

# Agenda Including Addeds Cycling Advisory Committee

The 6th Meeting of the Cycling Advisory Committee

July 21, 2021, 4:00 PM

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

The City of London is committed to making every effort to provide alternate formats and communication supports for Council, Standing or Advisory Committee meetings and information, upon request. To make a request related to this meeting, please contact [advisorycommittee@london.ca](mailto:advisorycommittee@london.ca).

Pages

## 1. Call to Order

- 1.1. Disclosures of Pecuniary Interest

## 2. Consent

- 2.1. 5th Report of the Cycling Advisory Committee 2
- 2.2. Municipal Council Resolution from its meeting held on July 6, 2021, with respect to the 5th Report of the Cycling Advisory Committee 5
- 2.3. Public Meeting Notice - Official Plan and Zoning By-law Amendments - 180-186 Commissioners Road West 8
- 2.4. 2021 Cycling Project Updates - D. Hall, Program Manager, Active Transportation Planning and Design 14

## 3. ***(ADDED) Deferred Matters/Additional Business***

- 3.1. *Get Involved London - E-scooters and Large Cargo E-bikes Pilot*

Note: Information and feedback forms are available on the Get Involved London website on the following pages

E-scooters - <https://getinvolved.london.ca/e-scooter>

Large Cargo E-bikes - <https://getinvolved.london.ca/large-cargo-e-bike>

## 4. Adjournment

Next Meeting Date: August 18, 2021

# **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.



London  
CANADA

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

July 7, 2021

G. Barrett  
Director, City Planning and City Planner

I hereby certify that the Municipal Council, at its meeting held on July 6, 2021 resolved:

That the following actions be taken with respect to the 5th Report of the Cycling Advisory Committee, from its meeting held on June 16, 2021:

- a) the attached Sub-Committee Report related to the Draft Masonville Secondary Plan, BE FORWARDED to Civic Administration for consideration; and,
- b) clauses 1.1 to 3.8 and 5.1 to 6.1, BE RECEIVED. (2.13/9/CWC)

C. Saunders  
City Clerk  
/ap

cc: B. O'Hagan, Manager, City Building and Design  
S. Wise, Senior Planner, City Planning  
S. Langill, Executive Assistant to the City Planner, City Planning  
Chair and Members, Cycling Advisory Committee

## **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.

## Official Plan and Zoning By-law Amendments

### 180 – 186 Commissioners Road West



File: O-9318/Z-9317

Applicant: City of London/180 Commissioners Road Inc.

#### What is Proposed?

Official Plan and Zoning amendments to allow:

- Four-storey apartment building with 40 dwelling units and 40 surface parking spaces



## YOU ARE INVITED!

Further to the Notice of Application you received on March 12, 2021, you are invited to a public meeting of the Planning and Environment Committee to be held:

**Meeting Date and Time:** Monday, July 26, 2021, no earlier than 5:00 p.m.

**Meeting Location:** During the COVID-19 emergency, the Planning and Environment Committee meetings are virtual meetings, hosted in City Hall, Council Chambers (see insert)

For more information contact:

Barb Debbert  
bdebbert@london.ca  
519-661-CITY (2489) ext. 5345  
Planning & Development, City of London  
300 Dufferin Avenue, 6<sup>th</sup> Floor,  
London ON PO Box 5035 N6A 4L9  
File: O-9318/Z-9317

[london.ca/planapps](https://london.ca/planapps)

To speak to your Ward Councillor:

Paul VanMeerbergen  
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.



# Application Details

## Requested Amendment to the 1989 Official Plan

To add a specific area policy to the Multi-family, Medium Density Residential designation to permit a maximum residential density of 105 units per hectare, in place of a maximum density of 75 units per hectare with the potential to bonus up to 100 units per hectare.

## Requested Zoning By-law Amendment

To change the zoning from a Residential R1 (R1-9) Zone to a Residential R9 Special Provision (R9-4(\_)) 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](http://london.ca).

### Current Zoning

**Zone:** Residential R1 (R1-9) Zone

**Permitted Uses:** A single detached dwelling on each lot

**Special Provision(s):** n/a

**Residential Density:** n/a

**Height:** maximum 12.0 metres

### Requested Zoning

**Zone:** Residential R9 Special Provision (R9-4(\_)) Zone

**Permitted Uses:** apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities

**Special Provision(s):** establish Commissioners Road West as the front property line; and to permit a maximum height of 14.0 metres whereas the height is to be established on the zone map, a reduced maximum density of 105 units per hectare in place of 115 units per hectare, a minimum exterior side yard depth of 5.4 metres in place of 10.0 metres, a minimum interior side yard depth of 7.1 metres in place of 14 metres, a minimum parking rate of 1 space per residential unit in place of 1.25 spaces per residential unit, and balconies to be a minimum of 0.5 metres from the front lot line whereas balconies are permitted to project into required yards by 1.5 metres provided the projection is no closer than 3.0 metres to the lot line

**Residential Density:** 105 units per hectare (40 residential units)

**Height:** 14.0 metres (4 storeys)

The City may also consider establishing minimum and maximum front yard depths where none are required, and removing the existing as-of-right bonusing for the provision of additional landscaped open space from the Residential R9 (R9-4) Zone.

## How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the public meeting notice 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.

### 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](http://london.ca/planapps)
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

### Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and zoning changes at this meeting, which is required by the Planning Act. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the [Neighbourgood](http://Neighbourgood) website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

Attendance is available through telephone or virtual web streaming (computer) application. Pre-registration is required to access these options and can be found in the Public Participation insert.

**Please refer to the enclosed Public Participation Meeting Process insert.**

## **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](mailto: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 Ontario Land 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 Ontario Land 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 Ontario Land 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/appeals-process/forms/>.

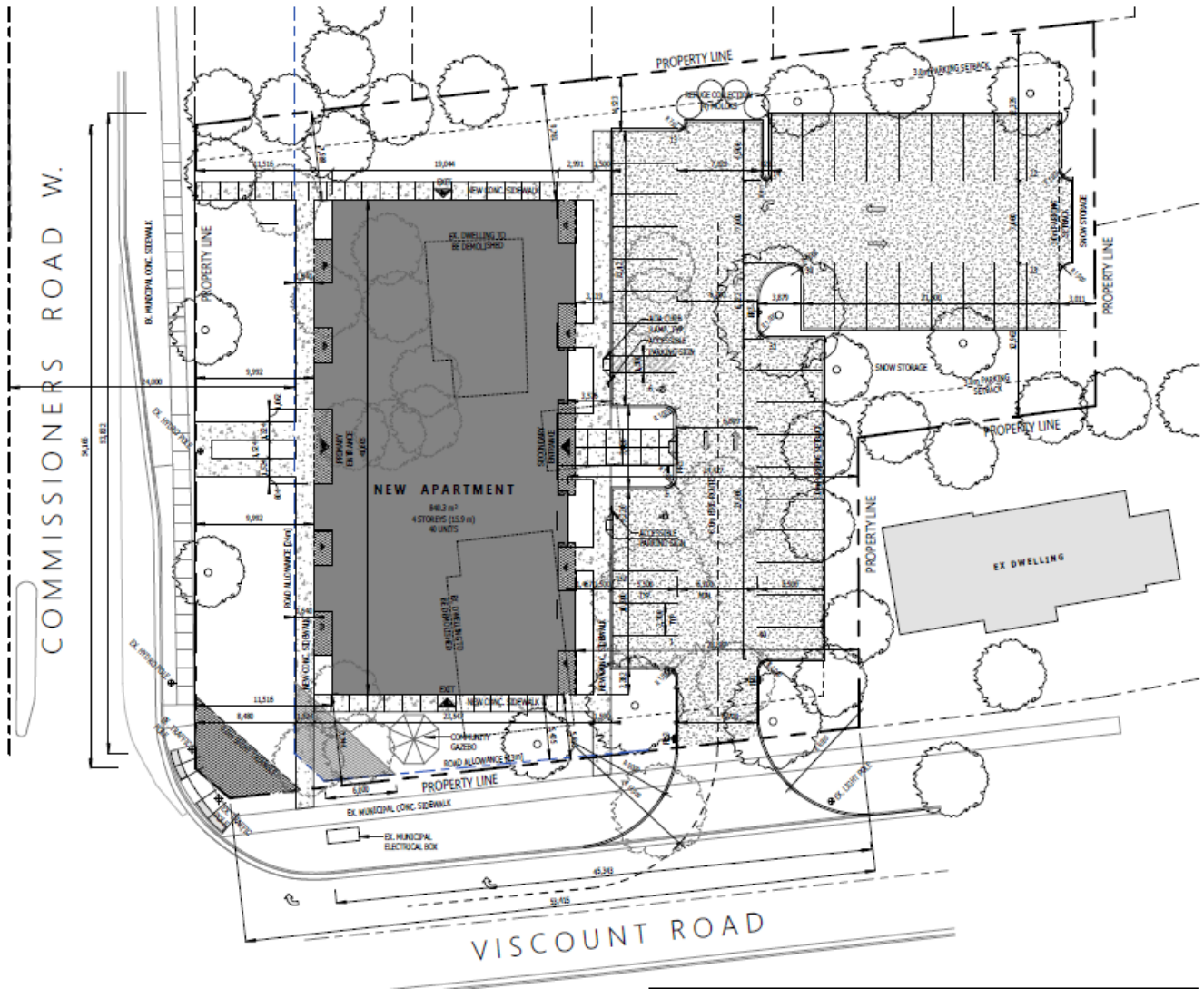
### **Notice of Collection of Personal Information**

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](mailto:developmentsservices@london.ca) for more information.

# Site Concept



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

# Building Renderings



View from Commissioners Road West

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



## Public Participation Meeting Process

As part of the City's ongoing efforts to slow the spread of COVID-19, and in keeping with the regulations and guidelines provided by the Province of Ontario, the Public Participation Meeting process has been modified. The Public Participation Meeting process has been modified to protect the health and well-being of members of the public and City employees during the pandemic. City Hall is currently closed to in-person meeting participation.

Anyone wishing to speak at a Public Participation Meeting can do so virtually, using Zoom online or by phone. Pre-registration is required.

- Members of the public are required to pre-register to speak at the public participation meeting. To register this must be requested no later than 9:00 a.m. the day of the meeting. Speakers will be limited to five minutes of verbal presentation.
- Registered speakers will be given the information to connect to the Zoom meeting and will also be able to present by phone.
- Pre-register by calling **519-661-2489 ext. 7100** or by **emailing [PPMClerks@london.ca](mailto:PPMClerks@london.ca)**. Please indicate the meeting and item when contacting the Clerk's Office. Directions on how to participate will be provided upon registration.
- Members of the public can also participate by submitting written communications to the committee or to Members of Council prior to the meeting.

Pre-registration is only required for those wishing to speak at a Public Participation Meeting.

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<sup>1</sup> Notice of Collection of Personal Information – information is collected under the authority of the *Municipal Act, 2001*, as amended, and the *Planning Act, 1990 RSO 1990, c.P. 13*, and will be used by Members of Council and City of London staff in their consideration of this matter. Please see additional information on the enclosed Public Meeting Notice pages.



# MEMO

**To:** Cycling Advisory Committee

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

**Date:** July 14, 2021

**Re:** **2021 Cycling Project Updates**

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## **Fanshawe Park Road – Medway Creek to Adelaide**

This project to rehabilitate the in-boulevard bike lanes, improve accessibility at bus stops and intersections, and reconfigure the road cross-section to ensure a continuous bike lane is in the process of being awarded to the successful contractor.

Construction is expected to start in August and be substantially complete before the end of 2021. \*The section from North Centre Rd to North Centre Rd will be completed in 2022 through the Fanshawe Park & Richmond Intersection Upgrades\*

## **Ridout and Commissioners Protected Intersection**

This project to fill in the gap in the Ridout/ Upper Queens bike lane will also provide protection for people on bikes navigating the Ridout & Commissioners intersection. It will also include new signals and accessibility improvements. The design is currently receiving bids from contractors - the contractor will be selected in early August.

Construction will start in Aug/ Sep and be substantially complete by December.

## **Brydges/ Wavell – Highbury to Clarke, Saskatoon – Dundas to Wavell**

This project will add bike lanes on Brydges/ Wavell from Highbury to Hale and on Saskatoon from Dundas to Wavell, and add protected bike lanes on Wavell from Hale to Clarke. It will also include two protected intersections at Hale and Saskatoon. The design is almost complete and will receive bids from contractors in the coming weeks.

Construction will start in September and be substantially complete before the end of 2021.

Regards,  
Daniel Hall

c: Doug Macrae, Director, Transportation and Mobility  
Garfield Dales, Division Manager, Transportation Planning and Design