

Cycling Advisory Committee

Report

The 5th Meeting of the Cycling Advisory Committee

June 16, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: J. Roberts (Chair), I. Chulkova, C. DeGroot, D. Doroshenko, B. Hill, J. Jordan, M. Mur, and O. Toth; A. Pascual (Committee Clerk).

ABSENT: E. Raftis and T. Wade.

ALSO PRESENT: J. Bos, J. Dann, K. Grabowski, D. Hall, S. Harding, L. Maitland, A. Miller, B. O'Hagan, C. Saunders, J. Skimming, J. Stanford, S. Wilson, and S. Wise.

The meeting was called to order at 4:03 PM; it being noted that the following Members were in remote attendance: I. Chulkova, C. DeGroot, D. Doroshenko, B. Hill, J. Jordan, M. Mur, J. Roberts, and O. Toth.

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 E-Scooters and Cargo E-bikes

That it BE NOTED that the presentation as appended to the agenda from A. Miller, Transportation Demand Management Coordinator, with respect to E-scooters and Cargo E-bikes, was received.

2.2 (ADDED) Fanshawe Park Road Cycling Lane Rehabilitation

That it BE NOTED that the presentation as appended to the added agenda from John Bos, Technologist II, with respect to the Fanshawe Park Road Cycling Lane Rehabilitation, was received.

3. Consent

3.1 4th Report of the Cycling Advisory Committee

That it BE NOTED that the 4th Report of the Cycling Advisory Committee, from its meeting held on May 19, 2021, was received.

3.2 Municipal Council resolution from its meeting held on May 25, 2021, with respect to the 3rd Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution from its meeting held on May 25, 2021, with respect to the 3rd Report of the Cycling Advisory Committee, was received.

3.3 Letter of Resignation - C. Pollett

That it BE NOTED that the letter of resignation from C. Pollett, was received; it being noted that the Cycling Advisory Committee expressed their thanks to C. Pollett for his contributions to the Committee and the community.

3.4 Notice of Public Information Centre for Downtown Loop (Rapid Transit), Phase 2 Construction

That it BE NOTED that the notice as appended to agenda from T. Koza, Division Manager, Major Projects, with respect to a Notice of Public Information Centre for Downtown Loop (Rapid Transit), Phase 2 Construction, was received.

3.5 Notice of Planning Application - Zoning By-law Amendment - 496 Dundas Street

That it BE NOTED that the Notice of Planning Application, dated May 19, 2021, from I. de Ceuster, Planner I, with respect to a Zoning By-law Amendment, related to the property located at 496 Dundas Street, was received.

3.6 Notice of Revised Planning Application - Official Plan and Zoning By-law Amendments - 1453-1459 Oxford Street East and 648-656 Ayreswood Avenue

That it BE NOTED that the Notice of Revised Planning Application, dated May 26, 2021, from C. Maton, Planner II, with respect to an Official Plan and Zoning By-law Amendments, related to the properties located at 1453-1459 Oxford Street East and 648-656 Ayreswood Avenue, was received.

3.7 Notice of Planning Application - Zoning By-law Amendment - 755-785 Wonderland Road South (Westmount Mall)

That it BE NOTED that the Notice of Planning Application, dated May 27, 2021, from C. Parker, Senior Planner, with respect to a Zoning By-law Amendment, related to the property located at 755-785 Wonderland Road South (Westmount Mall), was received.

3.8 Ferndale Avenue Bike Lane Barriers - D. Hall, Program Manager Active Transportation

That it BE NOTED that the memo dated June 16, 2021 from D. Hall, Program Manager Active Transportation, with respect to Ferndale Avenue Bike Lane Barriers, was received.

4. Sub-Committees and Working Groups

4.1 Sub-Committee Report - Draft Masonville Secondary Plan

That the following actions be taken with respect to the Sub-Committee Report - Draft Masonville Secondary Plan:

- a) the attached document BE FORWARDED to Civic Administration for consideration; and,
- b) the above-noted Report BE RECEIVED.

5. Items for Discussion

5.1 Patricia Street Bike Path

That the communication from J. Lenardon, with respect to the Patricia Street Bike Path, BE RECEIVED.

6. (ADDED) Deferred Matters/Additional Business

6.1 (ADDED) Notice of Planning Application - Zoning By-law Amendment - 584 Commissioners Road West

That it BE NOTED that the Notice of Planning Application, dated June 9, 2021, from B. Debbert, Senior Planner, with respect to a Zoning By-law Amendment, related to the property located at 584 Commissioners Road West, was received.

7. Adjournment

The meeting adjourned at 5:49 PM.



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E-Scooters and Cargo E-bikes



Cycling Advisory Committee (CAC)
June 16, 2021

Purpose

- Introduce Provincial pilots:
 1. E-scooters
 2. Large Cargo e-bikes
- Describe micromobility options
- Outline London's potential participation in two pilots
- Seek CAC input



1. E-scooters



What is an E-scooter

- A two-wheeled device the rider stands on, holding a handlebar
 - Powered by a battery
 - Can travel up to 24 km/h
 - Equipped with a hand brake, lights, bell, kick stand
- ➔ Currently not legal to ride on London public property



What is E-scooter Share

- A private company provides a fleet of e-scooters
- Residents/visitors unlock parked e-scooters using a mobile app
- Riders pay through the ride app
- At the end of the ride, the rider parks the e-scooter according to local rules





Ontario Pilot

- Applies to both e-scooters for personal use and public shared systems
- Municipalities have to opt-in
- Pilot runs January 1, 2020 to November 24, 2024
- Provincial regulations include:
 - Riders must be 16 or older
 - Speed limit is 24 km/h
 - E-scooters must be equipped with a bell, a brake and lights
 - Helmets are required for riders under 18
 - Single rider only
 - No basket or cargo



London Pilot Participation

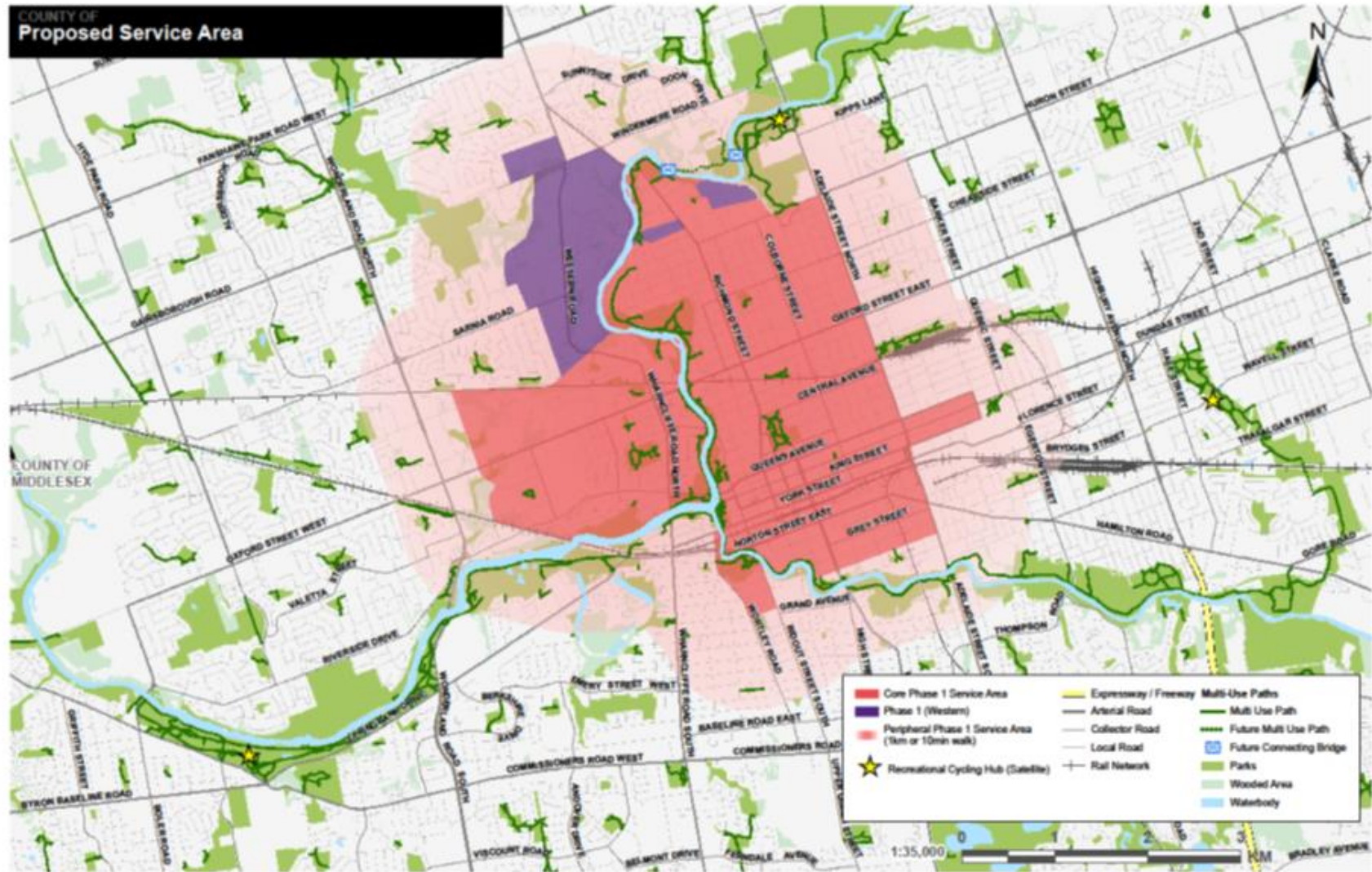
Late Summer 2021:

- City Council to determine if private and public share e-scooters will be allowed, where they can be used, parked, other items
- Only applies to public property

Next Steps:

- City seeking input from public, partners and City service areas to help inform Council's decisions
- If pilot approved by Council (with by-law), e-scooter share system(s) could start early spring 2022

COUNTY OF
Proposed Service Area





Reasons to Support E-scooters

- Reduces vehicle traffic
- Reduces air pollution (replaces car trips)
- Supports transit ridership – first/last mile connections
- Increases mobility options for low-income
- Supports bike share (if designed correctly)
- Supports London's declared Climate Emergency



Other Factors to Consider

- E-scooter parking – minimize obstructions and clutter
- Sharing of multi-use pathways
- Sidewalk riding
- Collecting injury statistics from operation
- Sanitation (COVID concerns)
- Equity (subsidized rates for lower-income Londoners)
- Enforcement (operation and parking)

Definitions

- Province and City have complicated or outdated definitions for bikes, e-scooters, e-bikes, cargo e-bikes
- These need updating





AODA Alliance's Position

January 22, 2020: Open letter to all Ontario Mayors and City Councillors from provincial AODA and 11 major disability organizations outlines concerns:

- Do not opt-in to pilot
- Shared e-scooter fleets could be mis-parked on sidewalks, causing clutter, introducing barriers to accessibility
- E-scooters are very quiet and may pose a safety risk to people who are blind
- Providing parking corrals in on-street parking spaces reduces accessible parking spaces for people who require them
- Injuries and enforcement place a burden on taxpayers



Potential Solutions to Concerns

- Audible warnings for the rider and pedestrians
- Geofencing pedestrian areas and slow zones
- Onboard diagnostics & alerts for tipped scooters
- User parking verification and incentives/penalties
- Sidewalk riding detection technologies (emerging)
- High-visibility scooter colours
- Double kick-stand (less likely to topple over)
- Braille/tactile and unique identifiable numbers on e-scooters



Experience Elsewhere

- E-scooter share services have evolved fast (over 4 years)
- Internationally, hundreds of cities have e-scooter share programs, including Seattle, Santa Monica, Washington, Denver, Mexico City, Paris, Barcelona
- Ontario experience (since 2019):
 - Ottawa, Waterloo, Windsor, Toronto, York Region, Hamilton, Mississauga
- Each city's context and experience is different



What London Pilot Could Look Like

- Allow in designated areas (e.g., on some multi-use pathways, bike lanes, roads ≤ 50 km/h)
- No sidewalk riding
- Reduced speeds (20 km/h) along TVP
- Low speeds (10 km/h) in high activity pedestrian areas
- E-scooter parking in “street furniture zone” and on-street parking spaces



What London Pilot Could Look Like

- Monitor and collect data (e.g., trip data, parking compliance, injury data)
- In-app and in-person education
- Fines for users violating scooter rules
- Penalties for e-scooter share system operators (mis-management)



Have Your Say!

We don't have all the answers.
We need to hear from you!

1. July 16 – comments from CAC
2. Complete the Spring online Get Involved survey or share input with:
Allison Miller, TDM Coordinator
amiller@london.ca or 519 661-2489 (x5389)

Who else should we be talking to?

We will seek additional input if Council approves pilot project

2. Cargo E-Bikes



Tricycle cargo e-bike design with enclosed cargo box at the back



Reverse tricycle design with enclosed cargo box in the front

What is a Cargo E-bike

- Large cargo e-bikes are a larger type of electric-powered bike with a platform or box to carry big items like packages and boxes for deliveries
- Can be for personal use or for commercial delivery use
- Similar, smaller e-bikes (e.g., bakfiets) are already allowed





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Ontario Pilot

- Specifically for larger cargo e-bikes which do not meet the current provincial definition of e-bikes (difference is maximum weight and electric motor power)
- ON Bill 282 (MOMS Act) requires Royal Assent (time of writing)
- Pilot runs March 1, 2021 to March 1, 2026
- Rider must be at least 16 years old and wear a helmet
- Cargo e-bike must:
 - Have a traditional bicycle or tricycle design;
 - Be electric-powered with a maximum power output of 1000 watts;
 - Have a maximum power-assisted speed of 32 km/h;
 - Have pedals to propel the bicycle at all times.



London Pilot Participation

- Late Summer 2021 City Council to decide:
 - If private and commercial large Cargo e-bikes will be allowed
 - Where they can be used
 - Where they can park and parking rates (if any); and
 - Insurance needs
- Pilot requires cargo e-bikes to be parked within spots for motor vehicles or a City-designated spot
- Province will use the information gathered from municipalities to help determine if cargo e-bikes will be allowed permanently and what the rules will be



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Benefits

- Reduce vehicle congestion (parked delivery trucks)
- Faster, more flexible deliveries downtown
- Reduces air pollution, especially downtown
- Take action on London's Climate Emergency
- Corporate social responsibility (healthier employees)



Other Factors to Consider

- Speed
- Parking locations off-road
- Use of multi-use pathways
- Sidewalk riding
- Enforcement





Have Your Say!

We need to hear from you!

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amiller@london.ca or 519 661-2489 (x5389)

Who else should we be talking to?

We will seek additional input if Council approves pilot project



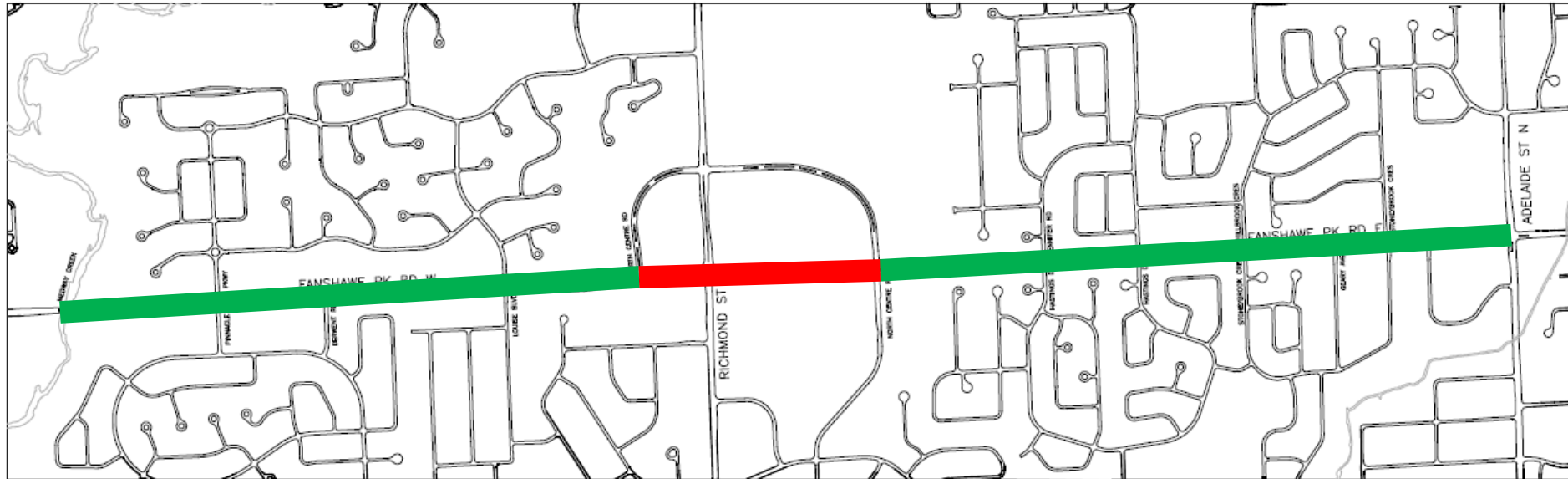
Fanshawe Park Road Cycling Lane Rehabilitation



Cycling Advisory Committee
June 16, 2021



Fanshawe Park Road Cycling Lane Rehabilitation



Limit of this project

2022 Intersection Improvements



Fanshawe Park Road Cycling Lane Rehabilitation

- Rehabilitate the existing boulevard cycling lanes on Fanshawe Park Road from:
 - Medway Creek (east of Wonderland Road) to North Centre Road (west leg)
 - North Centre Road (east leg) to Adelaide Street
- The section between North Centre Road (west leg) and North Centre Road (east leg) will see upgrades in 2022
 - Part of the Richmond Street / Fanshawe Park Road intersection improvements project.

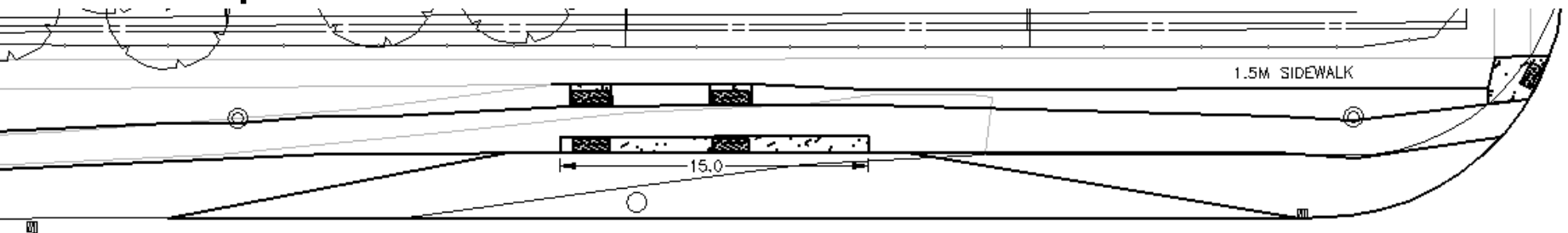


Scope - General

- Generally, a like-for-like replacement, where the existing asphalt cycling lane is replaced with the same.
- Signage and pavement line upgrades to meet current standards
- Revised LTC bus bays
- Tactile plate installation at intersections
- Sidewalk repair where required

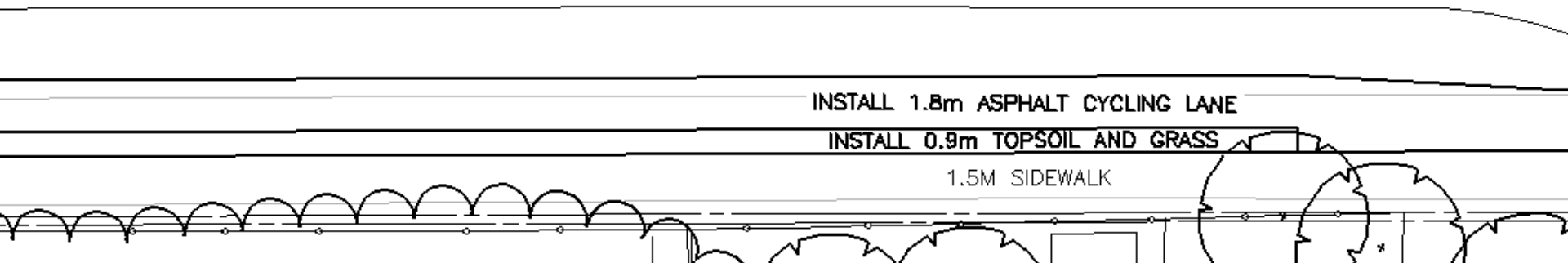
Scope – LTC Bus Bays

- To allow for a continuous bike lane at bus stop locations, 6 bus bays will be removed.
 - Buses will stop in the travelled lane.
- Two bus bays will be shifted to allow for this as well.
- Bus stops will incorporate pedestrian crossing improvements.



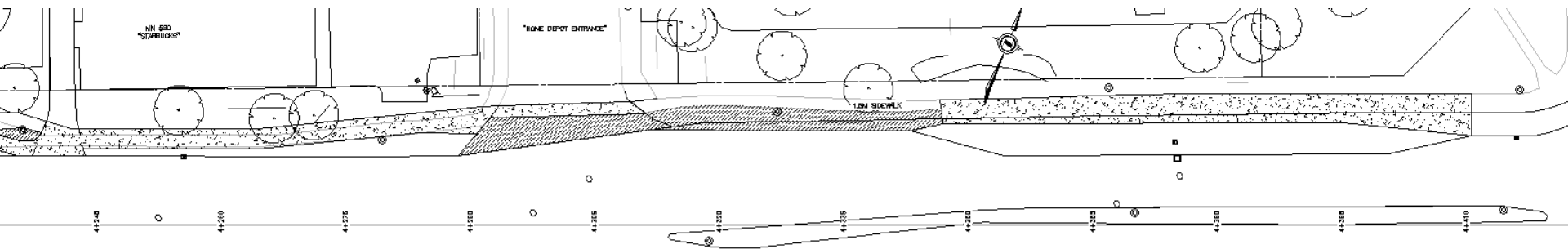
Alignment Improvements

- There will be addition sections where the cycling lane will be further separated from the vehicle portion of the road to allow for a more comfortable riding experience.
- There will be additional sections where the cycling lane will be separated from the sidewalk by a grass boulevard (0.75 – 0.90 m wide).



Alignment Improvements

- Between Adelaide Road North and Stoneybrook Crescent (westbound) there will be a shared use zone with wider concrete sidewalks.
 - Limited space for full width cycling lane and standard sidewalk





Timing and Traffic Control

- This project is planned for August to October 2021 construction.
- Traffic Control restrictions include:
 - Contractor can only work on one side of the road at a time.
 - Contract is divided into smaller sections within each side of the road.

Cycling Advisory Committee

Report

4th Meeting of the Cycling Advisory Committee

May 19, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: J. Roberts (Chair), I. Chulkova, C. DeGroot, D. Doroshenko, B. Hill, J. Jordan, M. Mur, O. Toth, and T. Wade; A. Pascual (Committee Clerk).

ABSENT: C. Pollett and E. Raftis

ALSO PRESENT: G. Dales, K. Grabowski, D. Hall, S. Harding, D. MacRae, A. Miller, C. Saunders, and P. Yanchuk.

The meeting was called to order at 4:06 PM; it being noted that the following Members were in remote attendance: I. Chulkova, C. DeGroot, D. Doroshenko, B. Hill, J. Jordan, M. Mur, J. Roberts, O. Toth, and T. Wade.

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 Windermere Road Improvements Municipal Class Environmental Assessment – PIC #1

That it BE NOTED that the presentation, as appended to the Added Agenda, from Kevin Welker and Paula Hohner, Stantec Consulting with respect to the Windermere Road Improvements Municipal Class Environmental Assessment – PIC #1, was received.

2.2 Hamilton Road and Gore Road Intersection Improvements Municipal Class Environmental Assessment

That it BE NOTED that the presentation, as appended to the Added Agenda, from Vince Pugliese and Chelsea Kochany, MTE Consultants with respect to the Hamilton Road and Gore Road Intersection Improvements Municipal Class Environmental Assessment, was received.

3. Consent

3.1 3rd Report of the Cycling Advisory Committee

That it BE NOTED that the 3rd Report of the Cycling Advisory Committee, from its meeting held on April 21, 2021, was received.

3.2 Municipal Council resolution with respect to its meeting on May 4, 2021, related to current Advisory Committee appointments

That it BE NOTED that the Municipal Council resolution with respect to its meeting on May 4, 2021, related to current Advisory Committee appointments, was received.

3.3 Public Meeting Notice - Official Plan and Zoning By-law Amendments - 435-451 Ridout Street North

That it BE NOTED that the Public Meeting Notice, dated May 12, 2021, from C. Maton, Planner II, with respect to an Official Plan and Zoning By-law Amendments, related to the propertied located at 435-451 Ridout Street North, was received.

4. Deferred Matters/Additional Business

4.1 (ADDED) Public Meeting Notice – Zoning By-law Amendment – 1634-1656 Hyde Park Road and Other Properties

That it BE NOTED that the Public Meeting Notice, dated May 12, 2021, from B. Debbert, Senior Planner, with respect to a Zoning By-law Amendment, related to the propertied located at 1634-1656 Hyde Park Road and Other Properties, was received.

4.2 (ADDED) Advisory Committee Review – Interim Report VI

That it BE NOTED that the staff report dated May 17, 2021, from C. Saunders, City Clerk, with respect to the Advisory Committee Review – Interim Report VI, was received; it being noted that C. Saunders provided an overview of the report.

5. Adjournment

The meeting adjourned at 6:24 PM.



London
CANADA

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

May 26, 2021

G. Kotsifas
Deputy City Manager, Planning and Economic Development

K. Scherr
Deputy City Manager, Environment and Infrastructure

I hereby certify that the Municipal Council, at its meeting held on May 25, 2021 resolved:

That the following actions be taken with respect to the 3rd Report of the Cycling Advisory Committee, from its meeting held on April 21, 2021:

- a) the following actions be taken with respect to the Public Meeting Notice, dated March 10, 2021, from S. Wise, Senior Planner, related to an Official Plan Amendment for the Masonville Secondary Plan:
 - i) a Sub-Committee BE ESTABLISHED to review the above-noted Masonville Draft Secondary Plan and report back at a future meeting of the Cycling Advisory Committee (CAC);
 - ii) the Civic Administration BE REQUESTED to attend the above-noted future CAC meeting to discuss the Sub-Committee Report to be brought forward; and,
 - iii) the Civic Administration BE REQUESTED to provide maps of the cycling routes in the area under the Masonville Draft Secondary Plan and how they connect with existing cycling infrastructure and integrates with the Cycling Master Plan;
- b) the following actions be taken with respect to a City of London PumpTrack:
 - i) the Civic Administration BE ADVISED that the Cycling Advisory Committee (CAC) supports the creation of a pumptrack facility; and,
 - ii) the Civic Administration BE REQUESTED to report back on the process and fees associated with a feasibility study with respect to the establishment of a pumptrack facility in the City of London; it being noted that the communication, as appended to the agenda, from B. Cassell and the delegation from S. Nauman, with respect to this matter, was received; and,
- c) clauses 1.1, and 3.1 to 3.5, BE RECEIVED. (4.1/7/CWC)

C. Saunders
City Clerk
/ap

cc: G. Barrett, Director, City Planning and City Planner
S. Stafford, Manager, Parks and Forestry
A. Macpherson, Manager III, Parks Planning and Design
J. Bruin, Manager, Parks and Open Space Design
S. Wise, Senior Planner, City Planning
S. Langill, Executive Assistant to the City Planner, City Planning

M. Vivinetto, Executive Assistant to the Deputy City Manager, Planning and
Economic Development
J. Friesen, Administrative Assistant II, Environment and Infrastructure
P. McClennan, Executive Assistant to the Deputy City Manager, Environment
and Infrastructure
Chair and Members, Cycling Advisory Committee

Subject: [EXTERNAL] CAC - Resignation

Good afternoon,

I am writing to inform the CAC and committee of my resignation from CAC effective June 1, 2021. This was a touch decision but I have as of June 15th moved from London and into Elgin county.

I have taken a lot from the experience and have enjoyed my time on the committee. This has been a great experience and have enjoyed the support of staff and seeing the progress on cycling in the city of London. I think there is still a lot to be done and look forward to keeping up on the progress as I will still be commuting by bike to London down town and will remain active in the cycling scene.

Thank you very much to council for this opportunity and members of the CAC.

Chris Pollett

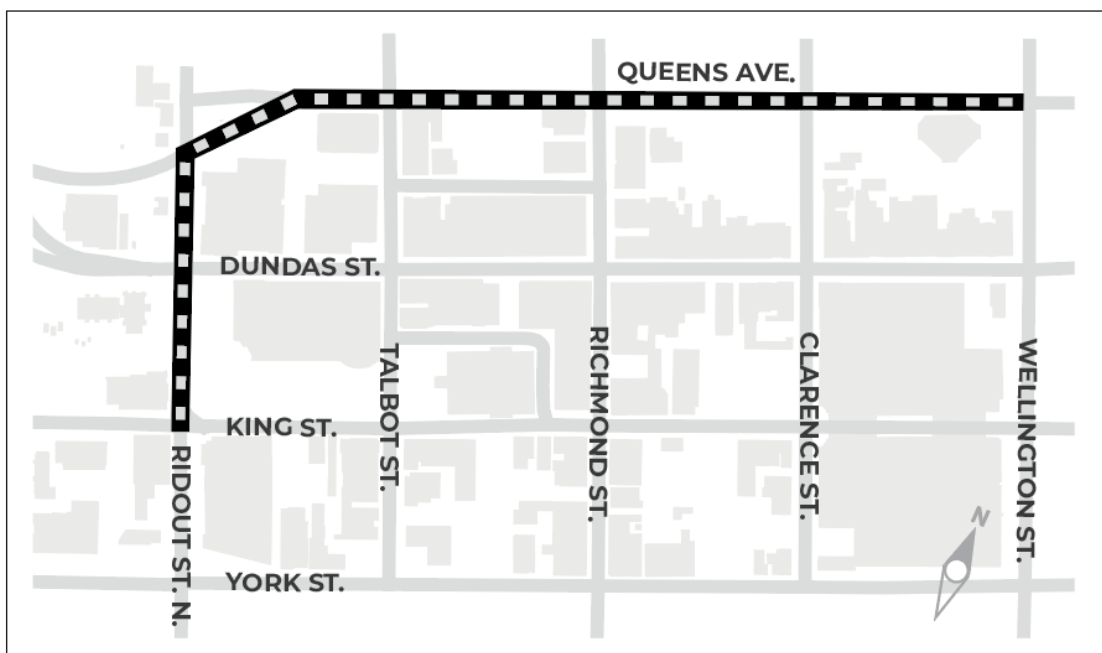


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300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

NOTICE OF PUBLIC INFORMATION CENTRE FOR DOWNTOWN LOOP (RAPID TRANSIT), PHASE 2 CONSTRUCTION

As the City of London prepares to construct Phase 2 of the Downtown Loop on Queens Avenue and Ridout Street in 2022, we are hosting a Public Information Centre on **Thursday, June 17, 2021 from 5 p.m. to 7 p.m.**, for residents and businesses to learn about the project and view the near-final designs.



Public Information Centre:

Join us virtually on June 17, 2021 to:

- view the near-final designs for the **Downtown Loop, Phase 2 (Queens Avenue and Ridout Street)**
- view visualizations of the bus stations and streetscapes
- learn more about the plans for construction
- participate in a Q&A session, and get answers to any questions about the project and phase two of construction

Visit getinvolved.london.ca/downtownloop for details on how join the Public Information Centre.

You may also sign up to receive email updates about the project at london.ca/downtownloop.

While this information would typically be presented in-person at a public information event, adjustments are being made to ensure public safety and follow COVID-19 restrictions on public gatherings. A recording of this meeting and all of the latest materials and information on Downtown Loop will be posted on the Get Involved website at getinvolved.london.ca/downtownloop on June 18, 2021 for those who are not able to attend the live event.

About the project:

The Downtown Loop, which will frame Dundas Place, running buses along Queens Avenue, King Street, Ridout Street, and Wellington Street, is scheduled for phased construction from 2021 to 2023. The project will add rapid transit elements and transportation improvements above ground, while repairing and replacing aging sewers and underground infrastructure.

The full Downtown Loop project will:

- improve traffic capacity and revitalize the 2 km of streets surrounding Dundas Place
- add new rapid transit stops on King Street at Wellington Street and Talbot Street; on Wellington Street at King Street; and on Queens Avenue at Clarence Street and Talbot Street
- add boulevard enhancements, new street lights and upgraded traffic signals
- move buses into their own curbside lane and give them a left-turn priority signal, improving safety and capacity for all road users in the core
- address necessary underground work, including replacing aging sewers and watermains to accommodate future growth



We recognize that not everyone will be able to access this information online. If you require any special accommodation, or have questions about the project, please contact us at downtownloop@london.ca, or (519) 930-3518.

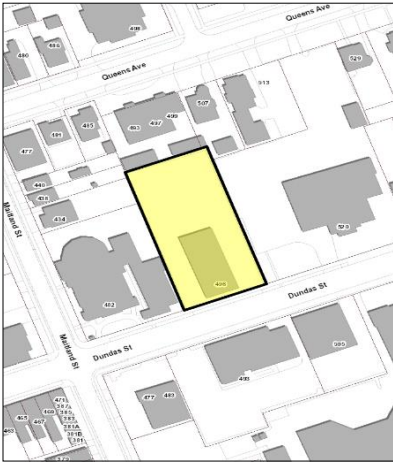
Ted Koza
Division Manager, Major Projects
Tel: (519) 930-3518
Email: tkoza@london.ca.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

496 Dundas Street



File: Z-9347

Applicant: Amiraco Properties Inc.

What is Proposed?

Zoning amendment to allow:

- a mixed-use, high-rise tower accommodating 170 residential units and a limited amount of commercial space on the main floor, and
- a maximum building height of 57m, reduction of off-street parking requirements to 153 spaces, maximum residential density of 530 units/ha, and a reduction of the interior side yard setback to 0.0 m.



LEARN MORE & PROVIDE INPUT

Please provide any comments by **June 18, 2021**

Planner Name: Isaac de Ceuster

Planner's Email ideceust@london.ca

519-661-CITY (2489) ext. 3835

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

File: Z-9347

london.ca/planapps

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

Councillor Arielle Kayabaga

akayabaga@london.ca

519-661-CITY (2489) ext. 4013

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

Application Details

Requested Zoning By-law Amendment

To change the zoning from a Office Residential/Business District Commercial (OR*D250*H46*BDC) Zone to a Business District Commercial Special Provision (BDC(_)*D530*H57) Zone to permit a mixed-use development of 170 residential units and limited commercial space on the first floor, and a site-specific regulation for a maximum building height of 57 metres, reduction of off-street parking requirements to 153 spaces, maximum residential density of 530 units/ha, and a reduction of the interior side yard setback to 0.0 metres. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at london.ca.

Current Zoning

Zone: Office Residential/Business District Commercial (OR*D250*H46/BDC)

Permitted Uses: OR: Office-apartment; Group Home; Lodging House; Office; Medical/dental offices. BDC: Animal Hospital; Apartment Building; Bake shops; Clinics; Commercial recreation establishment; commercial parking structures/ lots; Converted dwellings; Day care centres; Dry Cleaning and laundry depots; Duplicating shops; Emergency care establishments; Existing dwellings; Financial institutions; Grocery Stores, Laboratories; Laundromats; Libraries; Medical/dental offices, Offices; Personal service establishments; Private clubs; Restaurants; Retail stores; Service and repair establishment; Studios.

Special Provision(s): *H46 and maximum residential density of 250 units/ha

Height: 46.0 metres

Requested Zoning

Zone: Business District Commercial Special Provision (BDC(_)*D530*H57) Zone

Permitted Uses: The range of currently permitted uses in the BDC zone would continue to apply to the site.

Special Provision(s): A maximum building height of 57m, reduction of off-street parking requirements to 153 spaces, maximum residential density of 530 units/ha, and a reduction of the interior side yard setback to 0.0 m.

Height: 57 metres

A Planning Justification Report was prepared to assist in the evaluation of this application.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the London Plan, London's long-range planning document. These lands are currently designated as Urban Corridor in the London Plan, which permits a range of residential, retail, service, office, cultural, recreational, and institutional uses.

The subject lands are also in the Old East Village Dundas Corridor Secondary Plan, providing a greater level of detail than the general policies of the Official Plan. Policy 3.3.1.i permits a maximum building height of 16 storeys on lands located at 496 Dundas Street, subject to conformity with angular plane and built form policies of the Secondary Plan.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the Planning Act. The ways you can participate in the City's planning review and decision making process are summarized below.

See More Information

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

- Contacting the City's Planner listed on the first page of this Notice; or
- Viewing the application-specific page at london.ca/planapps
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Reply to this Notice of Application

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

Attend a Future Public Participation Meeting

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

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

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For more information go to <https://olt.gov.on.ca/contact/local-planning-appeal-tribunal/>.

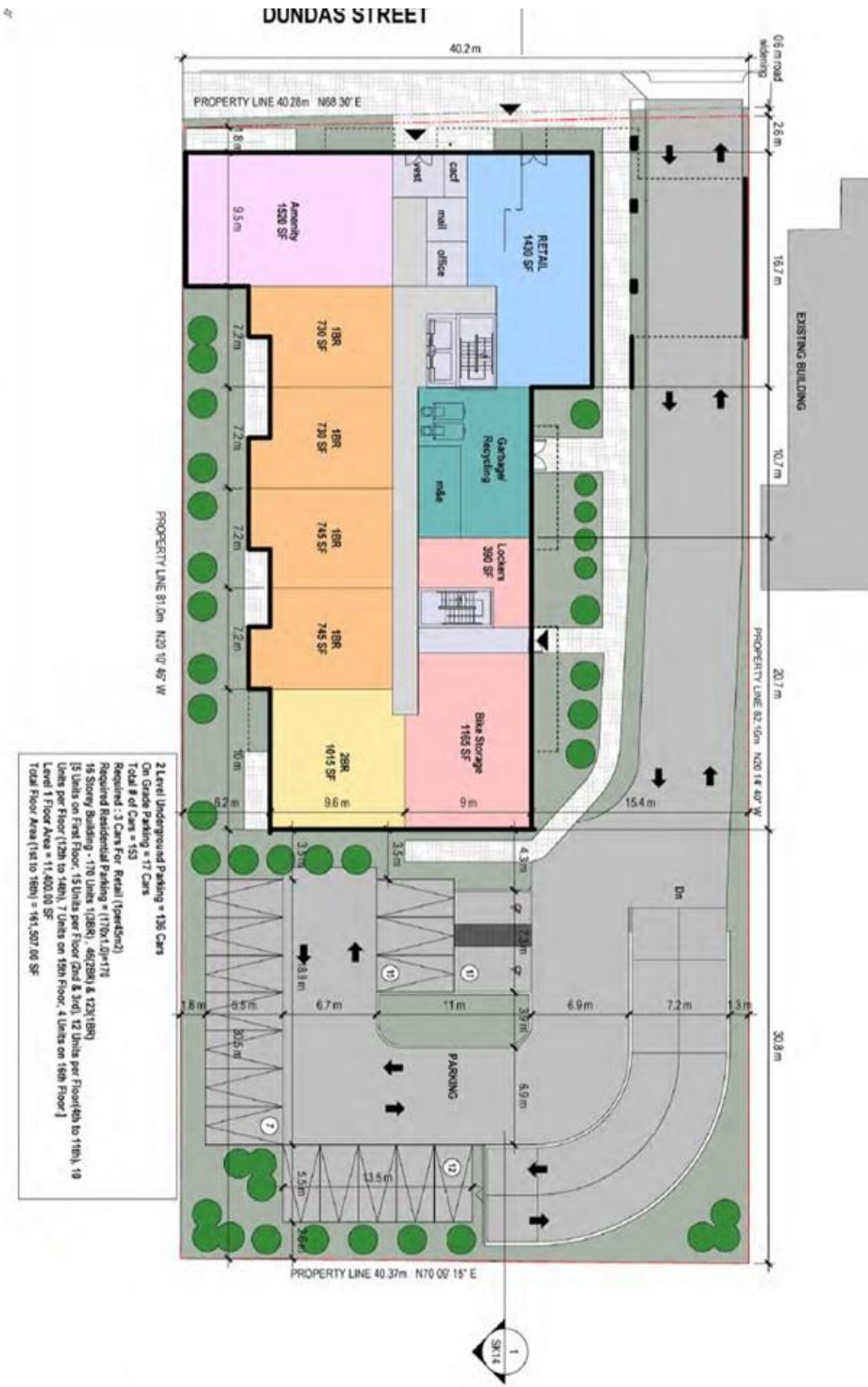
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Accessibility

Alternative accessible formats or communication supports are available upon request. Please contact planning@london.ca or 519-661-4980 for more information.

Site Concept



Existing site plan

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

Building Renderings



Architectural rendering showing proposed building from Dundas Street.

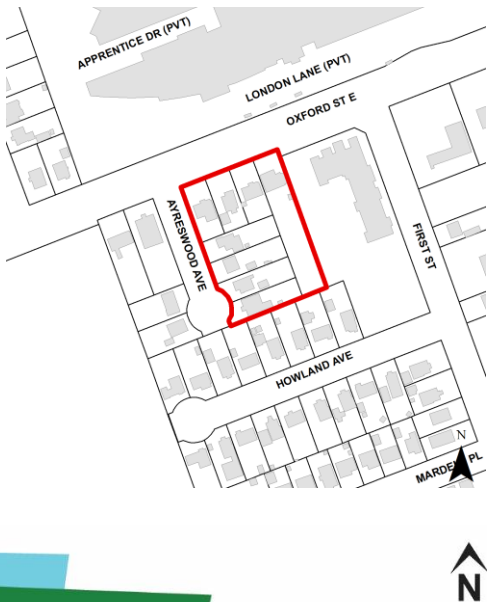
The above image represents the applicant’s proposal as submitted and may change.



NOTICE OF REVISED PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

1453-1459 Oxford Street East & 648-656 Ayreswood Avenue



File: OZ-9269

Applicant: Red Maple Properties

What is Proposed?

Official Plan and Zoning amendments to allow:

- A 24-storey mixed-use building containing 259 residential units and 500 sq.m of commercial gross floor area;
- A reduced front yard depth of 0 m;
- A reduced exterior side yard depth of 7.7 m;
- A reduced side yard depth of 0.5 m;
- A reduced rear yard depth of 25.6 m;
- A reduced landscaped open space of 27.9%
- An increased lot coverage of 33.8%;
- A reduced parking supply of 283 spaces;
- An increased maximum building height of 77 m;
- An increased maximum density of 390 units per hectare.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **June 16, 2021**

Catherine Maton

cmaton@london.ca

519-661-CITY (2489) ext. 5074

Development Service, City of London, 300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

File: OZ-9269

london.ca/planapps

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

Councillor Mohamed Salih

msalih@london.ca

519-661-CITY (2489) ext. 4003

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

Date of Notice: May 26, 2021

Application Details

Requested Amendment to the 1989 Official Plan

To change the designation of the property from Low Density Residential to Multi-Family, High Density Residential to permit a high density apartment building.

Requested Amendment to The London Plan (New Official Plan)

To add a specific policy to the Rapid Transit Corridor Place Type to permit a maximum intensity of 24-storeys with Type 2 Bonus Zoning.

Requested Zoning By-law Amendment

To change the zoning from a Residential R1 (R1-6) Zone and Residential R1/Office Conversion (R1-6/OC4) Zone to a Residential R9 Bonus/Neighbourhood Shopping Area (R9-7*B-_*H77/NSA3) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

Both Official Plans and the Zoning By-law are available at london.ca.

Current Zoning

Zone: Residential R1 (R1-6) Zone and Residential R1/Office Conversion (R1-6/OC4) Zone

Permitted Uses: Single detached dwelling; dwelling units; offices in existing buildings.

Special Provisions: None.

Requested Zoning

Zone: Residential R9 Bonus/Neighbourhood Shopping Area (R9-7*B-_*H77/NSA3) Zone

Permitted Uses: Apartment buildings; lodging house class 2; senior citizens apartment buildings; handicapped persons apartment buildings; continuum-of-care facilities; bake shops; catalogue stores; clinics; convenience service establishments; day care centres; duplicating shops; financial institutions; food stores; libraries; medical/dental offices; offices; personal service establishments; restaurants; retail stores; service and repair establishments; studios; video rental establishments; brewing on premise establishment; and an apartment with any or all of the other permitted uses on the first and/or second floor.

Bonus Zone: A reduced minimum front yard depth of 0 metres, whereas 14 metres is required; a reduced minimum exterior side yard depth of 7.7 metres, whereas 12 metres is required; a reduced minimum side yard depth of 0.5 metres, whereas 24 metres is required; a reduced minimum rear yard depth of 25.6 metres, whereas 60 metres is required; a reduced landscape open space of 27.9%, whereas a minimum of 30% is required; an increased maximum lot coverage of 33.8%, whereas a maximum of 30% is permitted; a reduced minimum parking supply of 283 spaces, whereas 365 spaces are required; a maximum building height of 77 metres; and an increased maximum density of 390 units per hectare, whereas 150 units per hectare is the maximum, in return for eligible facilities, services, and matters outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan.

The City may also consider additional special provisions or the use of holding provisions.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Low Density Residential in the Official Plan, which permits low density residential uses as the main uses.

The subject lands are in the Rapid Transit Corridor Place Type and Neighbourhoods Place Type in *The London Plan*. The Rapid Transit Corridor Place Type permits a range of residential, retail, service, office, cultural, recreational, and institutional uses. The Neighbourhoods Place Type permits a range of low-rise residential uses.

How Can You Participate in the Planning Process?

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See More Information

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- Contacting the City's Planner listed on the first page of this Notice; or
- Viewing the application-specific page at london.ca/planapps

- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Reply to this Notice of Application

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

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

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. 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. Neighbourhood Associations are listed on the [Neighbourgood](#) website. 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 and zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

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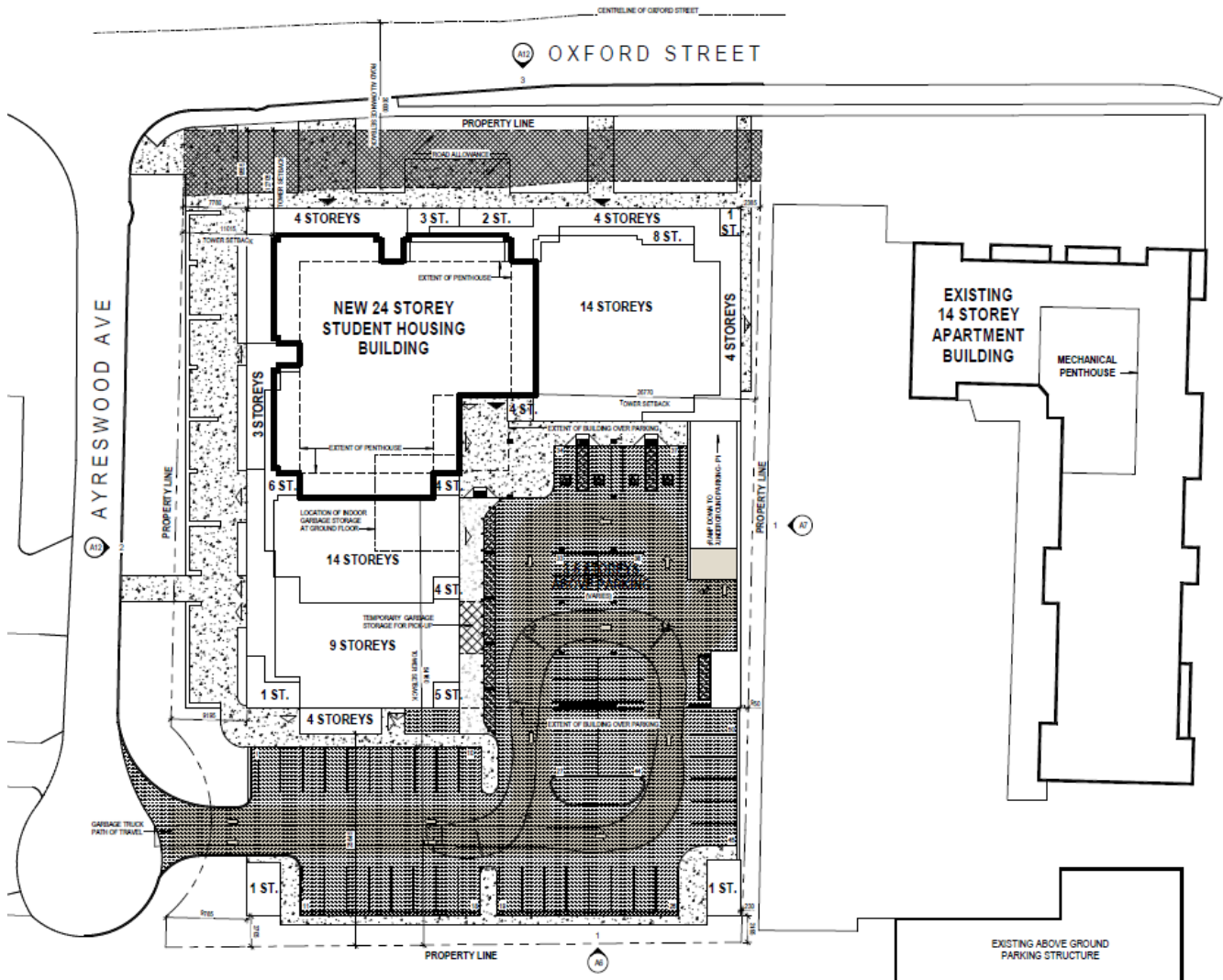
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Accessibility

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Site Concept



Revised Site Concept Plan

Building Rendering



Revised Building Rendering (aerial view)

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



NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

755-785 Wonderland Road South (Westmount Mall)



File: Z-9356

Applicant: McCor Management Inc. c/o Ben McCauley (Zelinka/Priamo)

What is Proposed?

Zoning amendment to 1) add business service establishment as a permitted use to permit call centres, customer service field offices or other businesses which operate on a fee or contract basis such as advertising, mailing, building maintenance, employment services and protective services or 2) increase the maximum cap for office space in the zone. Possible change to Zoning By-law Z.-1 **FROM** an Regional Shopping Area Special Provision (RSA2(2)) Zone **TO** another Regional Shopping Area Special Provision (RSA2(_)) Zone to add business service establishment as an additional permitted use or increase the maximum cap for office space in the zone.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **June 30, 2021**

Chuck Parker

cparker@london.ca

519-661-CITY (2489) ext. 4648

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

File: Z-9356

london.ca/planapps

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

Paul Van Meerbergen

pvanmeerbergen@london.ca

519-661-CITY (2489) ext. 4010

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

Date of Notice: May 27, 2021

Application Details

Requested Zoning By-law Amendment

The applicant requested a zoning amendment to add business service establishment as a permitted use to permit call centres, customer service field offices or other businesses which operate on a fee or contract basis such as advertising, mailing, building maintenance, employment services and protective services. The City is reviewing the option of increasing the maximum cap for office space in the zone. Possible change to Zoning By-law Z.-1 **FROM** a Regional Shopping Area Special Provision (RSA2(2)) Zone **TO** another Regional Shopping Area Special Provision (RSA2()) Zone to add business service establishment as an additional permitted use or increase the maximum cap for office space in the zone.

Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at london.ca.

Current Zoning

Zone: Regional Shopping Area Special Provision (RSA2(2)) Zone.

Permitted Uses: Assembly halls; Automotive uses, restricted; Catalogue stores; Clinics; Commercial parking structures and/or lots; Commercial recreation establishments; Convenience service establishments; Day care centres; Duplicating shops; Financial institutions; Institutions; Liquor, beer and wine stores; Medical/dental offices; Offices; Patient testing centre laboratories; Personal service establishments; Private clubs; Restaurants; Retail stores; Service and repair establishments; Studios; Supermarkets; Taverns; Taxi establishments; Video rental establishments; Place of Entertainment; and, Brewing on premises establishments .

Special Provision: Additional Permitted Use: Commercial and Private Schools.

Height: 24 metres (79 feet)

[Click here to enter text.](#)

Requested Zoning

Zone: Regional Shopping Area Special Provision (RSA2()) Zone

Permitted Uses and Special Provision: Add business service establishment to existing special provision zone

Height: 24 metres (79 feet)

The City may also consider increasing the cap for office uses. The Regional Shopping Area (RSA) Zone allows a maximum 10% of total Gross Floor Area (GFA) for office uses.

[Click here to enter text.](#)

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. The subject lands are in the **Shopping Area Place Type** in The London Plan, permitting a broad range of retail, service, office, entertainment, recreational, educational, institutional and residential uses. Mixed use buildings will be encouraged. Uses with large amounts of outdoor storage, large warehouse components, storage of heavy vehicles and/or emitting noise, vibration or dust will not be permitted. Uses that are not compatible with residential and retail uses will not be permitted. The full range of uses described above will not necessarily be permitted on all sites within the Shopping Area Place Type.

Total aggregate office uses will not exceed 2000m² (21,528 sq.ft.)

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Accessibility

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MEMO

To: Cycling Advisory Committee

From: Daniel Hall
Program Manager Active Transportation
Transportation Planning & Design

Date: June 16, 2021

Re: **Ferndale Ave Bike Lane Barriers**

Background

When traffic calming measures such as speed cushions are added to streets with bike lanes, one of the challenges is that vehicles may enter the bike lane to avoid the speed cushions. This can present a safety issue for people on bikes and reduces the effectiveness of the speed cushions.

Solutions

To mitigate drivers using the bike lane to avoid the speed cushions, a few different solutions have been implemented.

In 2016, a flexible bollard was installed on Bruce St to keep vehicles from entering the bike lane, but this was not an all-year solution since it was removed from November-April to accommodate winter maintenance.

In 2017, a speed cushion was then added to the bike lane on Bruce St to facilitate a permanent solution. This solved the problem of motorists using the bike lane to avoid the speed cushions but created a new concern for people on bikes – riding over a speed cushion is not very comfortable and so some people would enter the vehicle lane to avoid the speed cushion.



In 2020, a concrete curb with bollards, see pictures above, were installed on Ferndale Ave adjacent to the speed cushions in three locations. This was an all-year solution that kept vehicles out of the bike lane, preserved the usefulness of the speed cushions and increased the safety for people on bikes.

The drawbacks of the concrete curb solution, like any barrier in the roadway, is that it reduced maintenance efficiency. In the winter, the road plow is forced to plow a windrow across the bike lane, causing snow accumulation in the bike lane, see picture below.

This reduces the effectiveness of removing the snow from the roadway and adds additional maintenance costs to return to the area to clear these specific locations. In the summer, road sweeping is also more difficult with the barriers installed.



Evaluating Solutions

The three solutions were compared using three criteria and a simple scoring method.

Type of Barrier	Flexible Bollard	Speed cushion in bike lane	Concrete curb with bollards
Slows traffic	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Comfortable for cyclists	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Maintenance efficiency	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

The purpose of the speed cushions is to slow traffic and the purpose of the bike lane is to improve the comfort and safety of cyclists. Therefore, the first two criteria should be weighted more than the operational impacts to maintenance activities. A weighted evaluation concludes that curbs and bollards are the preferred solution in this context.

Going Forward

The recommended solution for bike lanes adjacent to speed cushions is a concrete curb with bollards. The location of the speed cushions and concrete curb could be experimented with to avoid nearby driveways and the potential increased snow load, but it's unlikely this will make a significant difference. Also, as this solution is implemented in more locations, operational adjustments can be reviewed to maintain the bike lanes more effectively.

Regards,
Daniel Hall

c: Doug Macrae, Director, Transportation and Mobility
John Parsons, Division Manager, Road Operations
Garfield Dales, Division Manager, Transportation Planning and Design

Concerns with the Draft Masonville Secondary Plan

Vision and Principles

We greatly appreciate the Vision and Principles underpinning the draft Masonville Secondary Plan. The idea of an “exceptionally designed” neighborhood balancing recreation and living spaces with shopping and working spaces is quite appealing and we greatly value convenient access to quality public transit. We are disappointed that the vision is not for “safe and convenient” access to public transit.

The most relevant principles for us are Principle 1: Build a connected community that encourages transit use and active transportation and Principle 3: Develop a pedestrian-oriented environment that is safe, comfortable, and animated at street level. We applaud the focus on—and prioritization of—active transportation and a pedestrian-oriented environment at street level. We are concerned about the lack of explicit mention that these principles extend to all users—regardless of age or ability—and that design features promote accessibility for all.

What we are most concerned about here is that we fail to see how these principles are actually providing guidance for the development of this draft Secondary Plan and the General Policies being offered through it. It is well-established—and this group has emphasized it many times—that a key element in prioritizing active transportation is designing road infrastructure around the concerns of the so-called Portland 60, the approximately 60% of road users who are “interested but concerned” about cycling within the urban environment. Their concerns are generally automotive density, speed, and proximity and they generally rate their comfort level and willingness to cycle according to the “weakest link” in their route. For example, a single, complicated and busy intersection where they are forced share the traffic flow with automobiles or are menaced by turning automobiles or being required to ride a single block along a busy, fast multilane street (or turn left off of) is often enough to dissuade them from riding at all regardless of how comfortable they are with the rest of the route.

The “gold standard” design that allows everyone regardless of age or ability to be comfortable cycling is a cycling track that is physically separated from non-cycling road users connecting them with their final destinations. Ideally, each of the major neighborhood destinations (transit hub, Farmers Market locations, primary retail spaces, and significant employers) would have such cycle tracks radiating outward from them. We, however, see no evidence of recommendations or plans for including such road infrastructure in any sections of this in the Masonville Secondary Plan. Indeed, it does not seem that there are any plans to provide streets prioritized in Schedule 5 of the Secondary Plan with painted bike lanes or signage. Given the benefits that cycling infrastructure has been shown to bring to retail districts, we want to emphasize the need to have physically protected, separated cycling infrastructure along with greatly decreased speed limits where such infrastructure cannot be built.

The prioritized streets in Schedule 5 also involved several complicated intersections crossing multiple-lane, high-speed streets with poor sightlines for automobile drivers and cyclists alike. There is no evidence of improvements such as cycling friendly signals or painted lanes through the intersections on Fanshawe or Richmond.

The absence of any real improvements to street infrastructure for cycling users is inconsistent with a prioritization of active transportation, an “exceptionally designed” environment, and valuing safe and accessible access for riders of all ages and abilities.

We also have some concerns with the planned use for private streets. In particular, we are unsure how private owners will be required to “implement the concepts of ‘complete streets’.” More information for how this would be handled and what timelines and resulting road infrastructure would be helpful. We would expect the results to be comparable to the road infrastructure and usability of the public roads. We are also concerned about how the enforcement of traffic laws (such as no parking/no stopping laws, especially where cyclists’ movements are impacted) will be conducted on private streets and the implications for incidents of road violence. We’ve seen at Dundas Place the issues that arise when new road or traffic regulations are placed without any plan for enforcement or educating drivers. We would like to hear more about this and the implications for cyclists being directed to use those streets as thoroughfares.

We are also hoping for clarification on the point that “sidewalks should be separated from the travelled portion of private streets by a buffer area comprised of landscaping, on-street parking areas and/or cycle lanes.” We hope that cycle lanes—and the cyclists who use them are not being looked at as a buffer between cars and pedestrians.

Though “on-street parking may be provided along public and private streets . . . where it does not conflict with pedestrian priority or constrain transit operation,” we are concerned that there is no mention of also prioritizing cyclist safety over on-street parking, especially considering the safety concerns that arise when cars need to cross over bike lanes to park and when car doors are being opened into bike lanes.

From: Joan Lenardon
Date: June 1, 2021 at 1:14 PM

Hello,

I live at 292 Steele Street. We are on the corner of Patricia and Steele. Patricia Street is on the Route of London's Bike Path, and we, happily get many, many folks on their bikes!

This part of the London Bike Route is extremely dangerous: where Patricia Street curves SHARPLY on University Crescent, there is NO FULL STOP SIGN. We have many many cars which use Patricia as a speed route. I worry about a collision.

As well, considering the routine racing speeds of our rental population, I also worry about collisions on the road with bikers.

I through Neighbourhood Watch London have repeatedly brought this situation to the City's attention. Result: absolutely no response.

Perhaps you folks might have more "clout" with City Hall: speeding on a Bike Route should be considered important; cameras; speed bumps.

Sincerely,

Joan Lenardon, Zone Coordinator, Patricia-Steele Streets

NeighbourhoodWatchLondon.

NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

584 Commissioners Road West



File: Z-9357

Applicant: Foxwood Developments (London) Inc.

What is Proposed?

Zoning amendment to allow:

- 26 unit stacked townhouse dwelling units including a 3-storey stacked townhouse building with 12 units situated close to the street, and a 2-storey stacked townhouse building with 14 units situated toward the south and west property lines.
- Special zoning provisions for front yard depth and west interior side yard depth.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **June 29, 2021**

Barb Debbert

bdebbert@london.ca

519-661-CITY (2489) ext. 5345

Planning & Development, City of London

300 Dufferin Avenue, 6th Floor,

London ON PO Box 5035 N6A 4L9

File: Z-9357

london.ca/planapps

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

Paul Van Meerbergen

pvanmeerbergen@london.ca

519-661-CITY (2489) ext. 5345

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

Application Details

Requested Zoning By-law Amendment

To change the zoning from a Residential R1 (R1-9) Zone to a Residential R5 Special Provision R5-7() Zone. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at london.ca.

Current Zoning

Zone: Residential R1 (R1-9)

Permitted Uses: A single detached dwelling

Special Provision(s): n/a

Residential Density: one residential dwelling on one lot

Height: Maximum 12.0 metres

Requested Zoning

Zone: Residential R5 Special Provision (R5-7()) Zone

Permitted Uses: townhouses and stacked townhouses

Special Provision(s): A minimum front yard depth of 1.55 metres, and a minimum west interior side yard depth of 3.45 metres for units with windows on the side elevations for the building fronting Commissioners Road West only.

Residential Density: maximum 60 units per hectare

Height: Maximum 12.0 metres

The City may also consider a maximum front yard depth and other measures to ensure suitable development regulations for the site.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Low Density Residential in the 1989 Official Plan, which permits single detached dwellings, semi-detached dwellings and duplex dwellings as the main uses. Multiple-attached dwellings are also permitted.

The subject lands are in the Neighbourhoods Place Type in The London Plan, permitting single detached, semi-detached and duplex dwellings, triplexes, fourplexes, townhouses, stacked townhouses, and low-rise apartments.

How Can You Participate in the Planning Process?

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See More Information

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Reply to this Notice of Application

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

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

Attend a Future Public Participation Meeting

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

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the 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 <https://olt.gov.on.ca/contact/local-planning-appeal-tribunal/>.

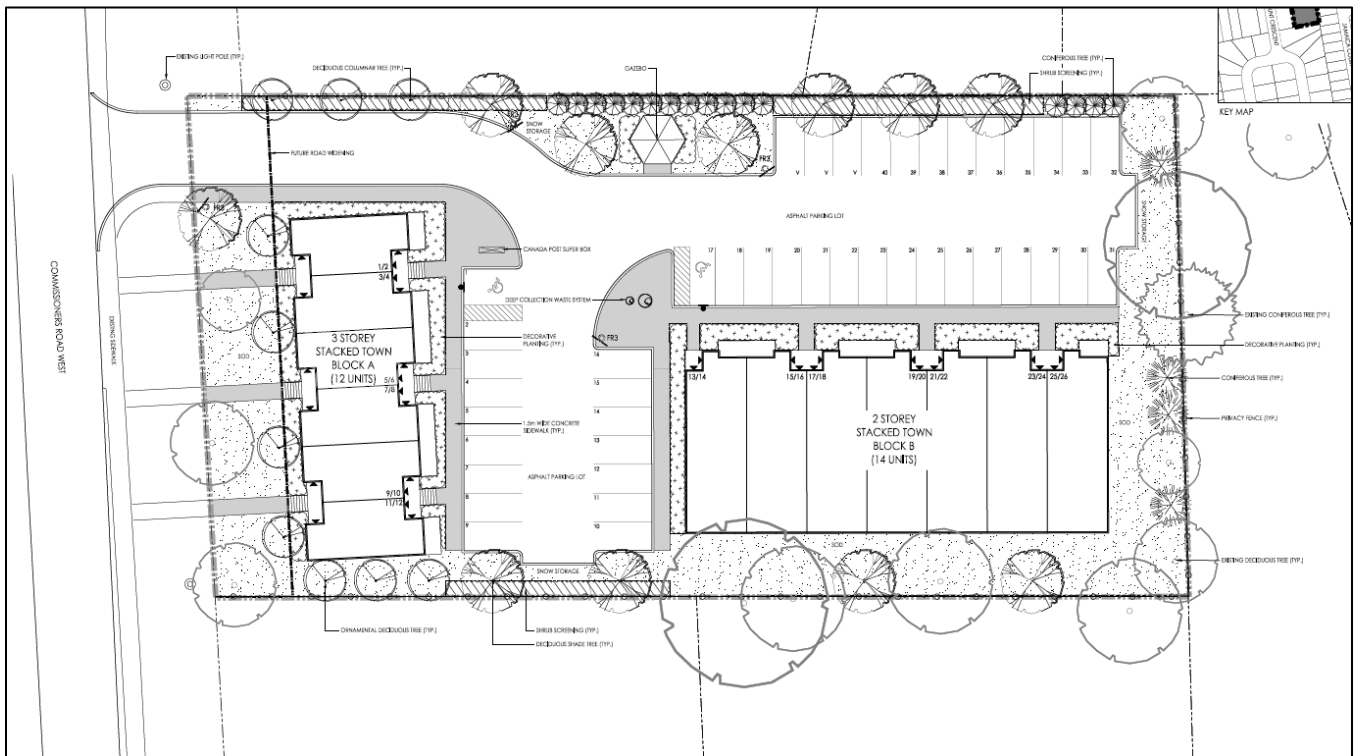
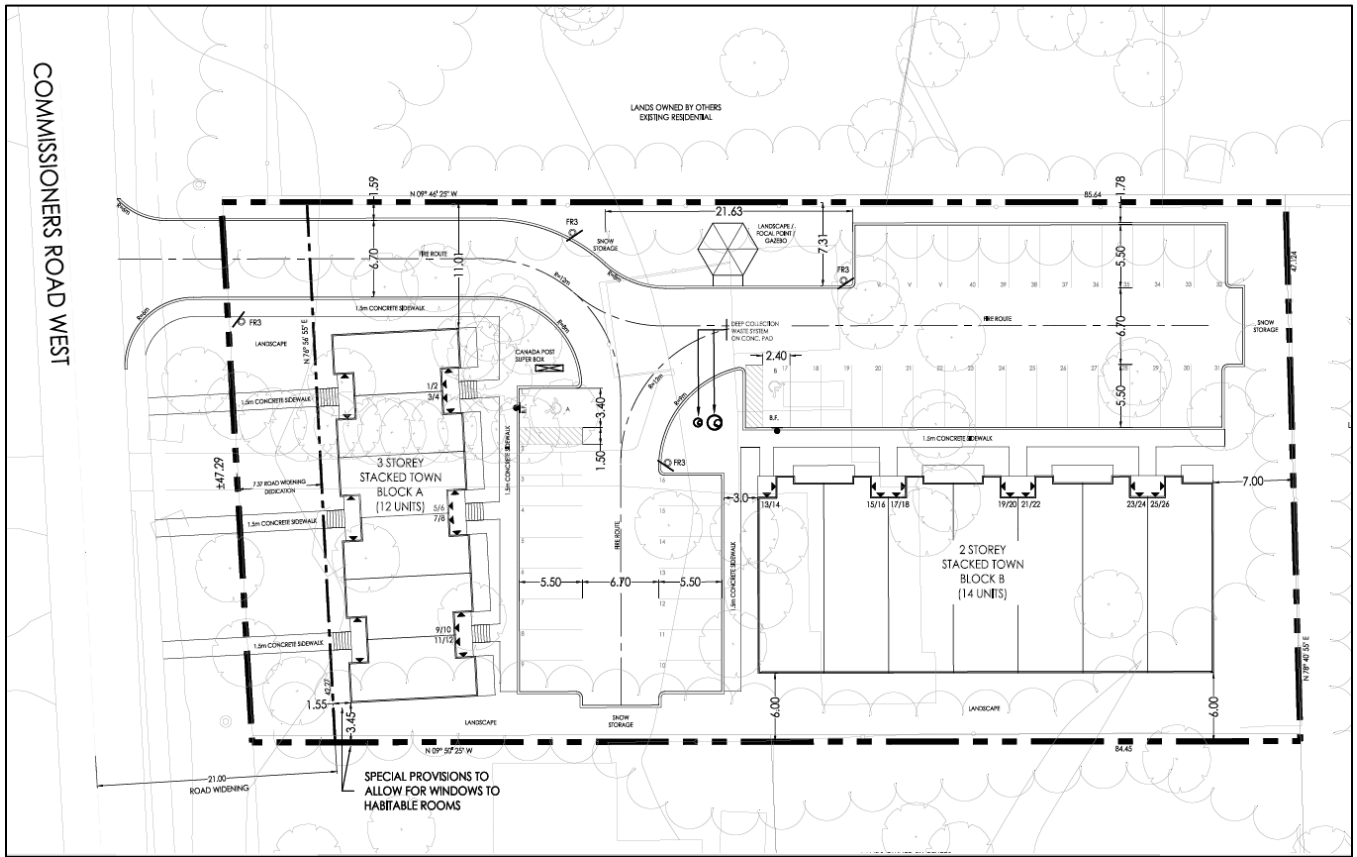
Notice of Collection of Personal Information

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 developmentsservices@london.ca for more information.

Site Concept and Proposed Landscape Plan



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

Building Renderings



View from Commissioners Road West



View from Interior Parking Lot Looking North



View from Interior Parking Lot Looking West



Development Overview from Commissioners Road West

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