

Agenda Including Addeds Cycling Advisory Committee

10th Meeting of the Cycling Advisory Committee

November 17, 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.

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2.2. Municipal Council resolution from its meeting held on October 26, 2021, with respect to the 8th Report of the Cycling Advisory Committee	5
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4. Adjournment	

Next Meeting Date: December 15, 2021

Cycling Advisory Committee

Report

The 9th Meeting of the Cycling Advisory Committee

October 20, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: B. Hill (Acting Chair), C. DeGroot, D. Doroshenko, J. Jordan, M. Mur, E. Raftis, and T. Wade; A. Pascual (Committee Clerk).

ABSENT: I. Chulkova and J. Roberts.

ALSO PRESENT: P. Adams, K. Grabowski, K. Grueneis, D. Hall, S. Harding, P. Hohner, H. Huotari, K. Johnson, D. MacRae, C. Maclsaac, L. Maitland, A. Mildenberger, A. Miller, J. Pucchio, M. Schulthess, J. Stanford, K. Welker, B. Westlake-Power, S. Wilson, and P. Yanchuk.

The meeting was called to order at 4:03 PM; it being noted that the following Members were in remote attendance: C. DeGroot, D. Doroshenko, B. Hill, J. Jordan, M. Mur, E. Raftis, 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 Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment

That it BE NOTED that the presentation, as appended to the added agenda, from H. Huotari, A. Mildenberger, and C. Maclsaac, R.V. Anderson Associates, with respect to the Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment, was received.

2.2 Western Road and Sarnia Road / Philip Aziz Avenue Environmental Assessment

That it BE NOTED that the presentation, as appended to the agenda, from J. Pucchio, AECOM, with respect to the Western Road and Sarnia Road / Philip Aziz Avenue Environmental Assessment, was received.

2.3 Cycling Infrastructure Construction Update

That it BE NOTED that the verbal presentation from D. Hall, Program Manager, Active Transportation, with respect to the Cycling Infrastructure Construction Update, was received.

2.4 Windermere Road Municipal Class Environmental Assessment, Western Road to Doon Drive - PIC #2 Recommended Alternative

That it BE NOTED that the presentation, as appended to the added agenda, from K. Welker and P. Hohner, Stantec Consulting, with respect to the Windermere Road Municipal Class Environmental Assessment,

Western Road to Doon Drive - PIC #2 Recommended Alternative, was received.

3. Consent

3.1 8th Report of the Cycling Advisory Committee

That it BE NOTED that the 8th Report of the Cycling Advisory Committee, from its meeting held on September 15, 2021, was received.

3.2 2020 Community Energy Use and Greenhouse Gas Emissions Inventory

That it BE NOTED that the staff report dated August 31, 2021 from K. Scherr, Deputy City Manager, Environment and Infrastructure, entitled "2020 Community Energy Use and Greenhouse Gas Emissions Inventory", was received.

3.3 Public Meeting Notice - Official Plan Amendment - Masonville Secondary Plan

That it BE NOTED that the Public Meeting Notice dated September 29, 2021 from S. Wise, Senior Planner, related to an Official Plan Amendment for the Masonville Secondary Plan, was received.

3.4 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 179 Meadowlily Road South

That it BE NOTED that the Notice of Planning Application dated October 6, 2021 from C. Maton, Senior Planner, related to an Official Plan and Zoning By-law Amendments for the property at 179 Meadowlily Road South, was received.

3.5 Revised Notice of Planning Application - Zoning By-law Amendment - 99 Southdale Road West

That the following actions be taken with respect to the Revised Notice of Planning Application dated October 8, 2021 from A. Riley, Senior Planner, related to a Zoning By-law Amendment for the property at 99 Southdale Road West:

- a) the Civic Administration BE REQUESTED to consider including a provision for additional pedestrian and cycling access to the development from adjacent properties such as the:
 - i) the Hellenic Community Centre located at 133 Southdale Road West to connect to Singleton Avenue; and,
 - ii) the property located at 1065 Wharncliffe Road South to connect to Legendary Drive; and,
- b) the above-noted Notice BE RECEIVED.

3.6 Notice of Planning Application - Zoning By-law Amendment - 100 Kellogg Lane

That it BE NOTED that the Notice of Planning Application dated October 8, 2021 from B. Debbert, Senior Planner, related a Zoning By-law Amendment for the property at 100 Kellogg Lane, was received.

4. (ADDED) Additional Business/Deferred Matters

4.1 (ADDED) Notice of Public Information Center for East London Link (Rapid Transit), Phase 1 Construction

That it BE NOTED that the Notice of Public Information Centre for East London Link (Rapid Transit), Phase 1 Construction from T. Koza, Division Manager, Major Projects, was received.

5. Adjournment

The meeting adjourned at 5:39 PM.



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

London
CANADA

October 27, 2021

Chair and Members
Cycling Advisory Committee

I hereby certify that the Municipal Council, at its meeting held on October 26, 2021, resolved:

That the following actions be taken with respect to the 8th Report of the Cycling Advisory Committee, from its meeting held on September 15, 2021:

- a) J. Roberts, Chair, BE REQUESTED to prepare a report to compile the comments of the Cycling Advisory Committee (CAC) related to the Dundas Place Traffic Diversion;
- b) J. Roberts, Chair, BE REQUESTED to submit the above-noted report, on behalf of the CAC, to Civic Administration for their consideration; and,
- c) clauses 1.1, 2.1 to 2.4, and 4.1 BE RECEIVED. (2.1/13/CWC)

C. Saunders
City Clerk
/ap



NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

1420 Hyde Park Road



File: O-9422/Z-9423

**Applicant: Corporation of the City of London/Hyde
Construction c/o Pete Hyde**

What is Proposed?

Official Plan and Zoning amendments to allow:

- 4-storey apartment building with 74 dwelling units

LEARN MORE & PROVIDE INPUT

Please provide any comments by **November 9, 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: O-9422/Z-9423

london.ca/planapps

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

Josh Morgan

jmorgan@london.ca

519-661-CITY (2489) ext. 4007

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

Date of Notice: October 20, 2021

Application Details

Requested Amendment to the 1989 Official Plan

To change the designation of the property by adding a specific policy area to the Multi-family, Medium Density Residential designation to permit a maximum residential density of 111 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. The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site.

Requested Zoning By-law Amendment

To change the zoning from a Temporary/Urban Reserve (T-51/UR3) Zone to a Residential R6 Special Provision (R6-5(_)) Zone to permit a 4-storey (13.5 metre) apartment building with a maximum density of 111 units per hectare. 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: Temporary/Urban Reserve (T-51/UR3) Zone

Permitted Uses: The T-51 Zone permitted a farm market for the sale of seasonal produce, and a nursery and garden store and has expired. The UR3 Zone permits kennels, private outdoor recreation clubs, and riding stables.

Special Provision(s): n/a

Height: 15.0 metres

Requested Zoning

Zone: Residential Special Provision (R6-5(_)) Zone

Permitted Uses: single detached, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and apartment buildings

Special Provision(s): a minimum front yard depth of 1.5 metres whereas an 8.0 metre depth is required; a minimum exterior yard depth of 1.5 metre whereas a 6.0 metre depth is required; a minimum interior side yard depth of 4.2 metres whereas a 6.0 metre depth is required, and, a maximum height of approximately 13.5 metres whereas a maximum height of 12.0m is permitted.

Residential Density: 111 units per hectare

Height: 13.5 metres

The City may also consider a different standard zone with the necessary special provisions, and an additional special provision establishing a maximum front yard depth.

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 Multi-family, Medium Density Residential in the 1989 Official Plan, which permits multiple attached dwellings, such as row houses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged as the main uses. as the main uses.

The subject lands are in the Neighbourhoods Place Type on a Civic Boulevard in The London Plan, permitting single-detached, semi-detached, duplex, triplex and fourplex dwellings, converted dwellings, townhouses, stacked townhouses, low-rise apartment buildings, small-scale community facilities, emergency care establishments, rooming houses and supervised correctional residences.

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 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 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 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 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 for more information.

Site Concept



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

Building Renderings



View from Intersection of Hyde Park Road and South Carriage Road



View from Hyde Park Road



View from South Carriage Road

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



Aerial View in Context



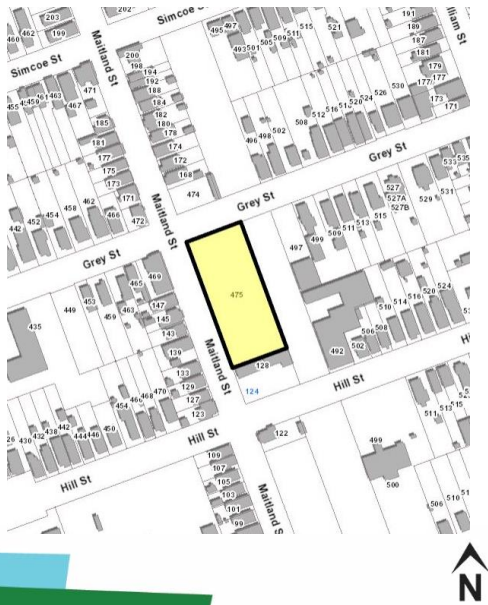
Aerial View in Context

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

NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-Law Amendments

475 Grey Street



File: OZ-9406

Applicant: City of London and 2810645 Ontario Inc.

What is Proposed?

Zoning and Official Plan amendments to allow:

- two 2.5-storey stacked townhouse buildings with a total of 36 residential units;
- special zoning provisions for front yard, side yard, rear yard, and balcony setbacks, parking, and density; and,
- allowing the townhouses to be stacked three units high.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **November 12, 2021**

Planner Name: Laurel Davies Snyder

Planner's Email lsnyder@london.ca

519-661-CITY (2489) ext. 4651

Planning Development, City of London, 300 Dufferin Avenue, 6th Floor

London ON PO Box 5035 N6A 4L9

File: OZ-9406

london.ca/planapps

**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

The City has initiated an Official Plan Amendment (OPA) to bring the 1989 Official Plan designation for these lands into conformity with the policies of The London Plan, the new Official Plan for the City of London. The requested amendment is to add a Special Policy to Chapter 10 of the 1989 Official Plan to permit the density of the proposed development.

Requested Zoning By-law Amendments

To change the zoning from a Residential R2 (R2-2) Zone to a Residential R8 Special Provision (R8-4(_)) Zone to permit two (2) 2.5-storey stacked townhouses (with each building containing a total of 18 units for a total of 36 units) and site-specific regulations for an increase in residential density; reduction of on-site vehicular parking supply; reductions of front yard, exterior site yard, rear yard, and balcony setbacks; and, permitting a third stacked residential unit within the townhouse whereas the definition of “Stacked Townhouse” permits residential units to be stacked two (2) units high. 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 R2 (R2-2)

Permitted Uses: Single detached dwellings; Semi-detached dwellings; Duplex dwellings; Converted dwellings (maximum 2 dwelling units).

Special Provision(s): None

Height: Maximum height: 9.0 metres

Requested Zoning

Zone: Residential R8 Special Provision (R8-4) Zone

Permitted Uses: Apartment buildings; Handicapped person’s apartment buildings; Lodging house class 2; Stacked townhousing; Senior citizen apartment buildings; Emergency care establishments; Continuum-of-care facilities.

Special Provision(s): Density 96 units per hectare, Front yard setback 3.2 meters, Exterior side yard setback 3.3 meters, Rear yard setback 3.3 meters, Balcony setback 1.5 meters from lot line, Parking supply 0.9 spaces per unit.

Height: Maximum height: 13 metres

A Planning Justification & Design Report, Servicing Report, Noise, Vibration & Safety Report, Tree Preservation & Landscape Plan, and a Site Concept Plan & Renderings were 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 Official Plan, London’s long-range planning document. These lands are currently designated as Low Density Residential in the 1989 Official Plan, which permits low-density housing including single-detached, semi-detached, and duplex dwellings up to a density of 75 units per hectare.

The subject lands are in the Neighbourhoods Place Type in The London Plan. This Place Type permits a wide variety of housing types, dependent on the location, including single-detached, semi-detached, duplex, triplex, fourplex, converted dwellings, townhouses, stacked townhouses, low rise-apartments, emergency care establishments, secondary suits, home occupations, rooming houses, and supervised correctional residences. Other uses will be permitted at appropriate locations and include mixed use and commercial uses, live-work opportunities, schools, places of workshop, small-scale community facilities, facilities to support neighbourhood urban agriculture including single-detached, semi-detached dwellings.

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.

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 and Zoning By-law amendments, 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 Ontario Land 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.

Building Renderings



Looking at the face of one building from Maitland Street.



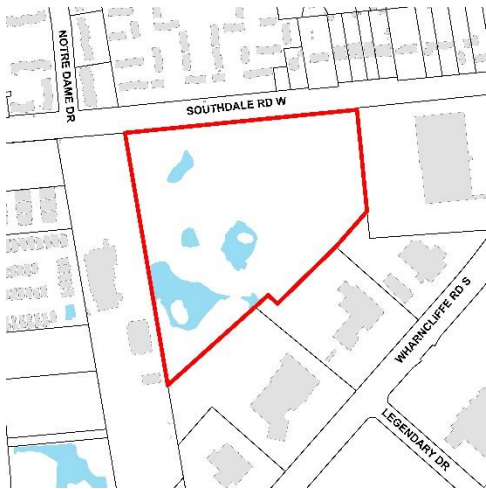
Looking at the faces of both buildings from the corner of Grey Street and Maitland Street.

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

NOTICE OF CANCELLATION AND NEW PUBLIC MEETING NOTICE

Zoning By-law Amendment

99 Southdale Road W



File: Z-9162

Applicant: Southdale West Holdings Inc.

What is Proposed?

Zoning amendment to allow:

- Two 4-storey, apartment buildings,
- Two 8-storey, apartment buildings,
- Two 9-storey, apartment buildings, and associated underground parking structures and surface parking areas
- The proposed development will contain a total of 724 units for a density of 96 units per hectare

YOU ARE INVITED!

The meeting for November 1, 2021 to be heard at 5:00pm has been cancelled. This meeting will now be considered on November 22, 2021 and you are invited to a public meeting of the Planning and Environment Committee to be held:

New Meeting Date and Time: Monday, November 22, 2021, no earlier than 4:00 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:

Alanna Riley
ariley@london.ca
519-661-CITY (2489) ext. 4579
Development Services, City of London
300 Dufferin Avenue, 6th Floor,
London ON PO Box 5035 N6A 4L9
File: Z-9162

File: Z-9162

To speak to your Ward Councillor:

Paul Van Meerbergen
pvanmeerbergen@london.ca
519-661-CITY (2489) ext. 4010

london.ca/planapps

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

Application Details

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

Requested Zoning By-law Amendment

To change the zoning from an Urban Reserve (UR4) and Environmental Review (ER) Zone to a Residential R9 Special Provision Bonus (R9-5(____)) and Open Space (OS4) Zone to permit apartment buildings with a maximum density of 96 units per hectare. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Urban Reserve (UR4) and Environmental Review (ER)

Permitted Uses: Within the UR4 Zone: existing dwellings, agricultural uses except for mushroom farms, commercial greenhouses livestock facilities and manure storage facilities, conservation lands, managed woodlot, wayside pit, passive recreation use, kennels, private outdoor recreation clubs, riding stables. Within the ER Zone: conservation lands conservation works, passive recreational uses, manage woodlot and agricultural uses.

Height: UR4 - 15m

Requested Zoning

Zone: Residential R9 Special Provision Zone (R9-5(____))

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

Special Provision(s): a minimum front yard setback of 6.0m along an Southdale Road West, a minimum rear yard setback of 6.0m, a minimum east interior side yard setback of 12.0m, a minimum west interior side yard setback of 6.5m, a maximum height of 30.9m and the density, lot area, lot coverage and landscaped open space calculation shall be based on a lot area which includes the lands in the abutting Open Space (OS4) Zone.

Residential Density: 96 units per hectare (724)

Height: 30.9m (9 storeys)

The City may also consider 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 Multi-family, Medium Density Residential and Open Space in the 1989 Official Plan. The Multi-family, Medium Density Residential designation permits multiple-attached dwellings, low rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged as the main uses. Normally height limitations will not exceed four storeys and density will generally not exceed 75 units per hectare, with provision for up to 100 units per hectare with bonusing. The Open Space designation permits agriculture; woodlot management; horticulture; conservation; essential public utilities and municipal services; and recreational and community facilities; may also be permitted. Zoning on individual sites may not allow for the full range of permitted uses

The subject lands are in the Neighbourhoods and Green Space Place Types in The London Plan. The Neighbourhoods Place Type permits a range of housing types including low-rise apartments with a maximum height of 4 storeys with the potential for up to 6 storeys with Type 2 bonusing. Permitted uses in the Green Space Place Type include agriculture, woodlot management, horticulture, conservation, and recreational uses

How Can You Participate in the Planning Process?

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

See More Information

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

- visiting Development Services at 300 Dufferin Ave, 6th floor, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or

- viewing the application-specific page at london.ca/planapps.

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include 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, Development Services staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

Attend a Future Public Participation Meeting

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

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

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

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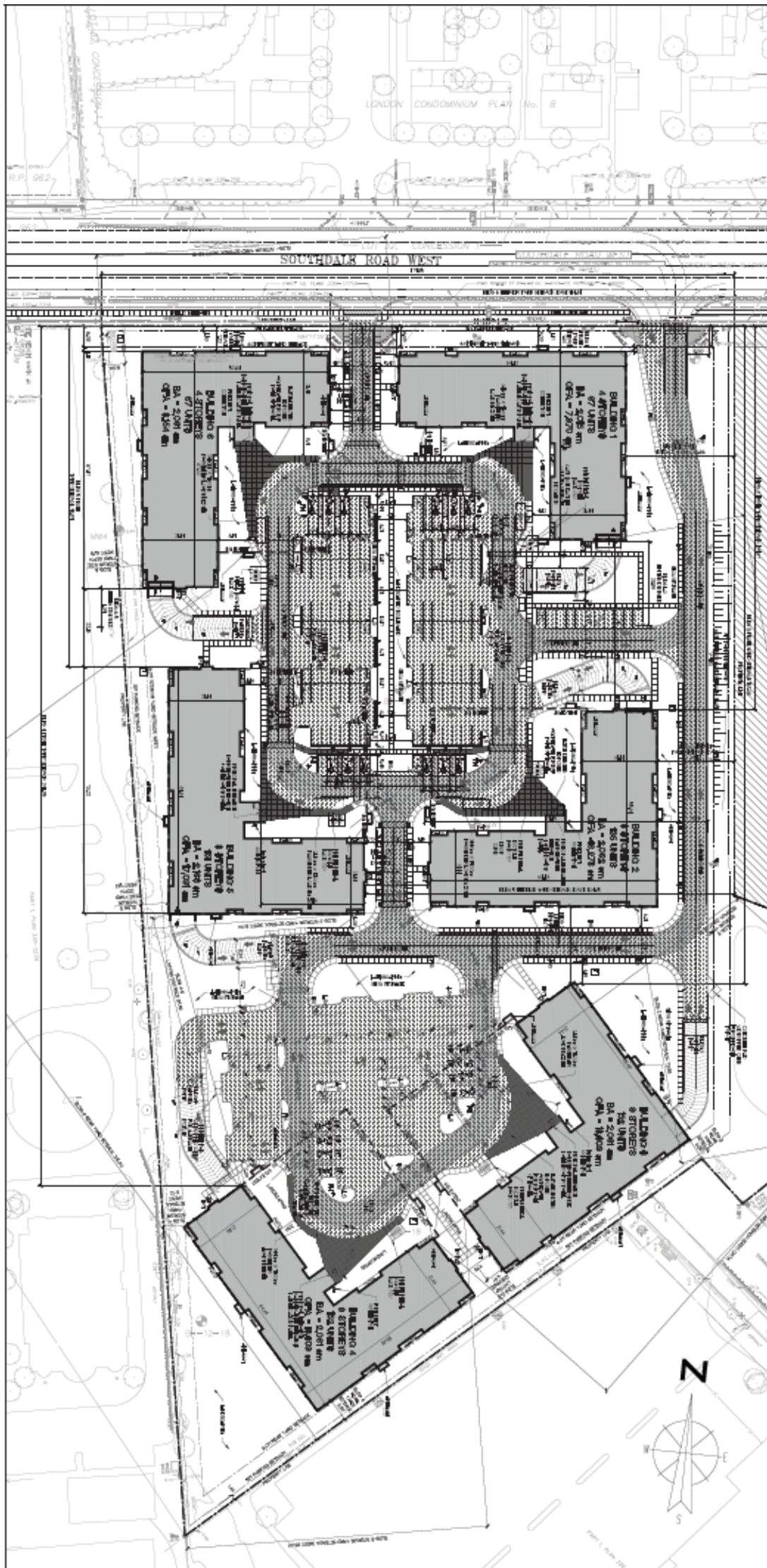
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

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

Site Concept



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

Building Renderings



View from Southdale Road West, buildings 4, 5 & 6



Aerial View

The above images represent the applicant's proposal as submitted and have been revised to reflect the revised site plan.

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 capacity for individuals in City Hall meeting rooms and the Council Chambers Public Gallery will reflect the requirement for 2m physical distancing, with designated seating and standing areas being provided.

Please refer to the public meeting notice for all options available for you to participate in the planning process.

Public Participation Meeting (PPM) Process

- Members of the public are asked to “pre-register” to speak in person at a PPM. Pre-registered speakers will be given priority access to entering City Hall. Speakers will be limited to five minutes of verbal presentation.
 - **Pre-register by calling 519-661-2489 ex. 7100; or by emailing PPMClerks@london.ca** Please indicate the PPM subject matter when contacting the Clerk's Office. Registrations will be confirmed.¹
 - When pre-registering, members of the public will have a brief COVID-19 health screening and will be asked to self-screen prior to entering City Hall.
- Presentations will be strictly verbal; any other submission of photos, slides or written information must be made outside of the PPM. These can be forwarded to the Planner associated with this application and/or to the registration email, noted above. In order to be considered, all submissions should be made prior to the Council meeting when the Planning and Environment Committee recommendation regarding the subject matter is considered.

Public Participation Meeting (PPM) Process – At the meeting

- Members of the public should self-screen before entering City Hall. You likely will be greeted by security upon entering the building. A mask/face covering is required at all times in City Hall.
- Each committee room in use for the PPM will broadcast the meeting taking place in the Council Chambers.
- City Staff will be in each assigned room to assist members of the public.
- When appropriate, individual members of the public will have an opportunity to speak to the committee remotely, using the camera/microphone in the committee room. Floor markings will indicate where to stand.

Council Chambers

- Committee members and staff will be present in the Chambers (physically, or by remote attendance).
- There will be no public access to the Council floor.

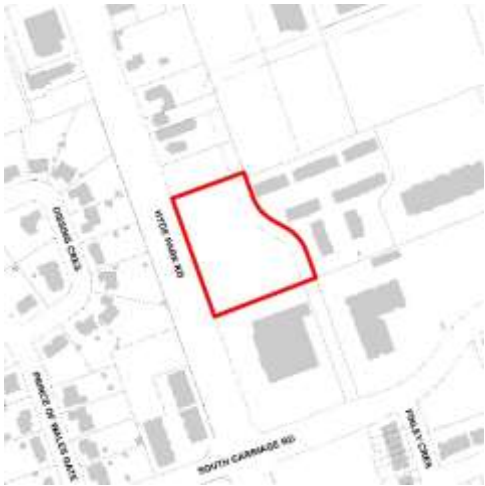
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NOTICE OF PLANNING APPLICATION

Zoning By-law Amendment

1503 Hyde Park Road



File: Z-9425

Applicant: 2575707 Ontario Corp. (c/o Business Network Associates)

What is Proposed?

Zoning amendments to allow:

- 8-storey mixed-use building with 130 dwelling units and commercial uses on the ground floor.
- Special provisions to permit a reduced rear and interior side yard depth; reduced residential and commercial parking rate; increased height; a density of 150 units per hectare; and to establish additional built form standards.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **November 24, 2021**

Monica Wu

mwu@london.ca

519-661-CITY (2489) ext. 5924

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

File: Z-9425

london.ca/planapps

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

Josh Morgan

jmorgan@london.ca

519-661-CITY (2489) ext. 4007

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

Date of Notice: November 4, 2021

Application Details

Requested Zoning By-law Amendment

To change the zoning from a holding Business District Commercial (h-91*BDC1/BDC2) Zone to a holding Business District Commercial Special Provision (h-91*BDC1(_)/BDC2) Zone to permit an 8-storey (27.5 metres) mixed-use building with 130 dwelling units and 782.5m² of commercial gross floor area on the ground floor. 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: holding Business District Commercial (h-91*BDC1/BDC2) Zone

Permitted Uses: apartment buildings, with all other permitted uses on the first floor; animal hospitals; bake shops; clinics; community centres; commercial recreational establishments; commercial parking structures/lots; converted dwellings; dwelling units restricted to rear portion of second floor or above with other permitted uses in the front portion of the ground floor; day care centres; financial institutions; fire halls; grocery stores; hotels; institutions; laboratories; libraries; medical/dental offices/ personal service establishments; places of worship retail stores; restaurants; service and repair establishments; studios; schools

Special Provision(s): N/A

Height: 12.0 metres

Requested Zoning

Zone: holding Business District Commercial Special Provision (h-91*BDC1(_)/BDC2) Zone

Permitted Uses: apartment buildings, with all other permitted uses on the first floor; animal hospitals; bake shops; clinics; community centres; commercial recreational establishments; commercial parking structures/lots; converted dwellings; dwelling units restricted to rear portion of second floor or above with other permitted uses in the front portion of the ground floor; day care centres; financial institutions; fire halls; grocery stores; hotels; institutions; laboratories; libraries; medical/dental offices/ personal service establishments; places of worship retail stores; restaurants; service and repair establishments; studios; schools

Special Provision(s): a minimum interior and rear yard depth of 1.0m per 1.0m of main building height measured from the lot line abutting a residential zone, whereas a minimum of 3.0m plus 1.2m for each 3.0m of building height above the first 3.0m is required; a reduced residential parking rate of 1 space/unit, whereas a minimum of 1.25 spaces/unit is required; a reduced non-residential parking rate of 1 space/25m² of gross floor area, whereas a minimum of 1 space/15m² of gross floor area is required; a maximum height of 27.5m, whereas a maximum height of 12.0m is permitted; a maximum density of 150 units per hectare; the minimum width of the ground floor façade facing the lot line shall be greater than or equal to 75% of the measurement of the front lot line; and all portions of the façade (not including balconies and other projections) facing the front lot line above 6-storeys in height shall be setback a minimum of 2.0m from the portions of the front facing façade located closest to the street.

Residential Density: 150 units per hectare (130 dwelling units)

Height: 27.5 metres

The City may also consider additional special provisions as required.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document.

These lands are currently designated as Main Street Commercial Corridor (MSCC) in the 1989 Official Plan, which permits small-scale retail, office and entertainment uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings.

The subject lands are in the Main Street Place Type in The London Plan, permitting a range of residential, retail, service, office, cultural, recreational, and institutional uses.

How Can You Participate in the Planning Process?

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

A community information meeting will be held in your neighbourhood to present this proposal and obtain input from interested members of the public. You will receive a separate notice inviting you to this meeting, which will be held in advance of the Future Public Meeting described below. The Community Information Meeting is not the public meeting required by the Planning Act and attendance at this meeting does not create a right to appeal the decision of Council to the Local Planning Appeal Tribunal.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan 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 Ontario Land Tribunal

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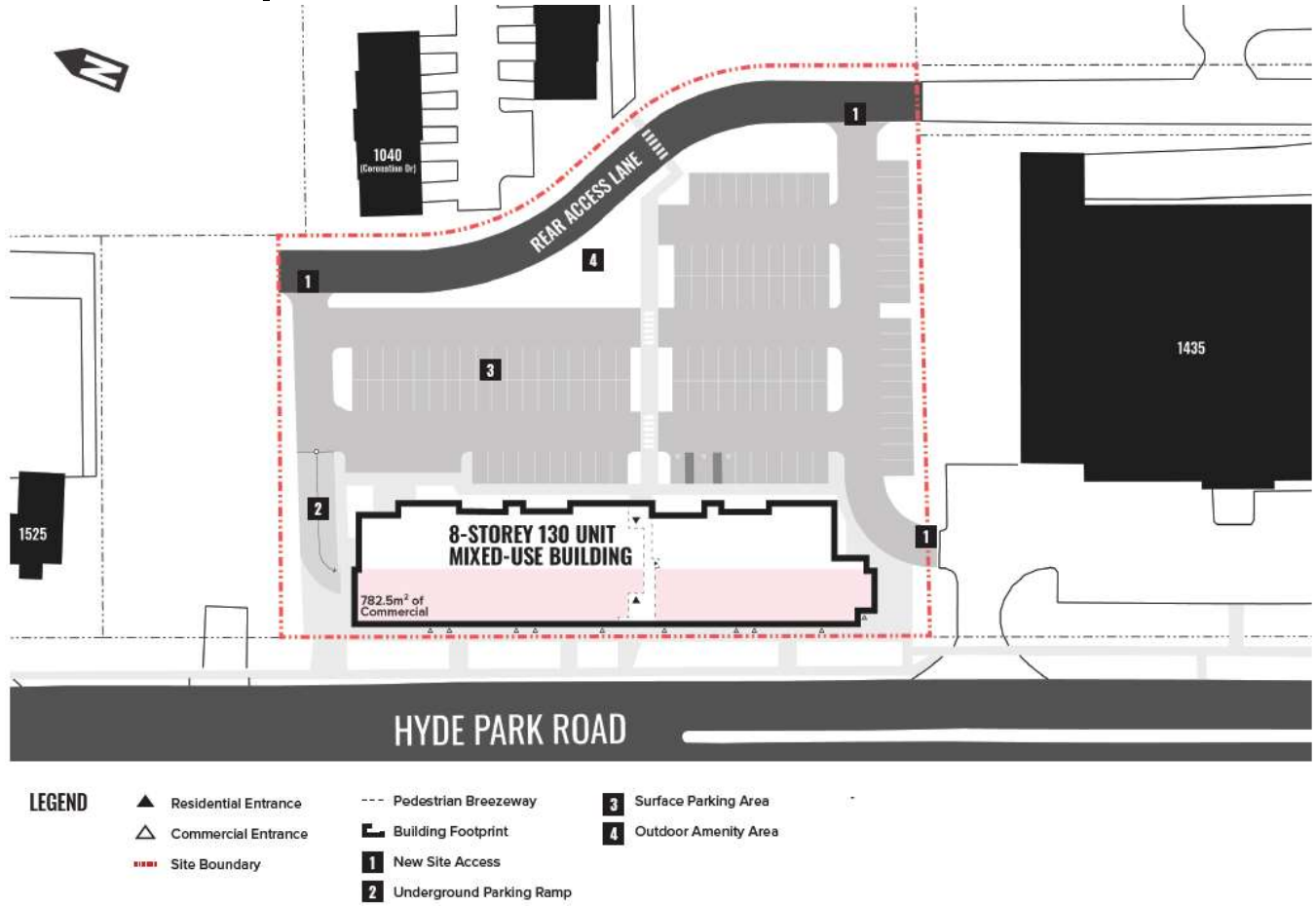
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Accessibility

Alternative accessible formats or communication supports are available upon request. Please contact developmentsservices@london.ca for more information.

Site Concept



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

Building Renderings



View facing northwest on Hyde Park Road



View facing southeast on Hyde Park Road

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



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

Windermere Road Improvements, City of London Municipal Class Environmental Assessment Study Notice of Public Information Centre #2

The Study

The City of London is undertaking a Municipal Class Environmental Assessment (EA) study to identify intersection, active transportation, and transit improvements to the Windermere Road corridor between Western Road and Doon Drive (see map). The study will also assess the potential to connect active transportation facilities along Richmond Street from Windermere Road to the Thames Valley Parkway trail system. In addition, the accessibility improvements along the corridor and intersections will be implemented to accommodate road users of all ages and abilities.

The Process

The study is being conducted in accordance with the requirements of Schedule 'C' projects as outlined in the Municipal Class EA document (2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

Online Public Information Centre

The purpose of this online Public Information Centre (PIC) is to present the alternative design concepts, environmental impacts and proposed mitigation measures, the Recommended Design Alternative, and next steps. While this project information would typically be presented at a public information centre event, adjustments are being made to ensure public safety and follow COVID-19 restrictions on public gatherings.

The City of London is committed to informing and engaging the public about this study and will be hosting a live webinar via videoconference using the Zoom platform on November 8, 2021 from 5 p.m. to 7 p.m. to present a project update, answer questions, and collect feedback from attendees. A link to the meeting will be posted on the City of London's Get Involved website, at getinvolved.london.ca/windermere. The webinar will also be recorded and posted on the project website on November 9, 2021.

We recognize that not everyone will be able to access this information online. If you require any accommodation to access the project information or online material, please contact the City Project Manager, Paul Yanchuk, noted below and we will work together to best share the information with you.

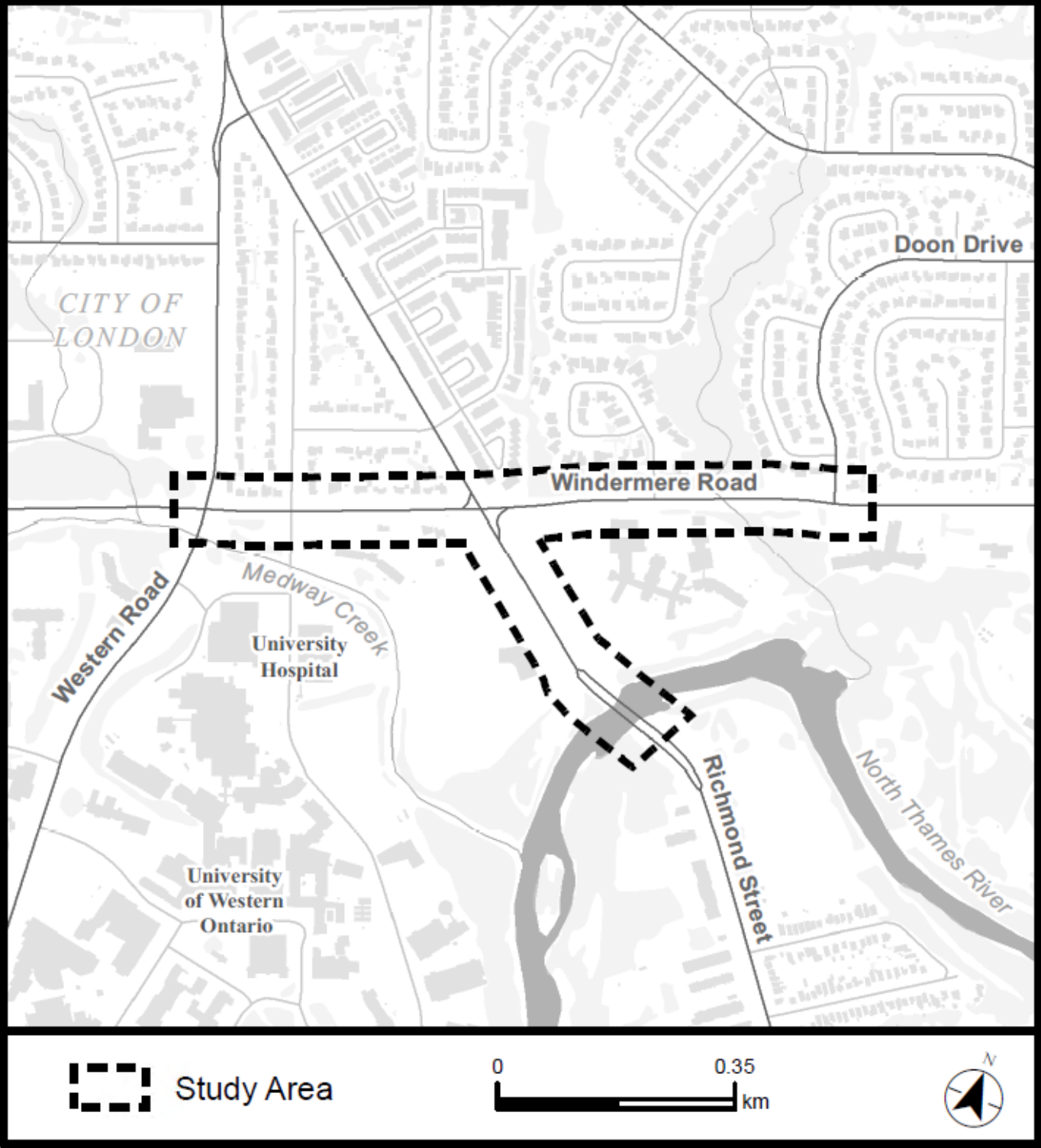
Paul Yanchuk, P.Eng
City of London
Tel: 519-661-2489 ext. 2563
Email: pyanchuk@london.ca

Kevin Welker, P.Eng., Project Manager
Stantec Consulting Ltd.
Tel: 226-919-5979
Email: kevin.welker@stantec.com

Personal information collected on this subject is collected under the authority of the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record and may be included in project documentation.

This notice first published on October 28, 2021.

Map of the Windermere Road improvements study area.



NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

517-525 Fanshawe Park Road East



File: O-9426/Z-9427

**Applicant: The Corporation of the City of London and
2425293 Ontario Inc.**

What is Proposed?

Official Plan and Zoning amendments to allow:

- A 6 storey, 99 unit apartment building;
- A front yard depth of 0.9m;
- An exterior side yard depth of 0.4m;
- A rear yard depth of 8.1m;
- 118 parking spaces (1.19 spaces per unit);
- 4 accessible parking spaces;
- A building height of 6 storeys (21m);
- A maximum density of 175 units per hectare.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **December 1, 2021**

Catherine Maton

cmaton@london.ca

519-661-CITY (2489) ext. 5074

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

File: O-9426/Z-9427

london.ca/planapps

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

Councillor Maureen Cassidy

mcassidy@london.ca

519-661-CITY (2489) ext. 4005

**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 Chapter 10 Specific Area Policy to permit a 6 storey, 99 unit apartment building with Bonus Zoning. The intent is to align the 1989 Official Plan policies with The London Plan policies that will apply to the site.

Requested Zoning By-law Amendment

To change the zoning from a Residential R2 (R2-4) Zone to a Residential R9 Special Provision Bonus (R9-7()*B-) 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 R2 (R2-4) Zone

Permitted Uses: Single detached dwellings; semi-detached dwellings; duplex dwellings; and converted dwellings (maximum 2 dwelling units)

Special Provisions: None

Height: 10.5m

Requested Zoning

Zone: Residential R9 Special Provision Bonus (R9-7()*B-) Zone

Permitted Uses: Apartment buildings; lodging house class 2; senior citizens apartment buildings; handicapped persons apartment buildings; and continuum-of-care facilities

Special Provisions: A reduced minimum front yard depth of 0.9m, whereas 8m is required; a reduced minimum exterior side yard depth of 0.4m, whereas 10m is required; a reduced minimum rear yard depth of 8.1m, whereas 20.3m is required; a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit); and a reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required.

Bonus Zone: A maximum building height of 6 storeys (21m) and a maximum density of 175 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 proposed facilities, services, and matters to support Bonus Zoning include: enhanced urban design; underground parking; roof-top amenity; and affordable housing.

The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special 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 1989 Official Plan, which permits a range of low density residential uses as the main uses.

The subject lands are in the Neighbourhoods Place Type in The London Plan, permitting a range of low-rise residential uses, including low-rise apartment buildings.

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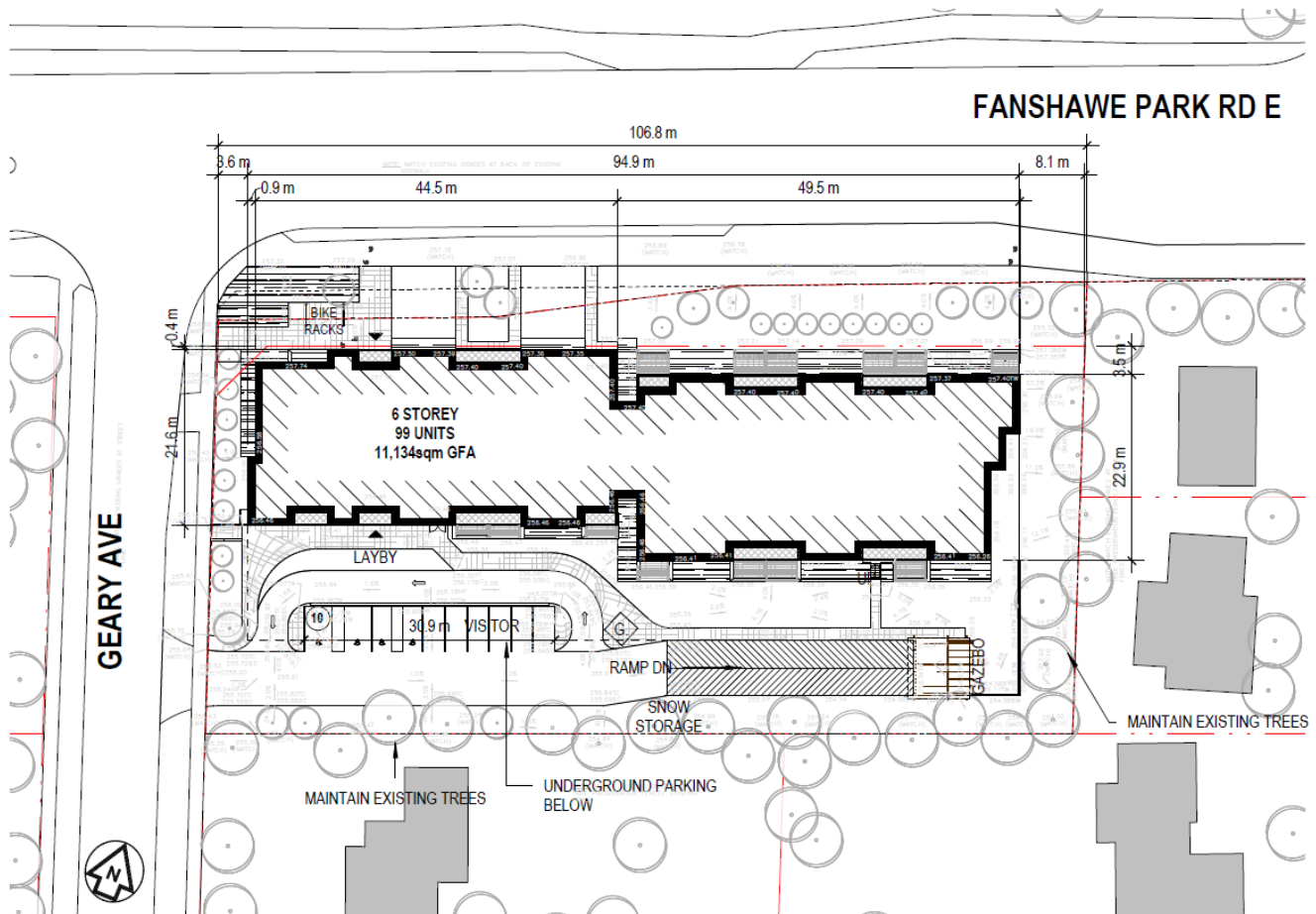
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Accessibility

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Site Concept



Site Concept Plan

Building Renderings



Conceptual Rendering (easterly view from corner of Fanshawe Park Road East and Geary Avenue)

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



Conceptual Rendering (westerly view from Fanshawe Park Road East towards Geary Avenue)

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

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Initiation of the Mobility Master Plan Development

Date: November 2, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the development of the Mobility Master Plan:

- a) The following Draft Vision and Guiding Principles for the development of the Mobility Master Plan as follows **BE ENDORSED** for consultation and feedback through a community engagement program, noting that the final Vision and Guiding Principles will be brought forward for approval after the community engagement:

Draft Vision Statement:

In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.

Draft Guiding Principles:

- Environmentally Sustainable
- Equitable
- Financially Sustainable
- Healthy and Safe
- Integrated and Connected;

- b) The general framework for the community engagement program, as presented in this report, **BE APPROVED**; and,
- c) The general scope for the consultant assignment to assist in preparation of the Mobility Master Plan, as presented in this report, **BE APPROVED**.

Executive Summary

Purpose

This report recommends the approval of the Draft Vision and Guiding Principles for the development of the Mobility Master Plan. Following Council approval, the Draft Vision and Guiding principles would be subject to public consultation prior to finalizing.

The report also outlines the general framework for the community engagement program.

This report also recommends the general scope for the engineering consultant assignment to assist in preparation of the Mobility Master Plan. The engineering consultant selection procedure for the assignment will utilize the two-step procurement process in accordance with Section 15.2(e) of the Procurement of Goods and Services Policy.

Context

The City of London manages a transportation network that provides for the movement of people and goods. This is done with a focus on equity, the environment and the economy. The system provides opportunity for the main mobility modes – walking, cycling, transit, movement with mobility devices and motorized vehicle movement.

The London Plan identifies that a Transportation Master Plan may be prepared and updated regularly, to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. Future mobility planning is prudent considering that London's population is anticipated to grow between 66,000 and 139,000 people over the next 20 years. As well, master planning forms the basis for capital plans and policies and is often required to support applications to senior government infrastructure funding programs.

The purpose of this project is to create a new integrated Mobility Master Plan that builds on and supersedes the current Smart Moves London 2030 Transportation Master Plan and the London ON Bikes Cycling Master Plan and identifies the policy framework, infrastructure programs and supportive programs with a 25-year horizon. The plan will be created using a thorough consultation process, technical analysis, and consideration of The London Plan, Council's Strategic Plan and associated initiatives such as the Climate Emergency Action Plan.

Linkage to the Corporate Strategic Plan

The Mobility Master Plan will advance and support numerous strategies under the City's Areas of Focus:

- Strengthening Our Community
- Building a Sustainable City
- Growing Our Economy
- Creating a Safe London for Women and Girls
- Leading in Public Service
- Commitment to Anti-Racism and Anti-Oppression

Analysis

1.0 Background Information

The current Smart Moves London 2030 Transportation Master Plan was approved by Council in 2012 with a horizon year of 2030. Smart Moves identifies a shift to a more sustainable transportation system including a transit focused strategy that uses a rapid transit network as the backbone for transit service enhancement, complimentary road capacity, and policies to make transportation efficient and green while contributing to a liveable city. The London ON Bikes Cycling Master Plan was approved in 2016 and provides similar strategies for cycling infrastructure, policies and programs. The comprehensive City-wide cycling network accommodates both commuter and recreational cyclists. It includes the recreational pathway system which consists of the Thames Valley Parkway and secondary connections that are integrated with the active transportation facilities on streets.

1.1 Previous Reports Related to this Matter

- June 19, 2012, Civic Works Committee, London 2030 Transportation Master Plan
- March 3, 2014, Civic Works Committee, London Road Safety Strategy
- Planning and Environment Committee – June 13, 2016 – The London Plan
- September 7, 2016, Civic Works Committee, London ON Bikes Cycling Master Plan
- May 28, 2018, Civic Works Committee, Smart Moves 2030 Transportation Master Plan Accomplishments
- August 13, 2018, Civic Works Committee, Complete Streets Design Manual
- August 31, 2021, Civic Works Committee, Outcome of Climate Lens Screening Applied to Major Transportation Projects

2.0 Discussion and Considerations

2.1 Draft Vision Statement and Guiding Principles

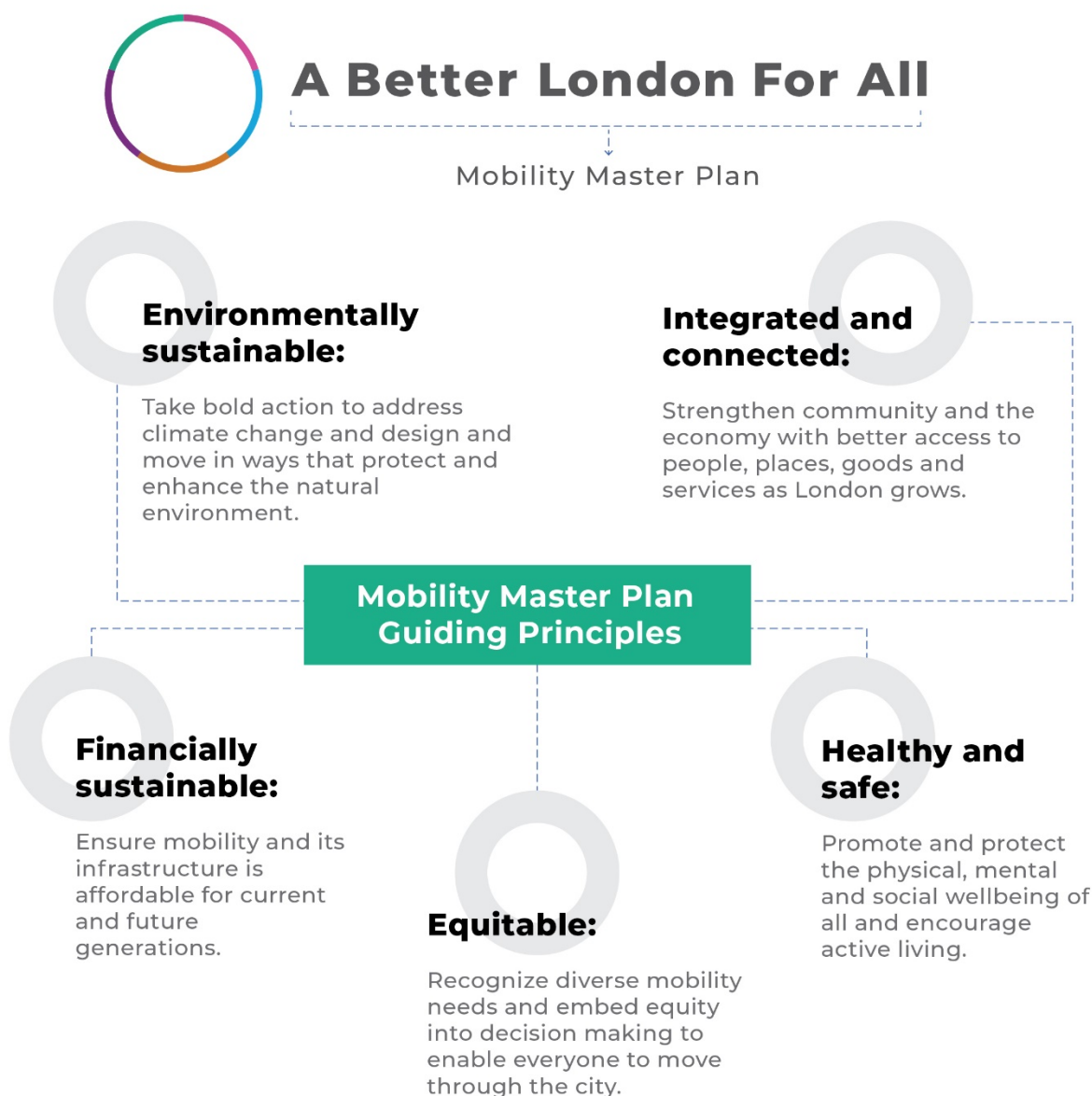
As identified in The London Plan, a Transportation Master Plan may be prepared and updated regularly to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. The Draft Vision for the Mobility Master Plan is as follows:

In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.

Five Draft Guiding Principles, as shown in Figure 1, have been prepared to establish the framework for the decision-making process for the development of the Mobility Master Plan. They are proposed to ensure that the policies and actions developed through the Mobility Master Plan work towards achieving the Vision. The Draft Guiding Principles are based on the City of London's existing policies and plans including The London Plan, Council's Strategic Plan and the Climate Emergency Action Plan.

The Draft Guiding Principles were refined based on input from staff in various departments, and in consideration of transportation feedback received over the years including from Municipal Council, Council Advisory Committees, community and business groups and the broader public. Guiding principles from other completed and on-going mobility master plans in Canada were also reviewed as part of the process.

Figure 1: Mobility Master Plan Draft Guiding Principles



The Draft Guiding Principles will be reviewed and refined as appropriate through community and stakeholder input and will be presented to the Civic Works Committee and Municipal Council at a future date in 2022 for approval.

2.2 Framework for Community Engagement

Throughout the process to develop the Mobility Master Plan, the primary source of information will be online, using the City’s engagement portal, GetInvolved (<https://getinvolved.london.ca/>) This will be updated regularly with information about the process, clear information about engagement opportunities, and updates about how community feedback has been used.

The Mobility Master Plan engagement process

Throughout this process, it will be critical that engagement is equitable and accessible to ensure that feedback and input throughout the development of the Mobility Master Plan reflects the diverse needs of the community and contributes to the success of all Londoners. Using guidance from the International Association for Public Participation (IAP2) Equitable Engagement Best Practices and applying an Environment, Social, and Governance (ESG) lens, the consultation will be rooted in community collaboration, beginning with the engagement process itself.

Co-creating the engagement plan

Before the first phase of broad public consultation begins, City staff and partners will focus on networking and strengthening community connections. As per best practices, it is recommended that the community co-designs the engagement framework and participates in a task force. To do this, staff will:

- **Leverage existing structures** (e.g., advisory committees, third-party organizations with established community networks) to ensure a range of perspectives and experiences are leveraged throughout the process.
- **Form a Community Advisory Panel** in partnership with London's Community Diversity and Inclusion Strategy (CDIS) working groups to develop, review and implement engagement plans.
- **Prepare a thorough stakeholder list** in consultation with the Community Advisory Panel to ensure representation from all groups.
- **Complete an Environics demographic data analysis** in partnership with the City's Planning and Economic Development team to understand geography and movements of Londoners and identify critical populations and locations for focusing data collection.
- **Ensure representation from Indigenous people, Black people and people of colour on the project team** by expanding the City's Community Connector program and ensuring the expanded project team provides a range of lived experience.
- **Identify existing and historical engagement barriers** as community connections are made, and form plans to remove/address them proactively.
- **Clearly define where each task lands on the [spectrum of public participation](#)** to ensure there is a mutual understanding between practitioners, decision makers and the community about how input will be used.

Recognizing that everyone holds a unique lived experience related to mobility, it will be critical to collect feedback from a diverse range of individuals with different (often intersecting) identities. To do this, the City plans to empower members of its Community Advisory Panel to develop, and in some cases lead, engagement exercises required as part of the Mobility Master Plan process. The City is prepared to support the unique needs of community groups, understanding that the nature of each session (i.e., the tools, activities, supports and adaptations) will vary.

Recognizing that mobility planning requires enterprise-wide support, an internal project team has been formed to help guide the study. This team includes senior representatives from numerous City service areas and promotes continuous collaboration to ensure the creation of a holistic Mobility Master Plan.

Phases of Engagement

Engagement for the Mobility Master Plan has been broken into three phases as shown in the chart below. The specific timing of tasks identified under each phase and the tactics used will remain flexible based on the project plan, emerging needs that may arise, and continuing pandemic constraints.

Phase 1: Establish shared vision & understand needs (Fall 2021 – Spring 2022)

- Establish community connections
- Provide education opportunities
- Consult on vision and guiding principles
- Learn about mobility experiences, goals, and barriers

Phase 2: Explore solutions & make connections (Summer 2022 – Winter 2023)

- Identify opportunities and challenges
- Link feedback to existing policies, plans and programs and identify gaps
- Collect people-trip information
- Develop options for future mobility networks
- Identify opportunities for community empowerment

Phase 3: Confirm & refine the path forward (Spring 2023 – Winter 2024)

- Begin drafting Mobility Master Plan
- Forecast budgets needed to carry out the plan
- Revisit recommendations with most impacted groups
- Present & publish final plan

Engagement Touchpoints

The City is committed to completing all work on the Mobility Master Plan with transparency. A clear feedback loop will be established to ensure consistency for each phase of engagement. This includes:

- Attending meetings with a variety of advisory committees at the outset and scheduling follow-up meetings as needed with specific advisory committees
- Providing results to council after each phase of engagement
- Sharing links to critical Mobility Master Plan education and promotional materials as they are created
- Listing all engagement sessions in a publicly accessible online calendar
- Creating a process to direct informal feedback that may be provided through any number of channels (telephone calls, emails, Service London, social media) to be captured and considered as part of the process).

Above are the baseline touchpoints. Engagement will take place in multiple locations and in multiple forms during each phase of the Mobility Master Plan process and the team will identify topics and challenges that may require additional, in-depth discussion. The process and opportunities for engagement will be well documented throughout.

2.3 Scope for the Consultant Assignment

This section provides a summary of the general scope and requirements for the consultant assignment to assist in preparation of the Mobility Master Plan.

Overview

The Mobility Master Plan will build on the Smart Moves London 2030 Transportation Master Plan and continue to focus on a more sustainable mobility system including transit. The Mobility Master Plan will build on the Rapid Transit Master Plan and Transit Project Assessment Process with consideration of the Downtown Loop, East London Link and Wellington Gateway projects, and will further consider alternatives for improved higher-order transit solutions in the north and west areas of the city. The plan will also have regard for the London Community Recovery Network (LCRN) action item related to improved transit access to the downtown.

The Mobility Master Plan will also build on the London ON Bikes Cycling Master Plan with an increased focus on walking and cycling. The Mobility Master Plan should also consider current and future demographics, including the needs of those with mobility challenges (e.g. wheelchairs and other mobility aids).

From an employment support perspective, the recent PwC report that identified a link between London labour market non-participation and access to transportation will inform this work. Support for the Industrial Land Development Strategy and the movement of goods will also be assessed as part of the project.

The Plan creation will have consideration for the 2021-2024 Safe Cities London Action Plan and the findings of the Safe Cities London Scoping Study which identified in transit (in transition from one place to another) as the most common public place and space where respondents reported experiencing or witnessing an incident of violence.

The process will also consider the survey of discrimination experienced by immigrants, racialized minorities, and Indigenous people that was conducted in partnership with the London Middlesex Local Immigration Partnership. The survey identified some of the most likely places to experience discrimination include while using public transit and while in a store, bank or a restaurant.

While automobiles will continue to be a factor in the planning of London's mobility infrastructure, the sustainability of adding traffic lanes to roadways will be scrutinized in conjunction with consideration of complete streets principles. A balanced mobility system is required which integrates all modes of travel and minimizes individual reliance on automobiles. Further to recent Council direction, the Wonderland Road corridor will be a focus area for creative solutions.

As part of the Mobility Master Plan priority networks shall be identified for the various mobility modes including pedestrian, cycling, transit, goods movement and automobiles. Priority networks represent a combination of streets or corridors for each mode where that mode will receive high-quality infrastructure and/or service. With limited road right-of-ways, trades-off will be required to provide facilities for the various modes of mobility. In some instances, narrowing roads and/or reallocating automobile lanes may be considered to balance modal priorities and provide facilities for cycling and walking.

Municipal Class Environmental Assessment Process

The Municipal Class Environmental Assessment (Municipal Class EA) process is applicable to the Mobility Master Plan. This means that the Mobility Master Plan process must follow the master planning process outlined through the Municipal Class EA, including full documentation of the process and providing a traceable rationale for conclusions reached. Phase I and II of the Municipal Class EA will be satisfied for recommended infrastructure improvements. This involves the identification of the problem or opportunity and development of alternative solutions.

Equity and Inclusion

Mobility and infrastructure planning decisions have significant equity impacts that relate to housing accessibility, land values and local economic activity. The quality of mobility infrastructure available affects people's economic and social opportunities. Consistent with the City's Community Diversity and Inclusion Strategy (CDIS), it is necessary to ensure that all current and future mobility options are reviewed by, and easily available and accessible to, seniors, persons with disabilities, and newcomers. The Proponent shall work with the City's Strategic Communications and Government Relations team to implement a Public Engagement and Communication Strategy which meets the requirements of the Municipal Class EA and that is reflective of the City's equity values. It will also be their responsibility to ensure the plan identifies deliverables related to universal accessibility and mobility equity.

Climate Change

Consistent with Council's declaration of a climate emergency in 2019, climate goals will be a significant factor in the planning of London's mobility infrastructure. The goals of the Climate Emergency Action Plan (which is anticipated to be finalized in the near-term) are to improve London's resilience to climate change impacts, reduce London's greenhouse gas emissions by at least 37% below 1990 levels by 2030 and reach net-zero emissions by 2050.

Currently, the transportation sector is the largest contributor of greenhouse gas emissions and personal mobility creates approximately 1/3 of the total emissions. As part of the Mobility Master Plan, the forecasting of greenhouse gas emissions will be considered to inform mode share targets and mobility infrastructure planning to ensure that it is consistent with the goals of the Climate Emergency Action Plan.

Educational Material

For the Mobility Master Plan to be successful, community support and understanding will be critical. Providing clear and accessible educational material related to policies, plans and programs relevant to the Mobility Master Plan will be necessary throughout the engagement and consultation process to ensure participants are well-informed. The Proponent shall be prepared to provide and/or source the full range of supports individuals might need to participate in the process and/or consume the information (e.g. AODA-compliant documents, captions, translation, and ASL interpreters as required).

Data Collection and Modelling

Data collection will be required to set a baseline of current mobility use, to forecast future mobility needs, and as a measure of success of the of the Mobility Master Plan goals. Data collection will need to include pedestrians and cyclists in addition to cars, trucks, and transit. A comprehensive household travel survey was conducted in 2016. A cost-effective method to update this data with consideration of current pandemic-related volatility in travel patterns will be explored as part of the Mobility Master Plan process. A public travel survey is also anticipated to be required to gain a better understanding of what modes of mobility Londoner's are currently using, the preferred mobility modes, and barriers to achieving them.

The Covid-19 pandemic has changed the way many people travel in London and across the country. It is expected that some of the changes will be temporary in nature while others will have permanent, lasting effects to traffic volumes, travel behavior and mode choice. Unique challenges and opportunities that the pandemic presents for forecasting mobility needs and setting mode share targets, including targeted scenarios reflecting likely potential impacts of COVID-19, will need to be considered.

Consideration will be given to the forecasting and impacts of emerging connected and automated vehicle (CAV) technologies and their potential/likely impacts in the coming decades.

Transportation Demand Management (TDM) policies and programs

TDM policies and programs are required to accommodate growth while relieving congestion and minimizing travel time by supporting the various modes of mobility. As part of the Mobility Master Plan, current TDM policies and programs will be reviewed, updated and supplemented as required. With limited public space, trade-offs will be required to accommodate the various mobility modes. Modal priorities will need to be set for corridors and achievable level of service (LOS) targets set.

Financial Considerations

Implementation plans for the various capital programs that support all modes of mobility are to be developed as part of the Mobility Master Plan. The coordination of proposed improvements and prioritization of modes within corridors shall be based on an understanding of London Plan street classifications. Asset management shall be considered, and the estimated costs of capital implementation and associated operating are to be developed.

Measures of success

A successful plan will include clearly defined indicators that will monitor and evaluate progress towards the vision and objectives of the Mobility Master Plan. Key performance indicators must rely on readily available data sources that are both meaningful and quantifiable.

Project Schedule

The selected consultant that will help create the Mobility Master Plan is anticipated to be awarded in early 2022. Extensive public consultation and engagement will be required. The Mobility Master Plan is anticipated to deliver key recommendations throughout 2023 and be finalized and documented in early 2024. Key milestones include the identification of mobility growth projects and programs by Spring 2023 and capital and operating costs by Summer 2023.

3.0 Financial Impact/Considerations

Funds are identified in the capital budget for the creation of the Mobility Master Plan. There are no financial approvals being requested at this time.

4.0 Key Issues and Considerations

Based on the declaration of a Climate Emergency in 2019, Council directed staff to complete an initial screen of current major transportation projects using the interim Climate Emergency Screening Tool. A report to the Civic Works Committee on August 31, 2021 identified the outcomes of this review and next steps to consider climate change mitigation and adaptation to ensure resiliency of critical transportation infrastructure. The Mobility Master Plan will provide an opportunity to further review major transportation projects in alignment with Council's Climate Emergency Action Plan and create new initiatives with a climate change and sustainability perspective.

Conclusion

As identified in The London Plan, a Transportation Master Plan may be prepared and updated regularly, to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. The purpose of this project is to create a new integrated Mobility Master Plan that builds upon the current Smart Moves 2030 Transportation Master Plan and London ON Bikes Cycling Master Plan and identifies the policy framework and infrastructure programs with a 25-year horizon. The plan will be created using a thorough consultation process, technical analysis, and consideration of The London Plan, Council's Strategic Plan and associated initiatives such as the Climate Emergency Action Plan. Numerous reports to Civic Works Committee will be submitted to ensure that Council members are both engaged with and informed about the Mobility Master Plan as it progresses. Extensive public consultation and engagement will be required through all three phases of this process.

As part of the initiation of the Mobility Master Plan, endorsement for consultation and feedback is being sought for the Draft Vision and Guiding Principles. Additionally, approval of the general framework for the community engagement program and scope for the engineering consultant assignment to assist in preparation of the Mobility Master Plan are recommended.

Prepared by: Sarah Grady, P. Eng, Traffic and Transportation Engineer

Prepared by: Megan Fontaine, Manager, Public Engagement

Submitted by: Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility

Recommended by: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure

November 15, 2021/

c: Mobility Master Plan Internal Steering Committee
Transportation Advisory Committee
Cycling Advisory Committee

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Dundas Place Temporary Traffic Diversion
Monitoring and Consultation

Date: November 2, 2021

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the construction mitigation traffic diversion on Dundas Place:

- (a) The monitoring and consultation findings **BE RECEIVED**; and,
- (b) the Civic Administration **BE DIRECTED** to initiate a bylaw amendment to reinstate the current temporary traffic diversion arrangement on Dundas Place in Spring 2022 as a construction mitigation.

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 Strategic Plan through the strategic focus areas of **Building a Sustainable City** and **Leading in Customer Service**. The report describes the effectiveness of a construction mitigation solution to improve safety for cyclists and support businesses during the 2021 construction season.

Analysis

1.0 Background Information

Previous Reports Related to this Matter

- Civic Works Committee – February 20, 2019 – Downtown OEV East-West Bikeway Corridor Evaluation
- Civic Works Committee – March 2, 2021 – Dundas Place – Temporary Bicycle Lanes and Revised Parking Limits
- Civic Works Committee – March 30, 2021 – Dundas Place – Temporary Bicycle Lanes

1.1 Context

In March 2021, staff brought forward reports to Civic Works Committee seeking direction to create temporary cycling infrastructure on Dundas Place during the construction season to improve safety for cyclists traveling through downtown, while maintaining access to local businesses for people traveling by car.

To prepare for 2021 construction projects, which included significant work on King Street and temporary deflection of traffic to other routes, staff developed a comprehensive traffic management plan to address potential transportation impacts for all modes visiting and travelling through the area. General vehicle traffic and transit that would normally use King Street between Ridout Street and Wellington Street were to be

detoured along York Street and local vehicle traffic and cyclists were to be directed to Dundas Street.

Through previous public engagement, the City heard concerns from the public that Dundas Place did not feel comfortable for cyclists prior to construction starting on King Street. The potential for increased volume of motor vehicles on Dundas Place during construction was a source of additional concern.

Aligned with the 2021 downtown construction traffic management plans, a temporary solution was recommended for Dundas Place that introduced temporary cycling lanes between Ridout Street North and Wellington Street. The proposed solution aimed to provide safe connections for all road users while supporting downtown businesses through the upcoming construction.

Several options were put forward to Civic Works Committee and Council, including:

- Bi-directional bicycle lanes
- Uni-directional bicycle lanes
- Traffic diversion
- Do nothing

Traffic diversion emerged as the preferred alternative by Council in the April 13, 2021 meeting and Civic Administration was directed to implement temporary changes to traffic operations on Dundas Place by installing infrastructure to limit motor vehicle through-traffic. In this arrangement, motor vehicles are restricted from entering Dundas Place at Ridout Street and at Wellington Street. Instead, they have access to Dundas Place from Talbot, Richmond, and Clarence Streets to reach their destination. Vehicles are still able to exit Dundas Place at Ridout and Wellington Streets. Figure 1 depicts the configuration under the current temporary traffic diversion arrangement and Figure 2 shows how it was implemented at Wellington Street.

The bylaw arrangement currently in place for the traffic diversion restrictions expires at the end of the 2021 construction season in December, at which time Dundas Place would resume its previous operating conditions.

The timing of the changes at the Ridout Street end will be coordinated with current planning for a Holiday Market as recommended by the London Community Recovery Network. The market would be located on Dundas Place between Ridout Street and Talbot Street and would potentially involve closing the block to vehicular traffic in both directions to accommodate pop-up retail units in the November / December timeframe.

Figure 1: Temporary Traffic Diversion on Dundas Place

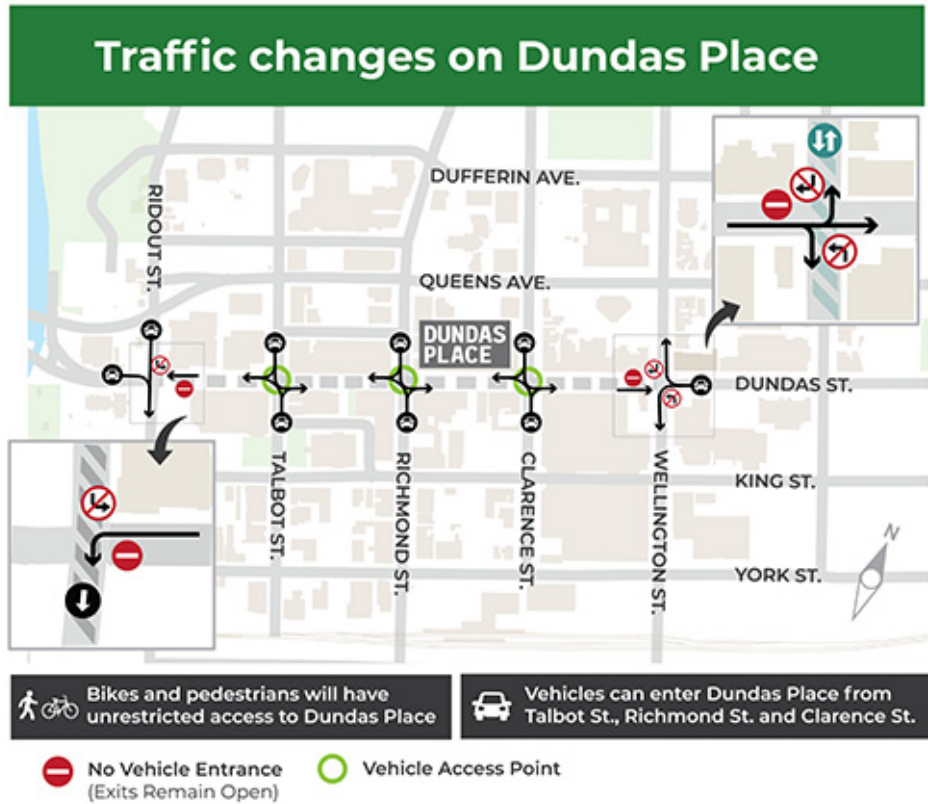


Figure 2: Planter barriers and signage installed to restrict motor vehicles from entering Dundas Place from Wellington Street.



These changes were made in tandem with a suite of complimentary business supports focused on supporting Dundas Place businesses, including:

- Free one-hour parking (without the use of a meter)
- 12 new temporary park and pick-up locations
- Expanded patios
- Opportunities to host sidewalk sales on municipal property in front of businesses
- Programming and activations
- Additional planters to beautify the streetscape

The previous report identified that monitoring and consultation on the outcomes and reception of the temporary traffic arrangement would occur. This report summarizes the findings of monitoring and consultation, with a focus on identifying how operations on Dundas Place should be configured after the 2021 construction season ends.

The options explored through consultation and engagement were:

- Remove the temporary traffic arrangement at the end of this year, once construction has ended
- Keep the current arrangement (continue restricting incoming cars at Ridout and Wellington Streets)
- Keep this arrangement in place, but not during the winter months
- Remove restrictions to inbound motor vehicles at Wellington Street, but keep the restrictions at Ridout Street, where inbound traffic volume is highest
- Other (comments requested)

2.0 Discussion and Considerations

2.1 Looking ahead to 2022 Core Construction

As Civic Administration plans ahead for traffic operations on Dundas Place and overall mobility within the core, both safety for vulnerable road users and supporting access to local businesses remain priorities. Core construction in 2022 includes Phase 2 of the Downtown Loop on Queens Avenue between Wellington Street and Ridout Street, and on Ridout Street between Queens Avenue and King Street. In 2022, the City will also begin construction of Phase 1 of the East London Link on King Street East from Wellington Street to Lyle Street, which will put pressure on eastbound traffic through downtown. Both of these projects once again create the potential for pressure on Dundas Place from increased cut-through motor vehicle traffic.

2.2 Demand for safe cycling connections through downtown

In recent years, the City has improved safety for all modes of transportation and increased transportation options by developing a core cycling network. King Street provided a safe cycling corridor temporarily during Dundas Place construction and Dundas Street was identified as the preferred permanent corridor as part of the Downtown OEV East-West Bikeway Corridor Evaluation. The Colborne cycle tracks form a connecting north-south branch of the core network and provide connectivity to Old North, Woodfield and SoHo neighbourhoods.

Dundas Place is a destination and critical component of the East-West bikeway and core cycling network connecting the cycle tracks west of Ridout Street with the cycle tracks east of Wellington Street. The East-West bikeway connects downtown to the Thames Valley Parkway and to Old East Village. The adjacent cycling facilities are designed to serve all ages and abilities and Dundas Place should include this high regard for cyclist safety.

2.3 Car-free activations and programming

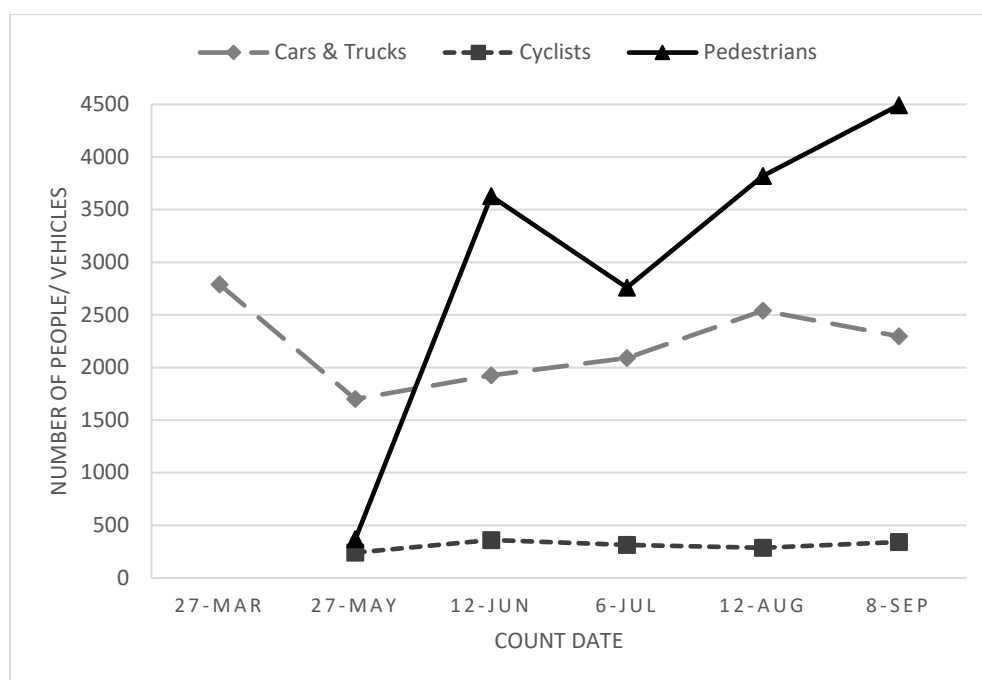
Dundas Place activation planning continues to be impacted by pandemic restrictions. However, beginning in early August, sections of Dundas Place, from Ridout to Wellington Streets, were closed completely to vehicle traffic during set times, with the flex street remaining open as a pedestrian and cycling shared space, to accommodate programming and outdoor activities and performances. As more people visit the area and demand for expanded patios continues, these full-street activations are expected to continue.

3.0 Monitoring and Consultation

3.1 Monitoring

While pandemic restrictions and construction caused high variability in traffic patterns, numerous studies were conducted since the traffic diversions were implemented in early May to count pedestrians, cyclists and vehicles. See Figure 3 below for daytime activity counts (7:00 am – 11:00 pm).

Figure 3: People and vehicle counts: Dundas between Richmond and Clarence



The 2021 construction mitigation traffic diversions appear to have reduced the total number of vehicles from a pre-implementation average of 2,790 to a post-implementation average of 2,096 despite a full road closure of the adjacent King Street.

The data highlights a significant number of people walking and cycling on Dundas Place. The latest count in September showed approximately 4,490 people walking, 340 people biking and 2,300 people driving (63%, 5%, 32% respectively). Although the traffic diversion is not the only factor that has contributed to this outcome, the results are positive and align with the vision of Dundas Place providing a welcoming experience for people walking, bicycling or driving.

From a cycling design perspective, appropriate design can range from shared spaces to fully separated and protected facilities. There are two key metrics that determine the effectiveness of the infrastructure design for the actual and perceived safety for people on bikes: vehicle speed and the number of vehicles. The below table summarizes these two metrics and provides two indications of speed, the usual speed of vehicles (median) and the less common speed of the fastest 5% of vehicles (95th percentile). The latter speed represents a worst-case condition that could be experienced by someone bicycling.

Table 1: Measured Traffic Volume and Speed Data by Block

Block	Ridout to Talbot	Talbot to Richmond	Richmond to Clarence	Clarence to Wellington
Vehicles (daily total)	449	1413	2021	2121
Median vehicle speed (km/h)	30	27	27	29
95th percentile speed (km/h)	46	39	44	43

The above measurements were taken in late August 2021. A comparison to March 2021 measurements in the Richmond-Clarence block identifies a reduction in the average speed of 3 km/h along with the lower traffic volumes after the implementation of the traffic diversion.

To achieve an all ages and ability design for cyclists, shared environments like Dundas Place must have low vehicle volumes and low vehicle speeds. The thresholds to achieve this as specified by the Ontario Traffic Manual are approximately 2,000 vehicles/day and a 30 km/h speed limit or by the National Association of City Transportation Officials (NACTO) are 1,500 vehicles/ day and a 40 km/h 95th percentile speed. The current arrangement with traffic diversion meets the Ontario standard and is close to meeting the NACTO standard for an all ages and abilities facility.

Additional public life studies were undertaken over the course of the summer to collect qualitative information about the functionality and challenges of the temporary arrangement.

- The patio and pedestrian experience was improved by lower car traffic volume, and higher numbers of pedestrians and cyclists using the flex street.
- A diverse range of people from a wide range of ages were seen visiting and traveling through the space as pedestrians and cyclists.
- Parking behaviours remain a challenge, with many parking in non-designated areas, impinging on the non-roadway space or making dangerous movements to reach a desired parking location.
- The aesthetic appeal of the flex street was improved by expanded patios, activations and programming, and more pedestrians, as well as the use of large planters to define the traffic restriction areas.
- Each block is unique, based on its location on the street and the types of businesses it has. Challenges or benefits experienced by one block may not pertain to others.
- Some cyclists ride very close to the roadway edge in the door zone of parked vehicles.

3.2 Consultation

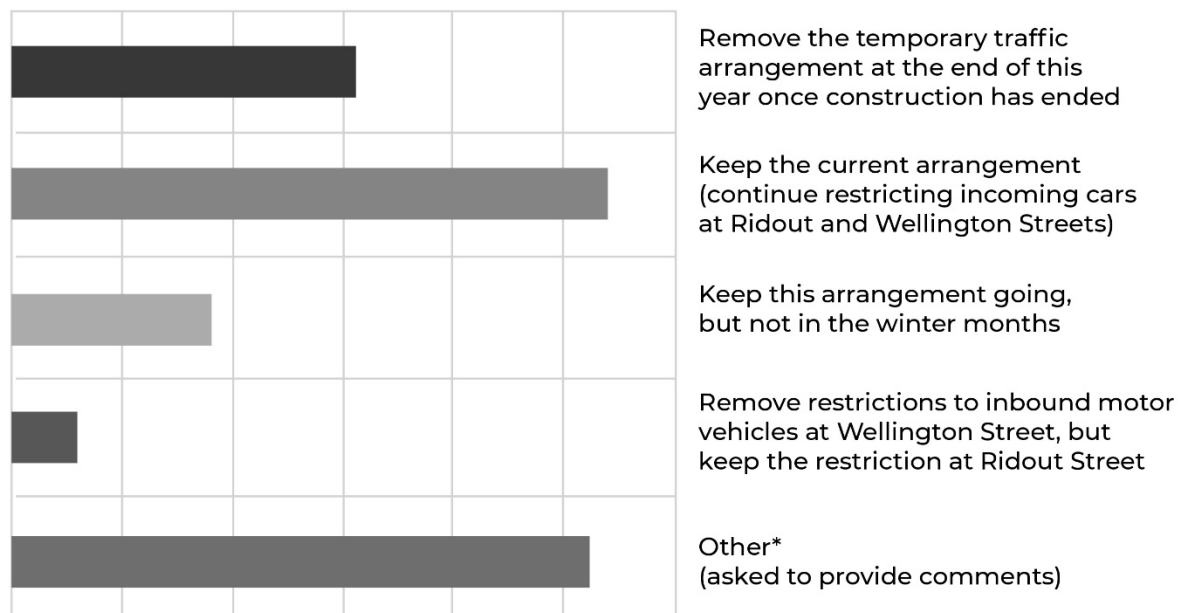
Using the City’s Get Involved public engagement platform, Civic Administration published a webpage with background information on the Dundas Place traffic changes as well as a feedback form for sharing experiences and preferences with respect to the traffic arrangement on the flex street.

The consultation opportunity was promoted through social media, direct emails, door-to-door outreach along Dundas Place, engagement with the Transportation, Cycling and Accessibility Advisory Committees, and mailed flyers. Promotional efforts targeted Dundas Place businesses, people who bike, visitors to Dundas Place business owner/operators, as well as Dundas Place residents and people who work on the street. The survey received 148 responses.

3.2.1 Traffic arrangement preferences

When asked to indicate the preferred traffic arrangement for Dundas Place going forward most respondents were supportive of maintaining some restrictions to motor vehicles. A graphical summary of the 148 survey responses is illustrated in Figure 4.

Figure 4: Traffic arrangement preferences from all respondents



*Most comments submitted by respondents who selected “Other” were calls for further pedestrianization, as well as several calls for strengthened cycling facilities.

3.2.2 Business feedback

There are approximately 74 businesses on Dundas Place. City staff reached out proactively and directly to individual Dundas Place businesses to collect completed feedback forms and specific preferences from this group. Business outreach was via in-person visits and conversations, emails, Downtown London communication, delivery of print copies and postcard flyers. 32 responses were received from businesses. These results are included in Figure 4 and are also separately categorized here. The results were divided between those in favour of restricting motor vehicle traffic, and those in favour of removing the restrictions:

- Supportive or not bothered by the current arrangement: 41%
- Not supportive: 47%
- Unsure: 12%

Comments and suggestions for improvements to the arrangement included:

- Negative feedback was predominantly focussed on the added navigation complication for visitors driving to Dundas Place
- Positive comments expressed appreciation that downtown is feeling more “alive”, and that mode share balance with traffic diversion is an improvement
- Provide a more consistent schedule for full-street closures to motor vehicles
- Apply greater police presence and parking enforcement
- Improve signage to indicate parking areas more clearly
- Prevent U-turns and illegal entry at Ridout Street and Wellington Street

3.2.3 Cycling feedback

Cyclist feedback overall characterized the temporary traffic diversion on Dundas Place as positive and effective, citing the reduction of through traffic and vehicle speed. The feedback expressed a desire to enhance cyclists' comfort and safety by adding protected bike lanes or by further reducing vehicle volumes and speeds.

Some cyclist comments expressed that the absence of road markings or designated areas for bikes on the roadway is confusing. Suggestions were made to add signage to encourage drivers to yield the right-of-way to people on bikes and to emphasize the street's importance in the cycling network.

3.2.4 Accessibility feedback

There were minimal concerns about accessibility impacts from traffic diversion. Instead, comments about accessibility on Dundas Place focused on the challenges by parking:

- Parts of the non-roadway pedestrian area feel "pinched" from parked cars infringing on non-roadway space, as well as some of the expanded patios
- Vehicles doing U-turns at Wellington and Dundas often use the non-roadway surface (due to the lack of curb)
- Recommendation to ensure the blockades allow for adequate access for mobility devices to pass through

3.2.5 General public feedback

Other themes from the feedback form comments collected included:

- Calls for a more consistent schedule for full closures to motor vehicles for activations and programming, as the 2021 summer schedule was confusing
- Parking improvements are appreciated but awareness of them remains too low
- Continued complaints about social issues on the street

Subject to Council direction, staff will engage with the community once again to share the consultation results and what is planned for traffic operations on Dundas Place.

Conclusion

The feedback on the Dundas Place 2021 temporary construction mitigation traffic diversion is predominantly positive. The survey feedback identifies broad popularity, particularly amongst those who visit Dundas Place. Given the current pandemic-related pressures and the importance of Dundas Place businesses, business owner/operator feedback was intentionally sought and was mixed between those that supported or are ambivalent and those that preferred removal. While motor vehicle traffic volumes were reduced by around a quarter, Dundas Place visitors increased significantly through the year, particularly higher numbers of people walking and bicycling, totalling close to double the number of vehicles. It is hard to correlate the street activity to road changes given the short history of Dundas Place and the overwhelming influence of the pandemic restrictions; however, this and other data sources will form a baseline to measure future Dundas Place success.

With respect to transportation and mobility considerations, the influence of the traffic diversion creates a more suitable connection between newly constructed cycle tracks on both ends of Dundas Place. The unique design of Dundas Place supplemented by the traffic calming influence of the traffic diversion creates a street environment that is more conducive to all ages and abilities cycling and walking and completes this component of the East-West Bikeway.

Core area construction in 2022 creates a similar potential for increased cut-through traffic on Dundas Place. Therefore, it is recommended to reinstate the traffic diversion arrangement for the 2022 construction season. This implementation will include some minor modifications such as the removal of the few westbound parking spots near Wellington Street to avoid U-turning vehicles. The return to previous conditions in the intervening winter months will acknowledge the feedback of those business owners and operators who responded and did not express support, some of whom are currently under pandemic-related pressure and having to rely more on pickup and delivery models especially as patios close for the winter.

Upon the completion of the 2022 construction season, future use of the traffic diversion model can be considered as a flex street tool with consideration of Dundas Place activations and operations and the status of pandemic restrictions.

Submitted by: **Doug MacRae, P.Eng, MPA, Director,
Transportation & Mobility**

Recommended by: **Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager,
Environment & Infrastructure**

Cc: Mark Henderson
 Transportation Advisory Committee
 Cycling Advisory Committee
 Accessibility Advisory Committee
 Barb Maly, Downtown London