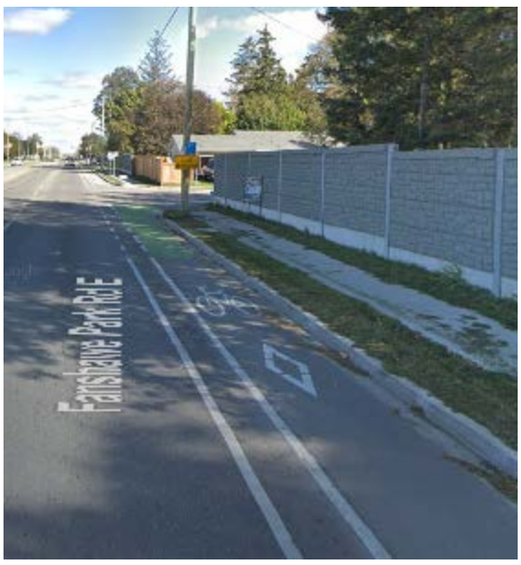


Figure 1: Adjacent Noise Wall Example

It is recognized that there are concerns when cyclists must enter mixed traffic to maneuver around a vehicle that is stopped in a reserved bicycle lane. Where bike lanes are signed, the ‘no parking’ and ‘no stopping’ signage has generally been applied based on an assessment of:

- bicycle volumes and design priority of cycling route;
- motor vehicle volumes and speed; and,
- adjacent property impacts and delivery opportunities, noting that wherever possible, off-street loading areas (e.g. laneways, parking lots, etc.) are considered or alternative on-street loading zones are facilitated on nearby streets.

‘No stopping’ provides the strictest motor vehicle restriction for bike lanes and is typically utilized on high volume roads (bicycles or motor vehicles), high speed roads and high priority bicycle lanes. ‘No stopping’ is defined as “the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a constable or other police officer or of a traffic control sign or signal”. In some situations, ‘no stopping’ may be restricted by time of day.

‘No parking’ is less restrictive as it allows for temporary stopping “for the purpose of and while actually engaged in loading or unloading merchandise or passengers”. ‘No parking’ zones sometimes exist in situations where there is no reasonable alternative for deliveries such as streets with long distances between side streets. Delivery services often have policies restricting driveway use, particularly when using larger vehicles such as those required for furniture and appliances. Many couriers, such as those used for delivery of online purchases, also restrict their drivers from parking on private driveways. Therefore, long blocks with widely spaced side streets can create occasional challenges for property owners in ‘no stopping’ zones.

Enforcement

Enforcement is required in order to achieve compliance with vehicles that stop in bicycle lanes while not “actually engaged in loading or unloading merchandise or passengers”. Abuse of ‘no parking’ and ‘no stopping’ zones is a recognized challenge.

The City's Bylaw Enforcement team has recently implemented an Administrative Monetary Penalties (AMP) process for parking and stopping infractions. The AMP program was implemented on November 1, 2019. From an enforcement perspective, the AMP process is preferable to the process of issuing parking offences (tickets) under the *Provincial Offences Act*. Under AMPs, tickets can be issued by way of mail, email, fax or by placing the ticket on the vehicle. Violations of vehicles parking in bike lanes will be far easier to enforce under the AMP protocol. Officers have already begun addressing parking issues in school zones and numerous charges have been issued by mail. Parking Administration has previously blitzed bike lane areas in the downtown to address parking issues and will continue to address this issue under the AMP model of enforcement.

Other Municipalities

A survey of several other Ontario municipalities was conducted and identified that they all address parking/stopping in bicycle lanes in a similar manner to London's current practice by applying restrictions on a corridor specific basis. Some municipalities rely on the reserved bicycle lane sign for enforcement while others include 'no stopping' and/or 'no parking' signs. All of the municipalities stated that compliance with the signage requires enforcement.

Conclusion

The advisory committees' input is requested on this topic to inform future bylaw and enforcement approaches.

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

MEMO

To:	Transportation Advisory Committee
From:	Trevor Hitchon, CET Technologist II Transportation Planning & Design
c:	Doug MacRae, Garfield Dales, Karl Grabowski
Date:	Nov. 6, 2019
Re:	**Wenige Expressway Bridge and Highbury Avenue rehabilitations**

The purpose of this memo is to provide a general overview of the proposed staging and rehabilitation methods involved with the rehabilitation of the Wenige Expressway Bridge and Highbury Avenue, extending from Highway 401 to south of Hamilton Road.

Background

Wenige Expressway Bridge is located on Highbury Avenue, approximately 550 m south of Hamilton Road and spans the South Branch of the Thames River. The bridge was constructed in 1965 and has had one major rehabilitation completed in about 1989. The structure is a continuous two-span reinforced concrete deck supported on six tapered welded steel plate girders are supported on concrete abutments and a centre pier. The structure has a total span length of 76.2 m and an overall width of 18.39 m. The bridge accommodates four lanes of traffic on Highbury Avenue over the South Branch of the Thames River (two northbound and two southbound) and is oriented on an approximate 20 degree skew to the river. Temporary concrete barriers were installed adjacent to the existing metal railings on the east side in 2009 and west side in 2011, after the metal railings were damaged by vehicle strikes. Recent temporary maintenance works have been done to maintain the expansion joints. At roughly 53 years of age, with heavy traffic loading, this bridge is due for a major rehabilitation.

Highbury Avenue within the project limits is a major 4-lane north-south corridor for commuters arriving in London via Highway 401 and neighbouring communities. Highbury Avenue South is classified as a freeway carrying approximately 45,000 vehicles per day, with 15% trucks. This corridor (from south of Power Street to Highway 401) is the only City of London road with a posted speed limit of 100 km/h. Built in the early 1960's under the ownership of the MTO, the roadway is comprised of pavement

sections constructed with concrete; some of which have been replaced with asphalt. Stormwater is conveyed through open ditches on either side of the roadway, as well as within the ditched median that separates the north and southbound lanes. A concrete median wall divides the north and southbound lanes from Hamilton Road to south of the River. In 2008 and 2010 the north and southbound lanes, respectively, were rehabilitated using a diamond grinding technique that restored rideability, surface texture and friction for a safer roadway. Diamond grinding is a pavement holding strategy with a limited life expectancy. Heaving, buckling and pop-outs have been reported by the City's Roadside Operations Staff. In the past ten years records show that there have been 501 collisions with 3 collisions involving fatalities on Highbury Avenue South between Power Street (south of Hamilton Road) and Highway 401. At roughly 53 years old, with the volume of heavy vehicle traffic that uses this roadway daily, this roadway is nearing the end of its service life.

Project Phasing

This corridor will be separated into 3 separate Phases: Wenige Expressway Bridge (Phase 1), Highbury Avenue South-south portion (Phase 2A) and Highbury Avenue South-north portion (Phase 2B). Beginning with the bridge rehabilitation in 2020, each phase is anticipated to last a full construction season.

Phase 1: Wenige Expressway Bridge and approaching road works

Phase 1 (see Fig. 1 below) will consist of the following work:

1. Bridge rehabilitation including:
    a. Complete deck replacement and widening of the structure to accommodate widened road structure (4 x 3.6m lanes plus shoulders and barriers) complete with waterproofing;
    b. recoating of structural steel;
    c. abutment improvements;
    d. drainage improvements; and
    e. new street lighting;
2. Storm maintenance hole replacement near Power Street;
3. Removal and replacement of median barrier and street lights from south of the Thames River to near Hamilton Road;
4. Construction of a new parks pathway connection along the south side of the Thames River.

Traffic will be reduced to one lane in both directions for the duration of construction, using temporary median cross-overs constructed north and south of the bridge.

Phase 1 will be awarded to a contractor early in 2020 through the City of London's procurement process.

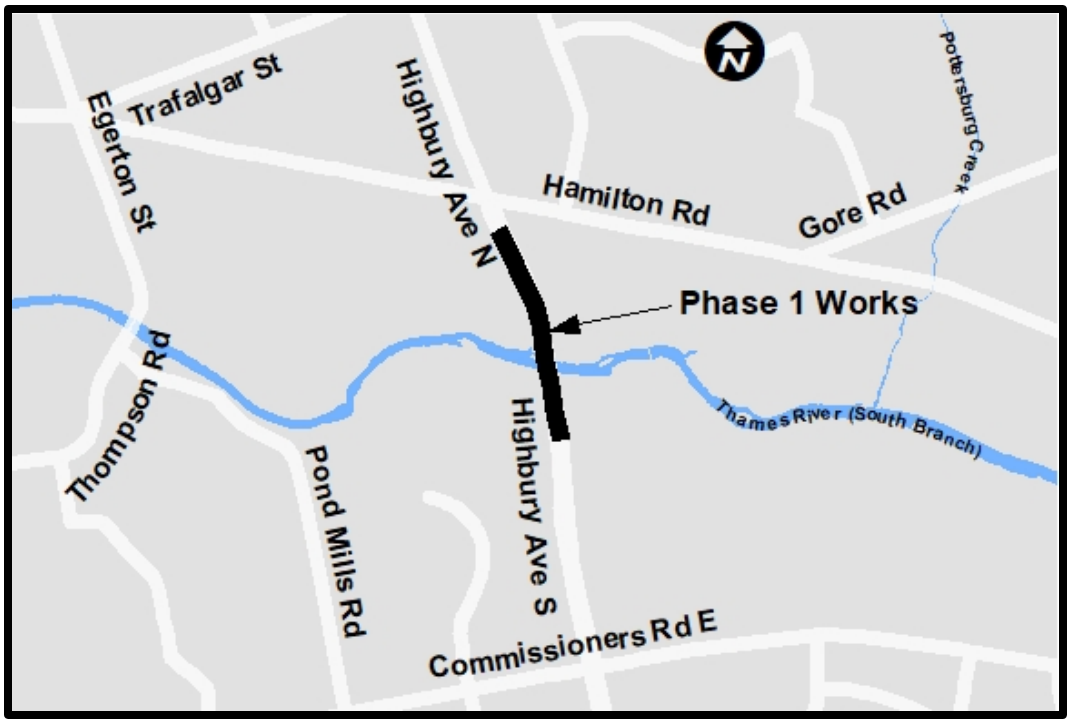


Figure 1: Phase 1 location map

Phase 2: Highbury Avenue South (Highway 401 to Wenige Expressway Bridge)

Phase 2 of this project will involve the following work:

1. Complete road reconstruction of Highbury Avenue South;
2. Culvert replacements;
3. Pending further investigation, corrosion protection for watermains that cross the corridor;

Rehabilitation of Highbury Avenue South will be separated in to 2 sub-phases, 2A and 2B, with each sub-phase anticipated to last one full construction season Phase 2A will extend from near Highway 401 to south of Commissioners Road. Phase 2B will continue from south of Commissioners Road East to south of the Wenige Expressway Bridge.

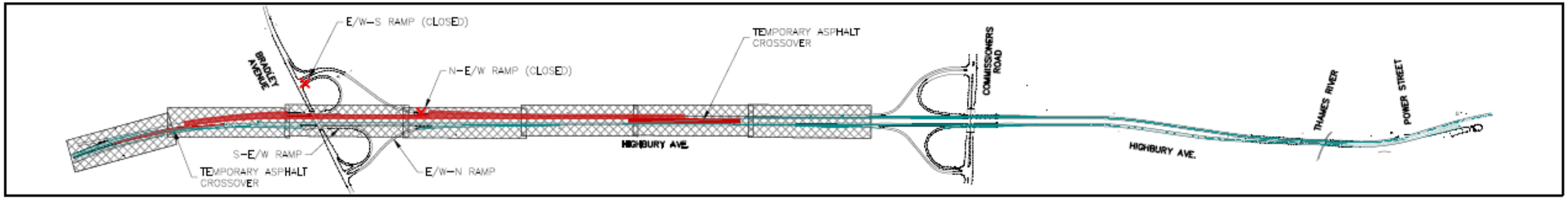
Traffic will be reduced to one lane in each direction for the duration of construction, utilizing temporary median cross-overs strategically placed, similar to Phase 1. Temporary closures of on-ramps that approach Highbury Avenue South on Bradley Avenue and Commissioners Road East will be required to accommodate the staging, as shown on the staging plan (see Appendix I). .

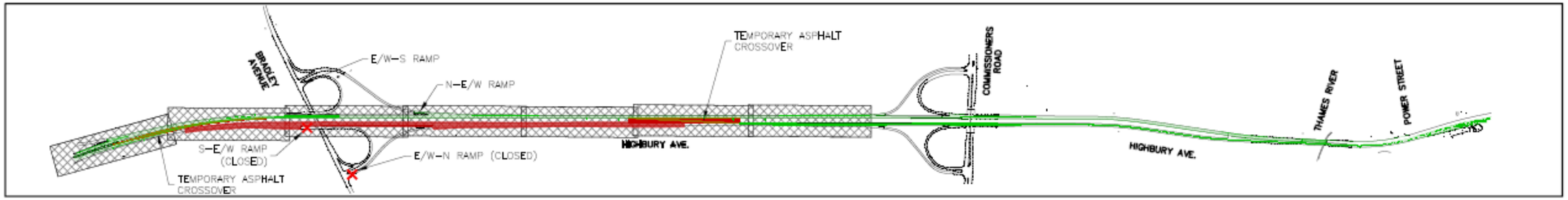
The design of Phase 2 is still in the early stages. The City has yet to decide whether the existing road will be reconstructed with concrete or asphalt. Phase 2A and 2B will be tendered separately in consecutive years due to budget constraints.

We appreciate any and all feedback related to this Memo.

Appendix I

Highbury Avenue South Staging


E/W–S RAMP (CLOSED)
BRADLEY AVENUE
N–E/W RAMP (CLOSED)
TEMPORARY ASPHALT CROSSOVER
HIGHBURY AVE.
COMMISSIONERS ROAD
THAMES RIVER
POWER STREET
S–E/W RAMP
TEMPORARY ASPHALT CROSSOVER
E/W–N RAMP
HIGHBURY AVE.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TEMPORARY ASPHALT CROSSOVER
N–E/W RAMP
HIGHBURY AVE.
COMMISSIONERS ROAD
THAMES RIVER
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S–E/W RAMP (CLOSED)
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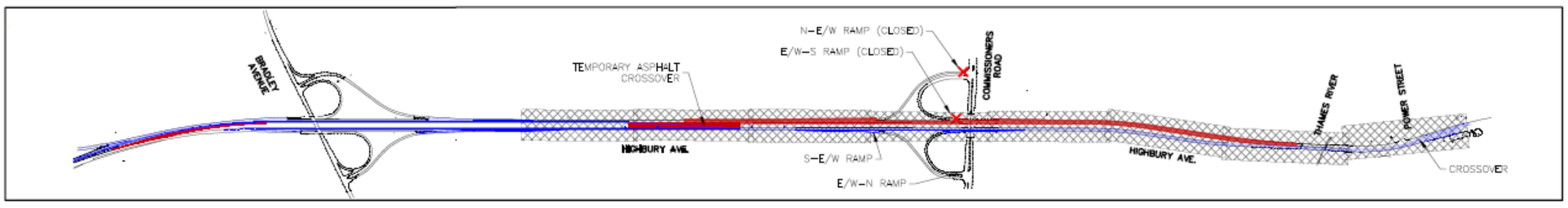
HIGHBURY AVE.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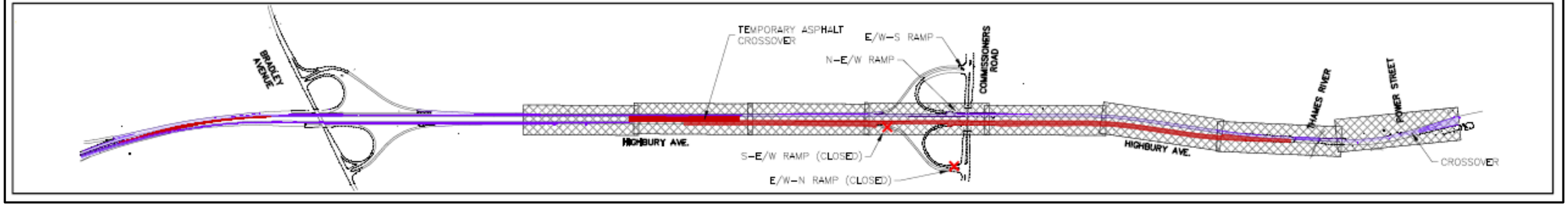
TEMPORARY ASPHALT CROSSOVER
COMMISSIONERS ROAD
THAMES RIVER
POWER STREET
HIGHBURY AVE.
S–E/W RAMP
E/W–N RAMP
HIGHBURY AVE.
CROSSOVER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S–E/W RAMP (CLOSED)
E/W–N RAMP (CLOSED)
HIGHBURY AVE.
CROSSOVER

TRANSPORTATION ADVISORY COMMITTEE
2019 WORK PLAN
(as at November 2019)

Updated: Nov 18, 2019 (Changes highlighted in RED)

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 18.5	Connected And Autonomous Vehicles (CAV)	While discussions on the potential benefits of driverless vehicles have increased, it is not well understood what the adoption of the technology will mean for London. It is time for policymakers and transportation professionals to proactively evaluate, assess and plan for the onset of vehicle automation.	City Staff	Q3-2020		Building A Sustainable City 1A, 2B, 5B Growing Our Economy 3A, 4B, 4C	Initial Presentation received June 26th. CAVWG has been established by CWC to develop a strategy by mid-2020. Draft may be ready for review by Q1 2020.
TAC 18.8	TDM Best Practice Research – Land Use Policies	Considering the TAC specific interest in Land Use Policies, the Committee can work with City staff to research and document best practices from other North American municipalities that integrate land use decisions with TDM. Specifically, municipalities where land use encourages transit, vanpooling, carpooling and active transportation (such as walking and cycling), as well as infrastructure to encourage telework.	Allison Miller TDM Coordinator	Ongoing		Strengthening Our Community Building A Sustainable City Growing Our Economy	Lowest priority of the 3 TDM items submitted in 2018. Ties into implementations of Rapid Transit, Cycling Master Plan & Complete Streets Manual projects.
TAC 18.10	Transportation Intelligent Mobility Management System (TIMMS)	Project includes upgrading current traffic signal communications systems, development of a new Transportation Management Centre, adaptive "smart" traffic signals along select corridors, enhanced transit signal priority, travel time monitoring, incident/event identification and management and real-time information. The TIMMS project would be implemented over the next decade or so with major upgrade work likely occurring in 2019.	Jon Kostyniuk Traffic & Transportation	Q3-2020		Strengthening Our Community 5E, 5F Building A Sustainable City 1C, 2A, 2C Leading in Public Service 5B, 5D	TAC to provide feedback on the TIMMS policy, scope of work and implementation plan around Sept 2019. RFP Issued in June with 3 proposals received. Target for recommended bid for Oct 22nd Civic Works meeting.
TAC 18.11	Transportation Management Association (TMA)	The City has received funding from the Public Transit Infrastructure Fund (PTIF) to develop a feasibility study and business case for developing a Transportation Management Association (TMA) which would be a 1st for London. TAC will be consulted for recommendations for invitees for a TDM Primer session and input on governance model and geographic area for TMA.	Allison Miller TDM Coordinator	Ongoing		Strengthening Our Community Building A Sustainable City Growing Our Economy	TDM Primer is tied to Rapid Transit. Other consultations will be ongoing. New TAC members to provide their recommendations to TDM Co-ordinator directly.
TAC 18.12	Business Travel Wise Program Expansion	City Staff plans to engage local employers to participate in the program which encourages commuting Londoners to use options other than driving alone through programs and incentives. The ***Commute Ontario*** project will include actions such as: expanded carpooling; ***ActiveSwitch*** walking	Allison Miller TDM Coordinator	Q4 2019		Strengthening Our Community Building A Sustainable City	Commute Ontario has had a local soft launch. Staff request TAC members to suggest companies to participate in the program

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
		and cycling rewards program; ***Emergency Ride Home*** program; ongoing campaigns, incentives and rewards and -tracking tools to measure ROI.				Growing Our Economy	still open, or Allison can provide information to forward to contacts. Input from TAC will be sought in Q4 2019. New TAC members to provide their recommendations to TDM Co-ordinator directly.
TAC18.16	City Clerk Comprehensive Review of Advisory Committees	In preparation for the City Clerk pending Review of Advisory Committees, a Working Group lead by Tariq Khan has been established to review the TAC Terms of Reference.	City Clerk Tariq Khan	Q1-2019		Leading in Public Service	Draft report delayed due to Clerk's Interim Report submission to CSC March 19th. WG draft report circulated April 6th for comment. Final Draft to be tabled and discussed at April 23rd TAC meeting. **WG Activity Complete**. Update: Awaiting date from City Clerk for consultation with TAC in Fall 2019.
TAC 19.1	2019 TAC Work Plan	Work Plan Work Group to review 2018 Carry-Over Items and suggestions by City Staff and TAC Members for the 2019 Work Plan.	Tariq Khan Dan Foster	Update as Required		TAC Terms of Reference - Planning	Final Draft circulated March 6th. Tabled at the March 2019 TAC meeting. Additional comments provided by Dan D. Apr 4th. **Complete**.
TAC 19.2	Sidewalk Warranted Program	The 2019 Sidewalk Program is an ongoing annual program responding to resident requests to improve walkability and accessibility in their neighbourhoods through the installation of sidewalks	City Staff	Q1/2-2019		Building A Sustainable City	Staff presented the Byron South Sidewalk Connectivity Plan on Mar 26th. **Closed.**
TAC 19.3	Highbury Ave South Rehabilitation	The City is planning some rehabilitation work on Highbury Avenue S from Power Street to near Highway 401. This section of Highbury includes the Wenige Bridge and a section of concrete roadway which is over 40 years old.	Karl Grabowski Zyg Gorski	Q3/4-2019		Building A Sustainable City	Wenige Bridge rehab design in its initiation stage for construction in 2020 with the roadway to follow in 2021 & 22. Update: Staff is preparing a report for TAC's November meeting which will deal with the work planned on the bridge in 2020. On Oct 22nd, TAC

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
							approved the establishment of a Working Group lead by Zyg Gorski to review all aspects of this project.
TAC 19.4	2019 Vision Zero London Road Safety Strategy	Monitor progress and provide suggestions on London Road Safety Strategy action items.	LMRSC M. Elmahdoon	Ongoing		Leading in Public Service	LMRSC has finalized its 2019 Work Plan. It was reviewed and received by TAC in March. Maged will provide updates and any requests for TAC input as required. New TAC members should review Feb 20th Civic Works meeting for details. Update: Graham Larkin, Exec Director of Vision Zero Canada and a delegation from the LMRSC made a presentation to TAC on Oct 22nd.
TAC 19.5	Investing in Canada Infrastructure Program Public Transit Stream	Staff prepared a report for SPPC which provides a list of projects for consideration for London's submission to the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Plan. The transit supportive projects are improvements to existing City streets with a focus on active transportation connections to transit routes and transit operations. The list of potential projects was developed based on the PTIS eligibility criteria and an assessment of individual project engineering and financial risk.	City Staff	Q3/4-2019		Building A Sustainable City	$125M in funding commitments received. Planning continues.
TAC 19.6	Transportation Master Plan (TMP) update	A full update of the City's TMP occurs approx. every 10 years. The next update to the last Smart Moves TMP is scheduled for 2022. Recently staff undertook an update to the City's Travel Forecast Model which informed the 2019 DC 20-year road works program.	M. Elmahdoon Transportation Planning	Q4-2019		Building A Sustainable City	Chair to confirm with Transportation planning as to any plans for consultations in 2019. Update: No plans for 2019. **Closed.**
TAC 19.7	Lambeth Area CIP (Community Improvement Plan)	Report from JM Fleming, Managing Director, Planning is the culmination of several years of public consultations and review. Planning to take report to Council in June 2019 and request any final comments to be provided ASAP.	L Davies Snyder Planning & Urban Regeneration	Q2-2019		Strengthening Our Community Building A Sustainable City	Report Received. No Further Action Required. **Complete.**

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 19.8	Hyde Park Area CIP (Community Improvement Plan)	Presentation made at May Cycling Advisory Committee meeting regarding Lambeth indicated that Hyde Park had requested a CIP.	L Davies Snyder Planning & Urban Regeneration	Q3-2019		Strengthening Our Community Building A Sustainable City	There will be no CIP for Hyde Park. **Closed.**
TAC 19.9	Automated Speed Enforcement	This initiative is designed to expand the uses of photo radar within cities in Ontario with particular attention to School Zones. London is currently evaluating City of Toronto RFP.	Jon Kostyniuk Traffic & Transportation Doug MacRae Director Roads & Transportation	Q1 2020		Strengthening Our Community Building A Sustainable City	Motion passed to recommend placement of photo radar infrastructure in all City School Zones was referred to by Council on June 25th, 2019 to Civic Administration for review and report. GTA is currently negotiating the master contract with vendor. Hope to be up and running by Q1 2020. Final Update: City council decided to go a different way and instead voted to contract for 2 mobile radar units for implementation in 2020. **Closed.**
TAC 19.10	Parking Review	At the request of TAC member Brian Gibson a Working Committee has been established to review the possibilities and effects of increasing the timeframe of overnight parking, street parking time limits and increasing overnight winter parking pass allowance.	Brian Gibson	Phase 1 - Q1 2020 Phase 2 TBD		Strengthening Our Community Building A Sustainable City	Update: 1st meeting held Wed Nov 6th at City Hall. Minutes will be available for Nov 26nd TAC along with motion to request stats from City Staff.
TAC 19.11	5G Network	Mike Rice has expressed an interest in leading a Working Committee to review the 5G Pilot Project.	Mike Rice	TBD		TBD	

Environmental Assessment Studies

TAC EA 18.4	Discover Wonderland	Environmental Assessment for Wonderland Rd from Southdale Rd to Sarnia Rd.	City Staff	Q3-2019		Building A Sustainable City	Initial study presented September 25th. Follow-up presentation reviewed and received at Feb TAC meeting. **Complete.**

NOTICE OF PLANNING APPLICATION

Official Plan Amendment

City-Wide Urban Design Guidelines

File: O-9131
Applicant: City of London

What is Proposed?

Official Plan amendment to adopt the City-Wide Urban Design Guidelines as a guideline under The London Plan and the 1989 Official Plan.

What is a Guideline Document?

A guideline document is a more detailed but more flexible interpretation and implementation of The London Plan. It is an additional tool to assist City staff, the development community, streetscape and public space designers, and the public in designing and shaping the built form of the City.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **December 20, 2019**
Amanda Lockwood
alockwood@london.ca
519-661-CITY (2489) ext. 0209
City Planning, City of London, 206 Dundas St., London ON N6A 1G7
File: O-9131
https://getinvolved.london.ca/CityDesign

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: November 21, 2019

Application Details

Commonly Used Planning Terms are available at london.ca.

Requested Amendment to the Current Official Plan

To amend Section 19.2.2. of the Official Plan to adopt the City-Wide Urban Design Guidelines as a guideline document.

Requested Amendment to The London Plan (New Official Plan)

To amend the Our Tools section of The London Plan to adopt the City-Wide Urban Design Guidelines as a guideline document.

How Can You Participate in the Planning Process?

You have received this Notice because you are a party or stakeholder who has expressed interest in the City-Wide Urban Design Guidelines. A public planning process and Official Plan Amendment is required to add the City-Wide Urban Design Guidelines to the Official Plan and London Plan as a guideline document 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 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 Urban Designer listed on the first page of this Notice.

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 prepare a report that will include City Planning staff's recommendation to the City's Planning and Environment Committee.

Attend a Community Information Meeting

A community information meeting will be held at City Hall to present this proposal and obtain input from interested members of the public. The meeting has not yet been scheduled, but will be in advance of the Future Public Meeting described below. You will receive a separate notice inviting you to this meeting. 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. Y*ou 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.

(DRAFT) City-wide

URBAN DESIGN GUIDELINES

City of London
City Planning
October 2019

London
CANADA

(DRAFT) October 2019

Introduction

WHAT ARE URBAN DESIGN GUIDELINES?

City Council may adopt guideline documents to provide more detailed direction and context for the implementation of The London Plan policies.

These City-wide Urban Design Guidelines provide complementary written and visual information to assist with the implementation of the City Design policies of The London Plan. They are both more detailed, and more flexibile in their interpretation and implementation than The London Plan policies. These guidelines should not be considered as new policy or regulation, but rather an additional tool to assist staff, the development community, streetscape and public space designers, and the public in designing and shaping the built form of the city.

This document does not reconsider the policies of The London Plan. It does not create new regulations or alter the existing regulations in the Zoning By-law, the Site Plan Control By-law, Engineering Standards, or the Complete Streets Manual. Where there is reference to specific dimensions, they are not meant to be regulatory but rather targets based on best practices.

STRUCTURE OF THESE GUIDELINES

This document shares the same structure as the City Design policies in The London Plan. The guidelines are meant to build on the City Design policies by offering more detail on how the policies may be implemented in different contexts. Sub-categories based on common themes and consideration are provided for ease of reference.

The guidelines are flexible in their interpretation, and provide creative and innovative design solutions to meet the intent of The London Plan.

(DRAFT) October 2019

Table of Contents

Policy Framework

There are various policy and regulatory documents that will apply to planning and development applications, as well as public works. These City Design Guidelines will be used in conjunction with the following documents:

THE PLANNING ACT

The Planning Act outlines matters of provincial interest that municipalities need to have regard for in carrying out their responsibilities. There is a provincial interest in promoting development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and, promoting a built form that is well-designed encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

THE LONDON PLAN

The London Plan is the City's Official Plan and lays out City Council's vision and priorities for the short-term and long-term growth of the city. The London Plan provides direction on the allocation of land uses, the design of built form and the degree of intensity in different areas of the city. The London Plan includes policies related to City Design, which form the basis of these City-Wide Urban Design Guidelines. All of the work and investment the City does is to be consistent with The London Plan.

SECONDARY PLANS

Secondary Plans may be established through a comprehensive study of specific existing or future neighbourhoods where it has been deemed important to coordinate the development (or redevelopment) of multiple properties. Secondary Plans provide more detailed policy guidance for that specific area. Where there is a conflict between the policies of a Secondary Plan and The London Plan, the Secondary Plan will prevail. Secondary Plans are identified in The London Plan, policy 1565.

HERITAGE CONSERVATION DISTRICTS

Heritage Conservation Districts are designated pursuant to Part V of the Ontario Heritage Act to recognize and protect areas of the City that are identified as having significant cultural heritage value or interest. To help manage change in these areas, Heritage Conservation District Plans have specific policies and guidelines to ensure that what makes these areas of significant cultural heritage value or interest are conserved. Heritage Conservation Districts are also identified in The London Plan, policy 601. Heritage Alteration Permit approval may be required to make changes to a heritage designated property. Properties may be individually designated pursuant to Part IV of the Ontario Heritage Act. Heritage Alteration Permit approval may be required to make changes to a heritage designated property.

AREA SPECIFIC DESIGN GUIDELINES

Area-specific Design Guidelines may be established for areas or sites with unique contexts or circumstances which require specific direction for their longer-term development. Area-specific Design Guidelines provide detailed guidance on how the community or site should be designed including the site layout, built form and public realm components. These city-wide guidelines will be used to supplement area guidelines, where they exist, to provide a comprehensive picture of how development will fit into the larger city structure. Area-specific Design Guidelines are identified in The London Plan, policy 1716.

OTHER APPLICABLE DOCUMENTS

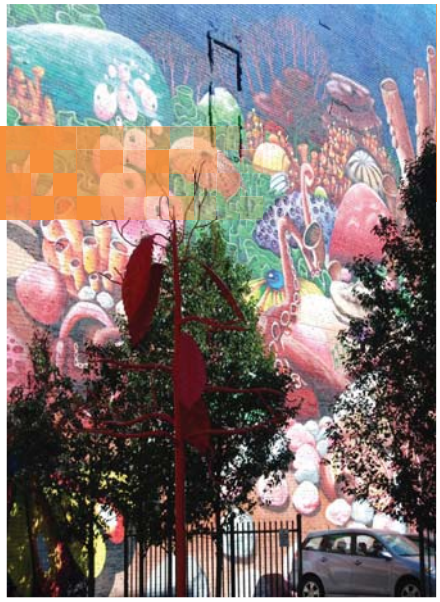
In addition to the above, planning and development applications need to meet the direction of various municipal policies and regulations including, but not limited to, the Zoning By-law, Site Plan Control By-Law, the Sign By-law, Access Management Guidelines, the Growth Management Implementation Strategy, Engineering Design Standards, the Ontario Building Code and the Complete Streets Manual. Other Guidelines Documents are identified in The London Plan, policy 1717 to 1722.

NEIGHBOURHOOD CHARACTER

Each site and neighbourhood is unique and has different existing characteristics. The Place Types provide a planned vision for each area, but attention should also be paid to the existing features on the site and how they can contribute to the unique identity for the area and create a sense of place.

1. Strategically locate new parks, pathways and open spaces in central locations, adjacent to natural heritage features, at corners, view termini and adjacent to community facilities to form focal points and provide views throughout the neighbourhood.
2. Provide a cohesive and complementary architectural style throughout new development. Architectural style and form does not need to be the same but should be compatible to create a sense of place.
3. Consider the design of streetscapes, setbacks, façade rhythm, architectural datum lines, and landscaping, to contribute to the unique character of the neighbourhood for new or infill development.
4. Public art can be integrated into new neighbourhoods and development in the following ways:
   i. creative lighting on buildings or within the public space
   ii. gateway feature or focal point in unique districts or communities
   iii. surface treatments and paving patterns
   iv. into privately owned public spaces or integrated into building facades
   v. street furniture, tree grates, transit stops and stations

Character



CULTURAL HERITAGE

Protect and enhance existing cultural heritage resources through development that is compatible and highlights important heritage attributes.

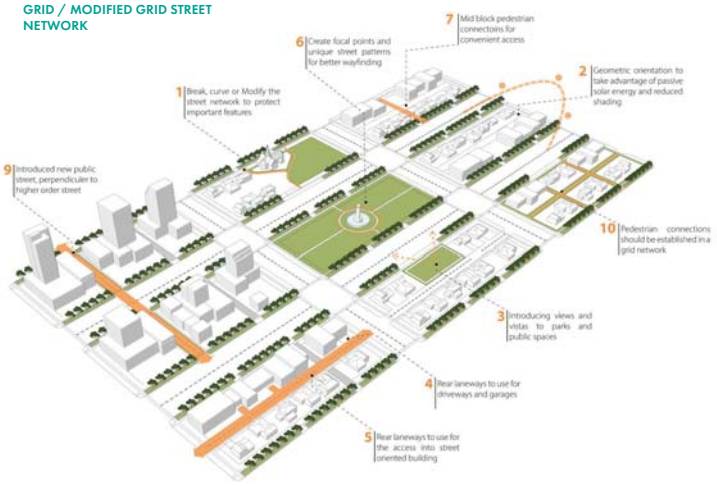
1. Highlight distinctive heritage elements by maintaining views to these elements.
2. Design additions to heritage buildings that do not detract from the heritage features. This may include setting back the addition from the heritage resource, or using complementary materials and architectural style.
3. Incorporate materials and architectural cues (rhythm, massing and form) from the surrounding neighbourhood into the design of new buildings, additions and landscapes.
4. Continue visual datum lines from heritage buildings into new adjacent development, including floor, fenestration and cornice heights.
5. Design new development and neighbourhoods around existing cultural heritage resources and landscapes to create focal points and landmarks.

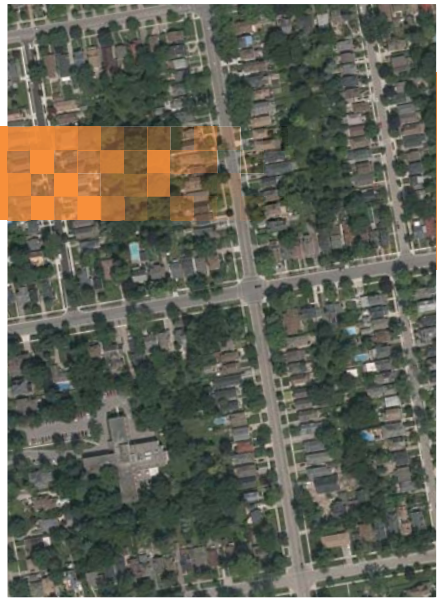
NATURAL HERITAGE

Consistent with the policies of The London Plan, protect and enhance existing natural heritage features by integrating them into the design and layout of the site or neighbourhood.

1. Lay out the street networks and development patterns to provide access and views to natural heritage features, such as creeks and woodlands. Use window streets and strategically locate buildings to provide views to natural features.
2. Locate park space next to natural features to increase views and allow for a buffer from development.
3. Choose building forms and configurations that utilize the existing topography on the side and make efforts to avoid clearing or flattening sites.
4. Resolve changes in elevation within the building form by stepping down across the building length or utilizing techniques such as walkout basements to minimize the use of retaining walls.
5. Integrate the pathway network to provide convenient access and views to natural features.
6. Utilize privately-owned rear driveways or laneways to allow for buildings to front onto natural features.

GRID / MODIFIED GRID STREET NETWORK





Street Network

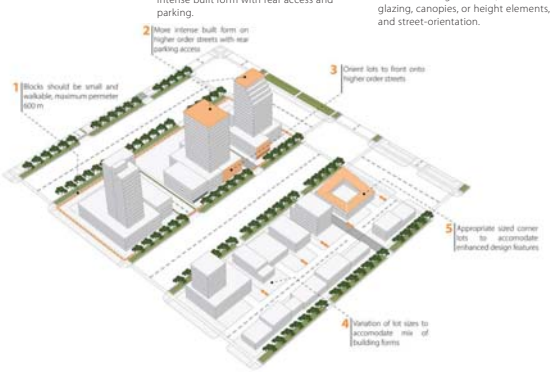
A grid network of streets provides the most direct, convenient and easy to navigate neighbourhood configuration. Sometimes the grid can be broken or modified to respond to natural features or topography, or to optimize views and access to public spaces, transit and landmarks.

1. Break, curve or modify the street network to protect and enhance natural heritage features, cultural heritage resources and landmarks.
2. Consider the geographic orientation of streets relative to the sun to take advantage of passive solar energy and reduce shading impact on adjacent properties.
3. Protect and introduce views and vistas to parks and public spaces.
4. Use privately-owned rear laneways to reduce the impact of garages and driveways on the streetscape.
5. Along higher-order streets, consider privately-owned rear lanes to access street-oriented built form as a first priority, and window streets only where this cannot be achieved.
6. Strategically locate landmarks and focal points within neighbourhoods to help with wayfinding.
7. Introduce mid-block pedestrian connections for convenient access to transit, destinations and public space.
8. In new Neighbourhoods, the street network should protect for street connections to future development.
9. In Transit Villages, Corridors and Shopping Areas, new public streets should be introduced perpendicular to the higher-order streets to break down large blocks.
10. Where public streets are not possible, private streets or pedestrian connections can be established in a grid network.
11. Rear laneways, pedestrian connections and other private vehicle and pedestrian routes should be located and designed to ensure clear sightlines for safety.
12. Provide through streets instead of cul-de-sacs and crescents.
13. Consistent with the London Plan, a connectivity ratio of 1.5 or higher must be achieved in new neighbourhoods. The connectivity ratio is measured by dividing the number of street segments by the number of nodes, dead ends and cul-de-sacs.

BLOCK / LOT SIZING AND CONFIGURATION

Block and lot sizes and configuration should be appropriate for the scale and intensity of the development on them. Block configuration should promote street-oriented built form and accommodate all required parking and servicing on site. Block and lot sizing should also promote a mix of housing forms.

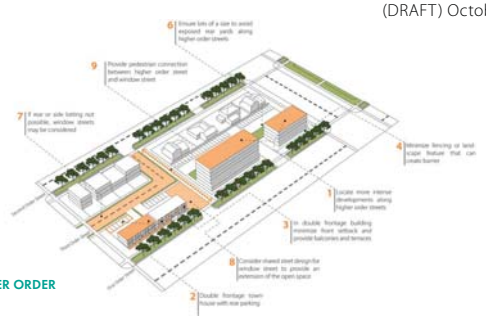
1. Blocks should be small and walkable, targeting a maximum perimeter of 600m. Block sizes adjacent to the arterial road network will be determined by minimum intersection spacing in the Access Management Guidelines.
2. Design block depths adjacent to higher-order streets to accommodate more intense built form with rear access and parking.
3. Orient lots to front higher order streets.
4. Provide a variety of lot sizes to accommodate a mix of building forms throughout new neighbourhoods.
5. Design corner lots, lots at T-intersections and lots at the end of view termini to be approriately sized to accommodate enhanced design features, such as glazing, canopies, or height elements, and street-orientation.



PEDESTRIAN / CYCLING NETWORKS

Consistent with the City of London Cycling Master Plan, pedestrian and cycling routes should be integrated into the street network. Off-road options may also be provided to supplement the primary cycling routes and allow for convenient access to public spaces, destinations and the trail network.

1. Provide pedestrian and cycling connections mid-block on long blocks, to reduce the travel distance between key destinations, such as transport stops.
2. Mid-block connections may be provided for convenient access from rear parking areas to the fronts of buildings in Transit Villages, Corridors and Shopping Areas.
3. Minimize curves and blind spots when intoducing mid-block connections.
4. Design mid-block connections to be wide enough to allow for clear sightlines to and from streets and public spaces.
5. Size and orient lots adjacent to mid-block connections so that development can front onto the connection and reduce the need for blank walls and fencing.
6. Include trees, lighting and landscaping within mid-block connections in a manner that fits within the character of the Place Type.
7. Reduce the number of driveways and vehicle access points on streets that include cycling networks and primary pedestrian routes.
8. Provide benches, bike racks, landscaping and way-finding signage along cycling and primary pedestrian routes, particularly at transit stops and close to intersections.



INTERFACE WITH HIGHER ORDER STREETS

Locate active building facades along the higher order street edge to promote safety, direct connections and animate the street.

1. Locate more intense forms of development, such as apartment buildings, along higher order streets to minimize vehicle access and parking between the building and the street.
2. In neighbourhoods, consider double frontage house forms and townhouse designs with rear parking.
3. In double-frontage building designs, minimize the front setback of buildings and deliver amentiy space such as a front porch, upper level terrace or balcony, or a rear courtyard.
4. Minimize fencing or landscape features that create a barrier between the development and the higher order street. Ensure that any fence treatment is low and decorative, provides direct access to front doors, and allow for clear sight lines for pedestrians and vehicles.
5. Where side-lotting is necessary along higher order streets, locate the garage away from the higher order street and orient the front door and active building portions to the higher order street.
6. Design lots with a size and configuration that avoids exposed rear yards along higher order streets. Use the building to provide privacy and sound barrier as much as possible and reduce fencing next to the street. Side yard fencing should be setback behind the building wall and screened with landscaping.
7. Where rear or side lotting is not possible, window streets may be considered.
8. Consider a shared street design for window streets to provide an extension of the open space.
9. Provide pedestrian connections between the higher order street and the window street.

Streetscape

COMPLETE STREETS

The Complete Streets Design Manual provides specific guidance on how the right-of-way should be designed for different classifications of streets. These City Design Guidelines will provide additional guidance on the interface between development on private property and the public streets.

TRANSIT

Design streetscapes that are comfortable and convenient to access transit.

1. Locate transit stops close to intersections with safe pedestrian crossings, with consultation from the London Transit Commission.
2. Provide an adequately sized hard surface at transit stops between the sidewalk and the curb for accessibility.
3. Consider seating at all bus stops. Shelters should be provided at transit stops with high ridership.
4. Integrate sheltered areas into the design of development in Transit Villages, Corridors and Shopping Areas.
5. Where possible, provide refuge islands where transit stops are next to bike lanes to minimize conflicts.

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VERTICAL ELEMENTS

Design streetscapes with coordinated vertical elements in the right-of-way to reduce clutter and contribute to the overall sense of place and unique character of each Place Type.

1. Locate trees, landscaping, signage, utilities and lighting between the curb and the sidewalk to reduce visual clutter and provide a buffer between pedestrians and vehicles.
2. Coordinate the location of the above elements to ensure trees do not block signage or lighting.
3. Landscaping should be low level to avoid blocking sightlines for pedestrians or vehicles, particularly at intersections.
4. Co-locate utilities and put them underground wherever feasible.
5. Wrap utility boxes in public art that adds to the character of the streetscape.

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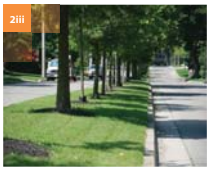

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TRAFFIC CALMING

All streets should be comfortable and safe for pedestrians. Traffic-calming measures can be integrated to change the speed of vehicles and the character of the area.

1. The paved vehicle portion of roads should be as narrow as possible.
2. Integrate the following traffic-calming measures into new streets and as part of street reconstruction in Downtown, Transit Villages, Corridors, Main Streets, and Neighbourhoods:
   i. Bump-outs
   ii. Raised intersections
   iii. Planted medians
   iv. Streets trees
   v. Wide boulevards
   vi. On-street parking
   vii. Speed Cushions
   viii. Bike lanes

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LANDSCAPING

Trees and planting in the streetscape can have a big impact on the character and quality of the area. Landscaping on public streets should use native species, be low maintenance and consistent with the visions of the Place Type.

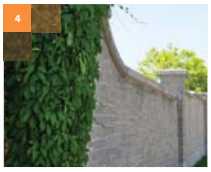
1. Provide street trees between the sidewalk and the curb on all public street where space permits where possible.
2. In Downtown, Transit Villages, Corridors and other locations with high pedestrian traffic, street trees should be provided in tree grates or formal at-grade or raised planter beds. Silva cells or similar soil storage technology are encouraged for all urban street tree planting.
3. In Neighbourhoods, street trees can be planted in a grass boulevard.
4. Low Impact Development (LID) features should be considered for major street reconstruction projects. LIDs should generally be located between the sidewalk and the curb, unless otherwise directed by the City Engineer.
5. In Downtown, Transit Villages, Corridors and other locations with high pedestrian traffic, curb cuts should be included in any LID design to allow water to drain into planters or vegetated areas.
6. In Neighbourhoods, LID features can be provided where appropriate.
7. The use of LID features can be considered in appropriate streetscape locations and for pedestrian pathways.

NOISE AND RETAINING WALLS

Retaining walls and noise walls should be avoided as they cut development off from the streetscape. Where it is not possible to avoid them, they should contribute positively to the surrounding environment.

1. Locate retaining walls on private property and outside of the City right-of-way.
2. If retaining walls are necessary, they should be designed to include:
   i. planting beds,
   ii. seating,
   iii. terracing, and/or
   iv. stairs or ramps.

   (Railings may be required in accordance with the Ontario Building Code).
3. Provide convenient pedestrian connections around retaining walls.
4. If noise walls are necessary, they should be designed to include:
   i. compatible colours, materials and/or patterns,
   ii. public art, and/or
   iii. landscape screening on private property.
5. Break up long expanses of noise walls with different angles or heights.



PARKS AND RECREATION MASTER PLAN

The Parks and Recreation Master Plan provides specific guidance on where public parks should be located and how they should be designed. These City Design Guidelines will provide additional guidance on the interface between development and parks and other public spaces.

LOCATION

The inclusion of each public space in the design of neighbourhoods and new developments provides a place to meet and gather, create connections, and establish the character and sense of place for the surrounding area.

1. Locate public spaces centrally within new neighbourhoods, bounded by public streets, to form a focal point. Design new neighbourhoods to have 50% of the perimeter of a park bounded by public streets.
2. Locate public open space adjacent to natural features, at corners, view termini and adjacent to community facilities.
3. In the Downtown Place Type, public spaces may take the form of mid-block connections, and plazas/forecourts associated with new development.

Public Space

4. Locate plazas at the corners of new development to serve as an extension of the public sidewalk.
5. Introduce civic spaces to dense existing neighbourhoods by providing a more urban, hardscape space for events and gathering.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Creating public spaces that are safe and comfortable is important. The design of public space, and privately owned public space should maintain sight lines and not create hidden spaces.

1. Locate active building walls with windows and doors next to public spaces to maximize passive surveillance.
2. Maintain direct pedestrian routes from the public sidewalk to adjacent buildings.
3. Provide at least two unobstructed ways into and out of the space from the sidewalk should be provided.
4. Vertical elements including plants, landscape walls and furniture should be low enough to maintain open views.

LANDSCAPE FEATURES

Incorporate landscaping and landscape features into the design of public spaces to create a sense of place, support food systems, and assist in achieving the goals of the Forest City chapter of The London Plan

1. Public spaces should be designed with a variety of hardscape and softscape material, coordinated with the adjacent streetscape.
2. Include a variety of seating options, public art and lighting that is appropriate for the Place Type.
3. Plant trees in sod or planting beds to allow for long term growth. Use Silva cells or similar soil storage technology for urban tree planting in plazas, POPS and seating areas.
4. Consider incorporating pollinator-friendly planting and edible foodscapes where they do not cause a conflict with other park elements.
5. Incorporate flexible gathering spaces that allow for neighbourhood programing such as markets, fitness classes and performances.

PRIVATELY-OWNED PUBLIC SPACE (POPS)

POPS are encouraged in all Place Types. While privately owned and maintained, these spaces serve as an extension of the streetscape and/or public open space system.

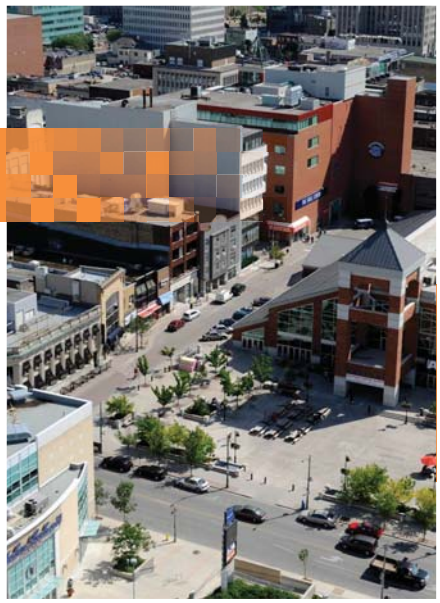
1. The optimal location for POPS is on the south side of buildings and adjacent to public streets to allow sunlight penetration into the space and the building, where possible.
2. Locate POPS on corners where possible and provide entryways and doors into the space.
3. POPS should be designed with a variety of hardscape and softscape materials, coordinated with the adjacent streetscape.
4. Provide mid-block connections on large development blocks to allow pedestrians to walk from the public street through the devlopment block.
5. Mid-block connections may be designed to double as POPS or amenity space for residents and include seating and other site furniture.
6. Mid-block connections should be a minimum 8.0m wide and designed with a variety of hardscape and softscape materials, coordinated with the adjacent streetscape.
7. Mid-block connections may serve as an extension of the multi-use pathway system, or as a outdoor amenity area.

TRAILS, WALKWAYS, AND CONNECTIVITY

Trails, walkways, play equipment and recreational facilities incorporated in the design of public spaces allow for healthy and active lifestyles

1. The design of public spaces should allow for direct pedestrian routes from the public sidewalk to adjacent buildings
2. Multi-use pathways systems should be provided to support an alternative to sidewalks and extend through all Place Types, consistent with the City of London Cycling Master Plan.
3. The multi-use pathway network should extend from neighbourhoods to public transit stops.

Site Layout



EXISTING TREES AND TOPOGRAPHY

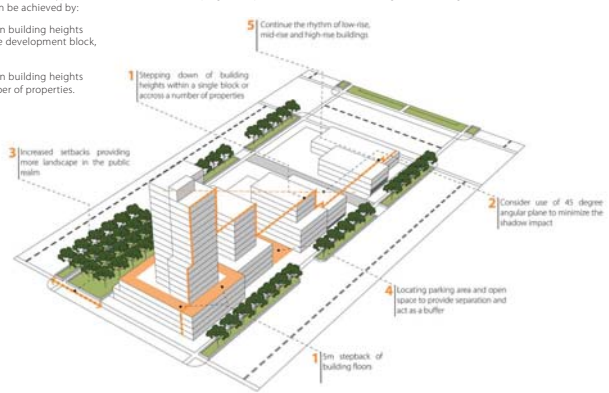
Protect and maximize retention of existing grades, natural features and healthy trees on site. These features should help determine the organization of the site and locations of new built elements.

1. Locate buildings and hard surfaces away from trees and natural features.
2. Lay out parking areas to reduce impacts on perimeter trees and clusters of tree.
3. Use landscape islands to terrace large parking areas across sloping sites.
4. Address large grade changes within buildings through techniques such as side or back split buildings, or walk-out basements.
5. Step long buildings down across sloping sites to have multiple grade-related entrances and avoid exposed blank foundations.
6. Where exposed foundations are unavoidable, extend the facade materials to cover them, or use landscape terracing to raise the grade to floor level.
7. Use grade changes to optimize and hide underground parking access.

TRANSITION

Different intensities of development and built form can exist together if there is an effort to provide an appropriate transition between the two forms.

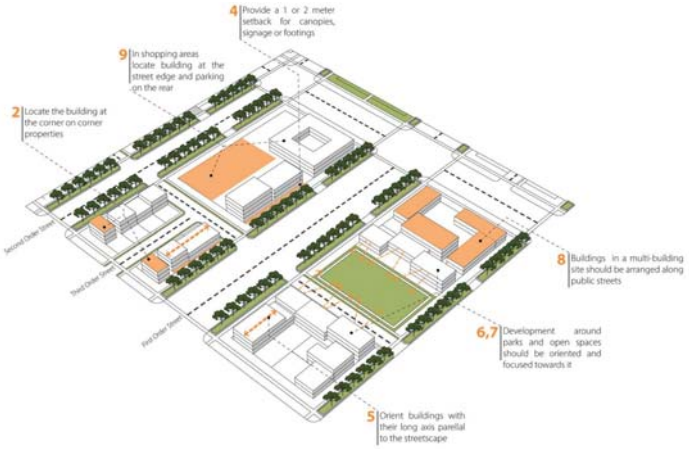
1. Transition development down in height and density towards lower intensity Place Types, within the Place Type boundary. This can be achieved by:
   i. stepping down building heights within a single development block, or
   ii. stepping down building heights across a number of properties.
2. Consider the use of a 45 degree angular plane to minimize shadow impacts on adjacent development.
3. Increase building setbacks as development transitions away from the most intense, urban places, to provide more landscaping in the public realm.
4. Locate parking areas and open space on site to provide separation and a buffer between new and existing buildings of different intensities.
5. Continue the rhythm of low-rise buildings into the lower levels of mid- and high-rise buildings.



BUILDING LOCATION

Locate buildings to frame the public realm, create usable amenity space on site and allow for direct and convenient access from the public sidewalk to entrances and between buildings on the same and neighbouring sites.

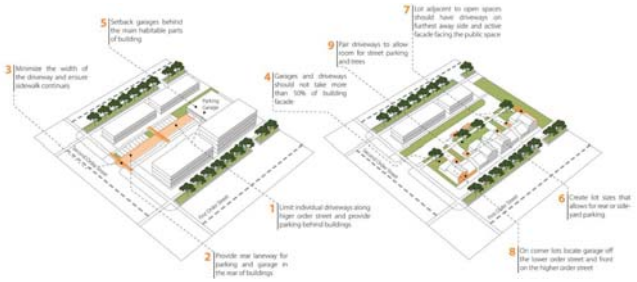
1. Locate buildings close to the highest order street to create a comfortable pedestrian environment.
2. On corner properties, locate the building at the corner.
3. Locate buildings in line with existing adjacent buildings that are not anticipated to change.
4. Within new development, provide a 1 to 2 metre setback to avoid encroachment of footings, canopies and signage.
5. Orient buildings with their long axis parallel to the streetscape to provide a continuous street wall.
6. Development adjacent to parks, pathways and POPS should be oriented to and frame the open space.
7. Lay out multi-building sites to maintain views to open spaces and focal points, and to define usable amenity space.
8. Multi-building sites should be arranged to maximize the amount of building along the public streets. Additional buildings should be located along the primary drive aisles, and large scale buildings should be located to the rear of the site to minimize the impact of service and loading areas.
9. In Shopping Areas and Urban Corridors, locate buildings at the street edge and parking to the side or rear. Locate and orient entrances to be convenient for people arriving by public sidewalk and by vehicle.



RESIDENTIAL DRIVEWAYS

Design development to provide a positive interface with the streetscape, maximize pedestrian comfort and safety and encourage social interaction.

1. Limit individual driveways and garages in Downtown, Transit Villages, Corridors and along higher order streets. Instead provide underground or structured parking, or surface parking behind buildings.
2. Provide privately-owned rear laneways for development fronting higher order streets with garages, and parking in the rear of buildings.
3. Minimize the width of vehicle access points for mixed use and multi-family development. Ensure sidewalks continue across driveways.
4. Garages and driveways should not take up more than 50% of the building facade, particularly for attached forms like townhouses.
5. Setback garages behind the main habitable parts of buildings.
6. Where possible, create lot sizes that allow for rear or sideyard parking to avoid vehicles parked between the building and the street.
7. For lots adjacent to open spaces and pedestrian connections, locate garages and driveways on the side furthest away to provide active facades facing the public space and reduce conflicts between vehicles and pedestrians.
8. On corner lots, locate the garage and driveway off of the lower order street, close to the interior property line and have the front door and active uses facing the higher order street to provide active facades on the higher order street.
9. Pair driveways to allow sufficient room for trees to grow and for on-street parking.



LOADING, GARBAGE AND SERVICE AREAS

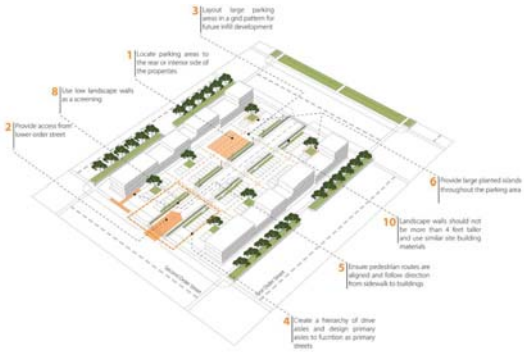
Reduce the negative visual and noise impact of loading, garbage and other service areas for on-site users and the public realm.

1. Locate loading, garbage and other service areas within buildings wherever possible.
2. Use wing walls and enclosures made of the same materials as the main building to hide outdoor garage and utility areas.
3. Locate outdoor garbage and services to the rear of the building, or on the side where the rear is not possible.
4. Minimize the width of garbage and loading routes on site and screen them with low landscape walls and planting.
5. Locate utilities to the side or back of buildings and integrate them into the articulation of the building.

SURFACE PARKING

The location, configuration, and size of parking areas impacts the experience of pedestrians, transit-users, cyclists and drivers. Sites should provide safe, comfortable, convenient and intuitive access and connectivity throughout.

1. Locate parking areas to the rear or interior side yard of properties.
2. Provide access from lower order streets where possible.
3. Lay out large parking areas in a grid pattern to allow for future infill development.
4. Create a hierarchy of drive aisles and design primary drive aisles to function as local streets. Including the following:
   - i. Sidewalks
   - ii. Demarcated cross walks
   - iii. Tree planting
   - iv. Seating areas
   - v. Pedestrian scaled lighting
   - vi. On-street parking
   - vii. Cycling lanes



5. Design parking lots with pedestrian routes that are aligned and direct from the public sidewalk to buildings and between buildings.
6. Provide large planted islands throughout the parking area.
7. Consider including LID features surrounding and within parking areas through curb cuts and bio-swales to assist with storm water management.
8. Screen parking areas from the public sidewalk with a combination of low landscape walls and planting.
9. Align landscape walls and screening with the front of building facades to provide a continuation of the street wall.
10. Landscape walls should be no taller than 1m and constructed of the same or complementary materials to the building(s) on site.
11. Consider designing parking areas in multi-unit developments as shared spaces with no curbs and enhanced paving materials to provide an extension of the amenity space on site.

DRIVE-THROUGH FACILITIES

Design of drive-through facilities to be integrated within the site layout to provide direct and safe pedestrian connections, allow for vehicular flow and reduce impacts on adjacent land uses and the public realm.

1. Locate drive-through facilities in the rear and interior side yard. Do not locate drive-through facilities next to public streets.
2. Design restaurants with drive-through facilities with pedestrian entrances that have direct access to public sidewalks.
3. Provide additional screening, through a mix of landscaping and low landscape walls, where any portions of the drive-through facilities are adjacent to a public street.

UNDERGROUND AND STRUCTURED PARKING

Incorporating parking in buildings or providing parking structures allow for parking to be screened from the public right-of-way, reducing the visual and noise impacts on the public realm. Provide active frontages on the ground floor to allow for direct connections tp the public realm as well as the site.

1. Integrate parking structures into the design of apartment buildings and free-standing commercial buildings. Provide active uses on the ground floor of apartment buildings.
2. Provide active uses on the ground floor of parking structures.
3. Consider shared access parking for new and intensified development.
4. Consolidate parking for big box area commercial development where Zoning permits.
5. Locate underground parking entrances away from the public realm .
6. Design parking garages with entrances as a very minimal part of a façade of new buildings.

SITE CIRCULATION

Provide clear and convenient paths of travel for all users - pedestrians, cyclists, and drivers - to and within the site. Prioritize pedestrian and cyclist safety and convenience.

1. Design parking lots with walkways throughout directly connecting building entrances.
2. Design new development with connections to existing and new pathway systems.
3. Provide a hierarchy of walkways through a site by utilizing different walkway widths and accompanying landscaping.
4. Design parking lots in a grid pattern with drive aisles designed as local streets.
5. Provide crosswalks in parking lots where any walkway crosses a drive aisle.
6. Provide direct walkways from the front entrances of different buildings/ developments to other buildings/ development and to public sidewalks.
7. Provide landscape islands with a mix of landscaping and shade trees.

8. Delineate walkways from vehicle lanes and parking stalls with a change of colour and material and raised from the surrounding drive aisle.
9. Design pedestrian walkways through parking lots with pedestrian level lighting.
10. Design pedestrian routes to be direct and efficient paths of travel.
11. Provide internal or sheltered bicycle storage for residential, office, institutional and industrial developments with convenient access from the sidewalk and cycle routes.
12. Locate short-term cycle parking close to commercial building entrances and windows for convenient access and to provide passive surveillance.

LANDSCAPING

Maintain existing trees on site and incorporate new shade trees to provide shade, screening, and enhance the user experience on site and within the public realm.

1. Incorporate and maximize the retention of mature trees for development of new sites or redevelopment of existing sites.
2. Incorporate mature trees into the design of parking lots by incorporating them into parking islands.
3. Surface parking can incorporate trees into the design through the following techniques:
   i. In a Low Impact Development system
   ii. In planters
   iii. In tree grates
   iv. Along primary pedestrian routes
   v. Around the perimeter of the site
4. Provide large shade trees along all interior and exterior property lines where hydro lines allow.

BICYCLE PARKING

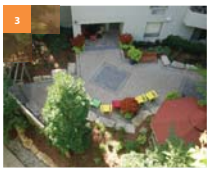
Incorporate bicycle parking into the design of new development as a component of comfortable and safe bicycling infrastructure.

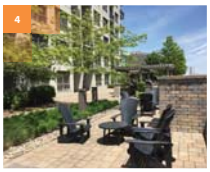
1. Provide secure interior bike parking for large multi-unit residential, commercial, recreational and institutional buildings
2. Provide bicycle parking in all developments in highly accessible and visible locations, such as adjacent to main entrances.
3. Provide weather protection for bicycle parking whenever possible.

INTERFACE WITH STREETS AND PUBLIC SPACES

New development can support pedestrian activity and safety by providing public entrances, transparent windows and reducing blank walls along public rights-of-way. Providing buildings that directly front onto public spaces that allow for a defined edge and enclosure for the public spaces.

1. Provide principle entrances with direct walkway connections on facades that face public streets, public parks and open spacest. Incoporate transparent windows into the ground floor design of buildings to create an active frontage along street edges.
2. Provide a 1 to 2 metre setback to accomodate entrances, door swings, and walkways.
3. Clearly identify public entrances with signage, lighting, waiting areas, weather protection, and architecural features.
4. Locate residential units on the ground floor with direct access to the public sidewalk where zoning permits. Incorporate stoop, porch, and patio frontages into these units.
5. Evenly space commercial and residential entrances across the facade. Incorporating multiple entrances creates human scale rhythm and activates the street.
6. Include front doors on all entrances on the ground floor that are lockable from the outside, with an appropriate amount of glazing for the use. Sliding patio doors should only be used on upper floors.
7. Coordinate any built elements located in the setback between the sidewalk and the building with the materials of the building, as well as those of the streetscape.
8. Minimize the use of retaining walls that cut off development and active frontages from the streetscape and pedestrian network.
9. Minimize blank walls and locate them away from areas with exposure to the public realm and pedestrian traffic.

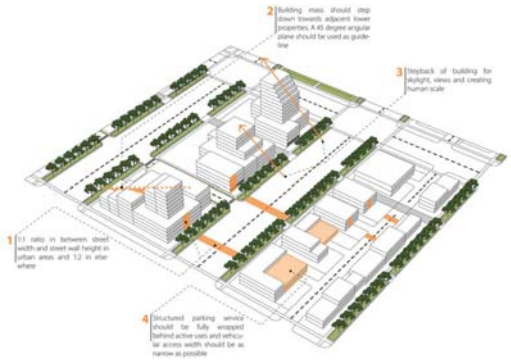




AMENITY SPACES

Include outdoor amenity spaces in the design of neighbourhoods and mixed-use buildings to enhanced the quality of life of residents.

1. Consider amenity spaces to have direct connection to pedestrian networks.
2. Provide amenity spaces adjacent to open spaces when possible.
3. Reduce negative impacts on amenity spaces by ensuring they are well buffered from parking lots, garbage and loading facilities.
4. Provide amenity space on the rooftop of mid or high-rise buildings.
5. Provide amenity space with direct ground floor access in low-rise development.
6. Consider grouping amenity spaces to ensure the space is a functional size.



MASSING

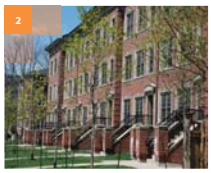
1. The massing of buildings should aim to provide between a 1:1 and 1:2 relationship between the height of the street wall to the width of the street to provide a sense of enclosure. 1:1 should be used in more urban context such as Downtown and Transit Villages, and 1:2 elsewhere.
2. Building mass should also step down towards adjacent lower properties that are not anticipated to change, as well as towards lower intensity Place Types. A 45 degree angular plane should be used as a guideline to minimize shadow impacts.
3. Above the streetwall, the building should step back to provide access to sunlight, sky views and create a human scale. A street wall of 2 to 5 storeys generally acheives these goals.
4. Structured parking and service areas should be fully wrapped in active building uses. Vehicular entrances to these areas should be as narrow as possible while still permitting turning movements.

Buildings

ACTIVE FACADES AND PEDESTRIAN ORIENTATION

Design buildings to provide a comfortable environment for pedestrians within the public right-of-way and within the site.

1. The building base is the bottom 1 to 3 storys of the building and should have a positive interface with the public realm. The base interface is intended to apply to all scales of buildings including low-rise attached units, commercial buildings, and mid- and high-rise buildings.
2. Interior residential and commercial units should be expressed on the exterior of the base through materials and articulation to create a human scale rhythm. This will generally appear as row houses for residential units, and individual store fronts for commercial buildings.
3. Address intersections and corner properties and establish an edge by massing buildings to the corner and providing a height element, material change, or special architectural features.
4. Break up long building facades through articulation and/or material change. Materials should generally wrap around exterior corners and change on interior corners.



5. Blank walls should be avoided where non-active facades cannot be avoided, they should be located away from street-facing facades and minimized where possible. Material changes, building articulation, display windows and creative lighting may be used to make blank walls appear less imposing, but are not a replacement for active ground floor uses.

RESIDENTIAL FACADES

For townhouses and low-rise apartments, provide an appropriate transition of building height, scale, and massing to ensure there are no adverse effects on neighbouring properties and different Place Types. Consideration should be given to the intent and possible future development of neighbouring properties based on the identified Place Type of The London Plan.

1. Raise ground-floor residential units slightly for privacy. Porches, stoops or terraces with landscaping should be provided to offer privacy between ground floor units and the public realm.
2. Provide ground floor residential units with direct access from the public sidewalk to a lockable front door to animate the building facade. A secondary entrance may be provided through a common hallway.
3. Emphasis the exterior entrance through windows, canopies, lighting, and other features. This will also differentiate the ground floor from those above.
4. Differentiate lobby entrances from individual unit entrances through glazing, canopy and/or signage.

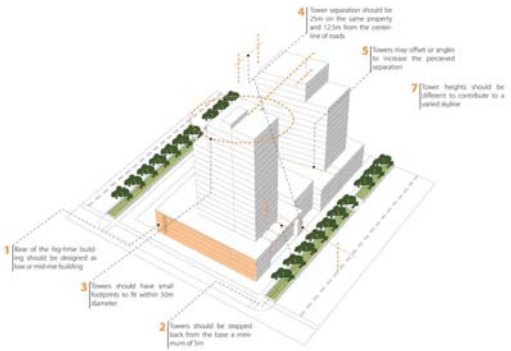
HIGH RISE BUILDINGS

Design high-rise buildings to have a base, middle, and top to reduce the height and mass on the pedestrian environment, allow sunlight and reduce the wind-tunnel effect. The base establishes a human scale façade with active frontage elements. The middle will be visually cohesive but distinct from the base, and the top should provide a finishing treatment.

1. High-rise buildings should generally have a base designed as a low- or mid-rise building.
2. Locate the towers to define usable amenity space with desirable views and access to sunlight. Towers should aim to be stepped back from the base a minimum of 5 metres to create a human-scale streetwall and reduce the wind-tunnel effect.
3. Towers should be designed as point towers, with small floorplates generally designed to fit within a 50 metres diameter circle to avoid long walls, shadow impacts and visual mass.
4. Tower separation should be a minimum of 25 metres on the same property or 12.5 metres from the centerline of roads and interior property lines to protect for future development.
5. Towers may be offset or angled to increase the perceived separation between them, increase access to light, and decrease impacts on adjacent properties.
6. Provide an articulated or sculpted roof form in scale with the building, generally consisting of the top 3-5 storys to contribute to an interesting skyline. Enclose all rooftop mechanical and elevator equipment within the architectual design of the building.
7. Where two or more towers are in close proximity, the tower heights can be different to contribute to a varied and interesting skyline.
8. The middle of the tower should visually connect the top and the base through the continuation of materials, architectural elements or features.
9. Relate the window placement and design of the base of the building to the tower design.
10. Provide variation going up the tower to add interest. This may include alternating the location of vision glass and opaque materials, or balcony placement.
11. Break down the mass of teh building by providing breaks between balconies, with no more than two balconies creating a continuous form.

NON-RESIDENTIAL FACADES

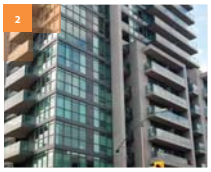
1. Design non-residential ground floors to be at grade with doors oriented towards the sidewalk with direct access. Consider using raised and removable platforms to allow flexibility to convert residential ground floors to commercial in the long term.
2. Include a high proportion of vision glass to non-residential facades on the ground floors to provide a visual connection into the building and passive surveillance. Window sills should be low and entrances should be highlighted.
3. Provide signage, weather protection and lighting at a human scale, proportional to the width of the unit and integrated into the architecture of the building.
4. Design civic, and institutional buildings as landmarks, and limit access points and larger floor plates. Highlight the entrances through a greater proportion of glazing, larger canopy and/or signage.
5. Industrial buildings may have fewer windows and entrances. The largest proportion of vision glass should highlight the main entrance, in addition to other features such as signage and canopies.

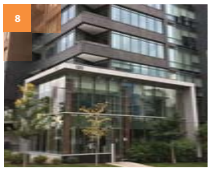


BUILDING MATERIALS

A diversity of materials in new development will help to visually break up massing, reduce visual bulk, and add interest to the building design. Articulation is a horizontal change (recesses and projections) in building place that helps to break up the length of long buildings.

1. Provide recesses and projections that are a minimum of 1m deep. Relate articulation to the rhythm of interior units where possible. Generally, heavier materials should be projected out from lighter materials.
2. Where there is a horizontal material change, aim to include a slight articulation change to resolve the transition.
3. Recesses and projections should be a minimum 0.3 metres deep in order to be noticeable. Relate articulation to the rhythm of interior units where possible.
4. Generally, heavier materials should be located lower on the building.
5. Provide roof articulation through providing gables, dormers or varying the direction or height of pitched roofs. Roof articulation may also include providing parapets or changes in height on flat roofs.
6. Only provide parapets where they relate to a projection in the façade, or a change in material.





7. Provide a cornice or cap to finish any flat-roofed building portions. The cornice or cap should complement the style of the overall architecture and be appropriately scaled to the building design.
8. Utilize transparent glass and glazing to break up the mass of the building, activate the streetscape and provide passive surveillance for commercial, residential, office, and institutional uses. Design window treatments to be bird friendly.
9. Minimize blank walls and locate them away from areas with exposure to the public realm and pedestrian traffic.
10. Provide windows that are proportionate to the facade they are on. Generally, the space between windows, or between a window and the edge of the facade should be narrower than the window itself.
11. Glazing does not need to be evenly spaced, but minimizing the width of blank walls should be considered.
12. Utilize transparent glass and glazing along storefronts for Main Street, Rapid Transit Corridor, Shopping Area, and Institutional Place Types to maximize passive surveillance and activate public realm.

SIGNAGE

Incorporating the design of signage in the design of new buildings or development will allow for a cohesive design and character for the building and development. The location, size, number, construction, alteration, repair and maintenance of all outdoor signs and signs visible from the exterior premises, including signs located in windows, are regulated by the Sign By-law 2017.

1. Reduce light impacts on neighbourig properties by using:

   i. Utilize individual lit letters

   ii. Gooseneck lighting, and

   iii. Avoiding the use of LED screens and uplit or backlit shadow box lights.

Transportation Advisory Committee Working Group 19.10

1st Meeting of Working Group 19.10 – Street Parking Review
November 6th, 2019
12:15pm
Committee Room #1

Attended: Brian Gibson – Member TAC
Cat Dunne – Vice-Present University Students Council
Dan Foster – Chair TAC
Shawn Lewis – Councillor Ward 2

Discussion of Issues Presented:

- S. Lewis discussed the proposal he put forward to London City Council's Civic Works Committee and the goals that were included in the proposal.
- It was noted that the City hosts a parking ban on streets City Wide from 3am-5am year-round; but only issues overnight parking passes from Labour Day – Victoria Day each year.
- It was mentioned that the 12-hour maximum of consecutive street parking in the same space (within the same block) is too short.
- It was mentioned that the maximum allotment of overnight parking passes from September – May (15 passes) is not enough.
    - It was proposed about entertaining the possibilities of introducing additional passes on a cost-recovery basis.
- It was discussed about the neighbourhood roads in the immediate Western University area where street parking is prohibited in its entirety or during peak hours.
- It was presented that the Labour Day – Victoria Day overnight street parking ban is too long of a time frame.

Scope of Working Group

Working Group 19.10 determined that the scope of this sub-committee will focus on:

- Reviewing and providing advice on expanding the 12-hour street parking maximum on streets where permitted.
- Reviewing restricted street-parking on the following streets in the immediate Western University Area:
    - Beaufort Street
    - Bernard Avenue
    - Brescia Lane
    - Canterbury Road
    - Cedar Avenue
    - Coombs Avenue
    - Corley Drive
    - Edgar Drive
    - Essex Street
    - Fox Avenue
    - Gunn Street

        - Hollywood Crescent
        - Irwin Street
        - Kininvie Drive
        - Neville Drive
        - McDonald Avenue
        - Parkdale Crescent
        - Ramsay Road
        - Raymond Avenue
        - Saunby Street
        - Stirrup Court
        - Tamblyn Drive
        - The Parkway
        - Trott Drive
        - Westchester Drive
        - Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
    - Reviewing and providing advice on providing overnight parking passes year-round instead of during the Overnight Parking Ban period.
    - Reviewing and providing advice on providing additional overnight parking passes (beyond the allotted 15) on a cost-recovery basis.
    - Reviewing and providing advice on shorting the overnight parking ban period from Labour Day-Victoria Day.

Motion:

Through the Chair of the Transportation Advisory Committee, TAC Working Group 19.10 requests for a motion that the following statistics be provided by City Staff to the Transportation Advisory Committee (and ultimately TAC Working Group 19.10) through the Civic Works Committee.

TAC Working Group 19.10 requests for the following statistics on:

- How many Parking Tickets have been issued each year from 2015 to the current day in 2019 for exceeding the maximum 12-hour parking timeframe within city limits.
- How many Parking Tickets have been issued AND complaints have been filed each year from 2015 to the current day in 2019 for parking where prohibited on the following streets:
    - Beaufort Street
    - Bernard Avenue
    - Brescia Lane
    - Canterbury Road
    - Cedar Avenue
    - Coombs Avenue
    - Corley Drive
    - Edgar Drive
    - Essex Street
    - Fox Avenue

        - Gunn Street
        - Hollywood Crescent
        - Irwin Street
        - Kininvie Drive
        - Neville Drive
        - McDonald Avenue
        - Parkdale Crescent
        - Ramsay Road
        - Raymond Avenue
        - Saunby Street
        - Stirrup Court
        - Tamblyn Drive
        - The Parkway
        - Trott Drive
        - Westchester Drive
        - Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
- How many Parking Tickets have been issued AND complaints have been filed each year from 2015 to the current day in 2019 for parked motor vehicles on both Front Yards and City Boulevards (as defined in the Residential Front Yard and Boulevard Parking Policy) on the following streets:
        - Beaufort Street
        - Bernard Avenue
        - Brescia Lane
        - Canterbury Road
        - Cedar Avenue
        - Coombs Avenue
        - Corley Drive
        - Edgar Drive
        - Essex Street
        - Fox Avenue
        - Gunn Street
        - Hollywood Crescent
        - Irwin Street
        - Kininvie Drive
        - Neville Drive
        - McDonald Avenue
        - Parkdale Crescent
        - Ramsay Road
        - Raymond Avenue
        - Saunby Street
        - Stirrup Court
        - Tamblyn Drive
        - The Parkway
        - Trott Drive
        - Westchester Drive

        - Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
- How many individual License Plates have registered for an overnight parking pass each year from 2015 to the current day in 2019 AND
    - How many of these individual license plates maxed out at 15 passes each year from 2015 to the current day in 2019.
    - How many passes have been issued in total each year from 2015 to the current day in 2019.
- How much each overnight parking pass costs the City of London to be issued.