

Agenda Including Addeds Cycling Advisory Committee

1st Meeting of the Cycling Advisory Committee

December 15, 2021, 4:00 PM

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

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.

Pages

1. Call to Order

- 1.1. Disclosures of Pecuniary Interest

2. Scheduled Items

- 2.1. 4:00PM - D. MacRae, Director, Transportation and Mobility - Mobility Master Plan 2
- 2.2. 4:15PM - D. Hall, Program Manager, Active Transportation - Preliminary Design Briefs: Bradley, Central and Queens 16

3. Consent

- 3.1. 10th Report of the Cycling Advisory Committee 34
- 3.2. Notice of Planning Application - Official Plan and Zoning By-law Amendments - 600 Oxford Street West 37
- 3.3. Notice of Planning Application - Official Plan and Zoning By-law Amendments - 1407-1427 Hyde Park Road 41
- 3.4. Dundas Place Traffic Changes - J. Dann, Director, Construction and Infrastructure Services 46

4. *(ADDED) Deferred Matters/ Additional Business*

- 4.1. *(ADDED) Advisory Committee Review Update*

5. Adjournment



Mobility Master Plan

Cycling Advisory Committee
December 15, 2021



Presentation Overview



- Context
- Scope
- Engagement
- Schedule
- Draft Vision & Guiding Principles





“Mobility is the movement of people and goods through, and beyond, the city from one location to another in a safe, accessible, convenient, and affordable manner”

-The London Plan (2016)



Context



- Smart Moves Transportation Master Plan (2013)
- London Road Safety Strategy (2014)
- The London Plan (2016)
- London ON Bikes Cycling Master Plan (2016)
- Rapid Transit Master Plan (2017)
- Complete Streets Design Manual (2018)
- Council Strategic Plan (2019 – 2023)
- Community Diversity and Inclusion Strategy (2019)
- Safe Cities London Action Plan (2020)
- Multi-Year Accessibility Plan (in development)
- Climate Emergency Action Plan (in development)



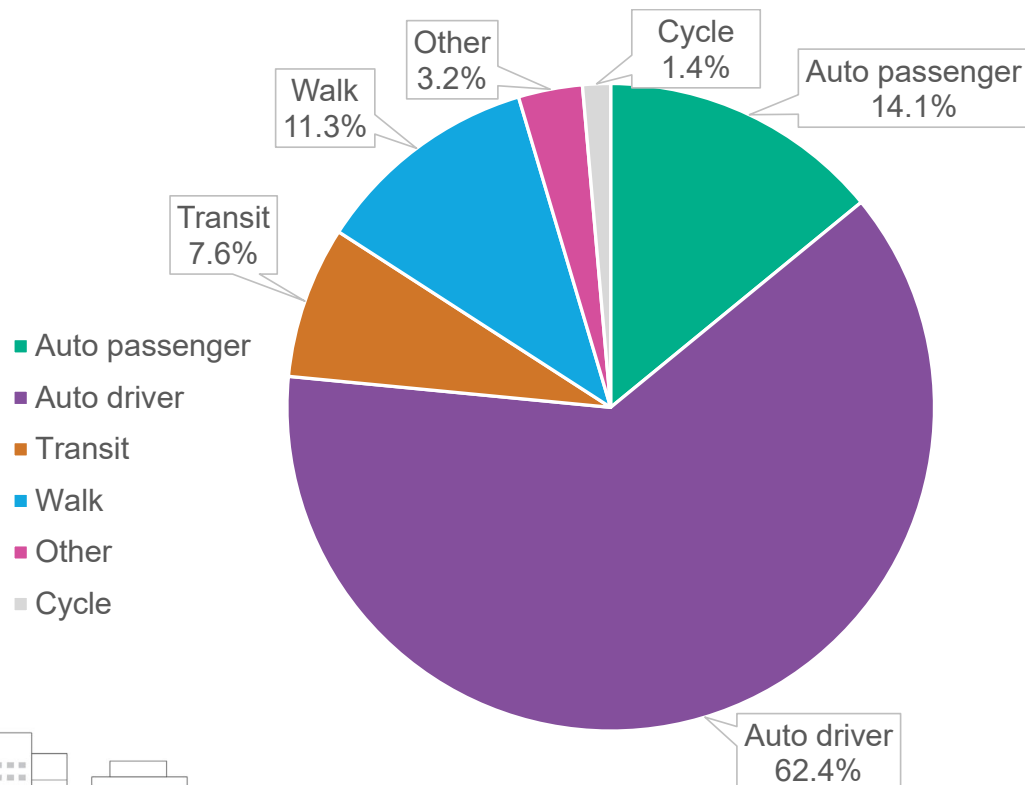
Mobility Facts



- Londoners make an average of 3.4 trips per day; that adds up to 1.63 million trips each day
- 5.2 km is the average trip distance within London
- 273,000 vehicles are registered in London (almost one per adult)
- COVID-19 has resulted in reduced transit and automobile travel and increased walking and cycling
- Automobile use has declined but still generates more than 1/3 of greenhouse gas emissions
- Access to transportation is linked to low London labour market participation



2016 Daily Mode Share



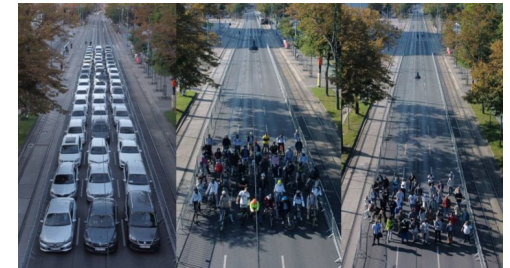
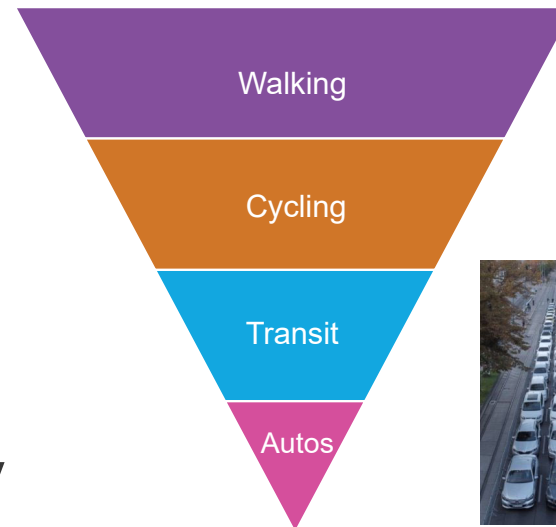
- Auto passenger
- Auto driver
- Transit
- Walk
- Other
- Cycle



Scope Considerations

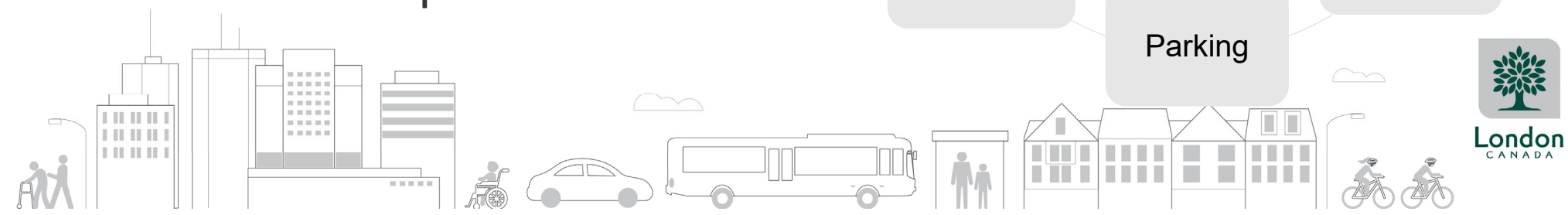
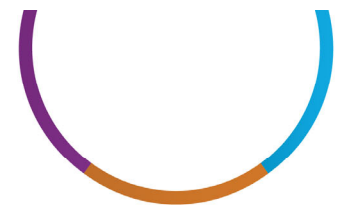
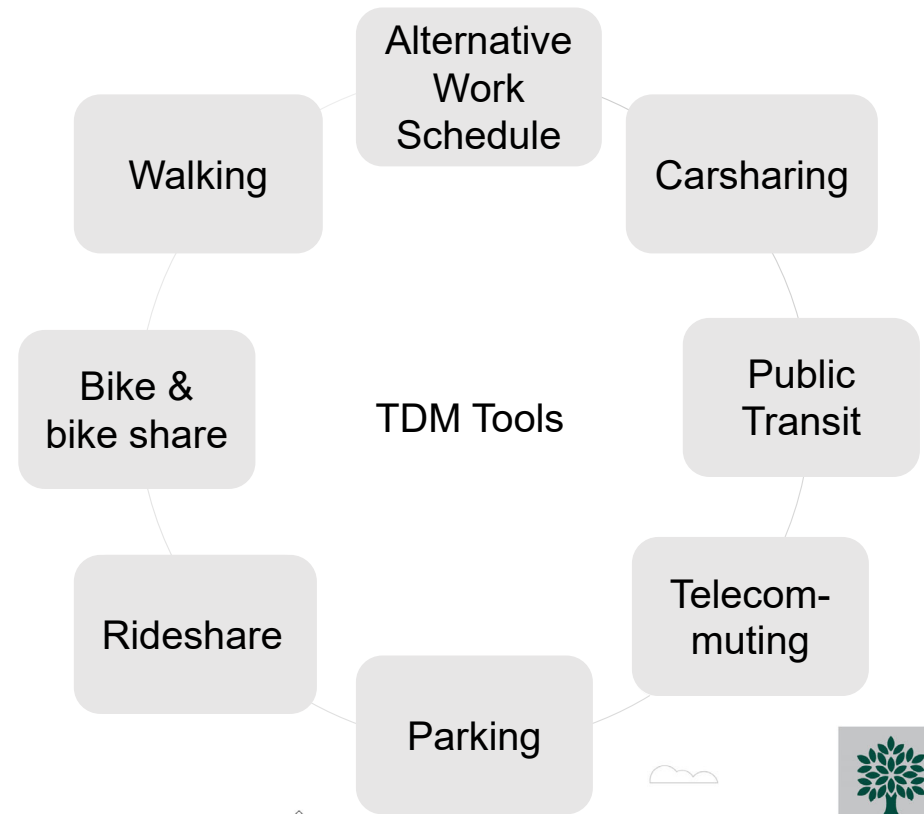


- Moving people
- Multi-modal level of service
- **Cycling**
- Equity and inclusion
- Link to land use
- Reducing auto-dependency



Scope Considerations

- Climate lens
- Transportation Demand Management (TDM)
- Data collection and modelling
- Operations & winter maintenance
- Financial implications



Engagement Framework



- Follow equitable engagement best practices
- Use IAP2 Spectrum of Public Participation
- Leverage existing networks (e.g., Advisory Committees)
- Form a Community Engagement Panel
- Recruit Community Connectors
- Complete a demographics data analysis
- Ensure representation from Indigenous people, Black people, people of colour and other equity-deserving groups
- Identify and address engagement barriers
- Establish clear feedback loops



Schedule



Phase 1: Establish shared vision & understand needs	Phase 2: Explore solutions & make connections	Phase 3: Confirm & refine path forward
Fall 2021 – Spring 2022	Summer 2022 – Winter 2023	Spring 2023 – Winter 2024
<ul style="list-style-type: none">• Establish community connections• Provide education opportunities• Consult on vision and guiding principles• Learn about mobility experiences, goals, and barriers	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Begin drafting Mobility Master Plan• Forecast budgets needed to carry out the plan• Revisit recommendations with most impacted groups• Present & publish final plan



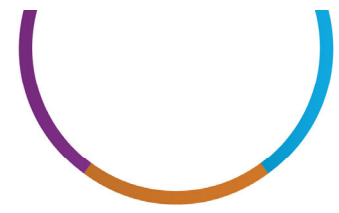
Draft Vision Statement



“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.”

Feedback invited!





Environmentally sustainable:

Take bold action to address climate change and design and move in ways that protect and enhance the natural environment.

Integrated, connected and efficient:

Strengthen community and the economy with better access to people, places, goods and services as London grows.

Mobility Master Plan Guiding Principles

Financially sustainable:

Ensure mobility and its infrastructure is affordable for current and future generations.

Healthy and safe:

Promote and protect the physical, mental and social wellbeing of all and encourage active living.

Equitable:

Recognize diverse mobility needs and embed equity into decision making to enable everyone to move through the city.

Feedback invited!



Staying Connected



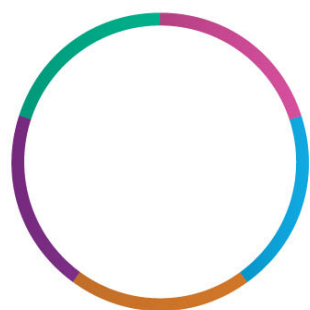
To get project info:

- Subscribe for project updates
- getinvolved.london.ca/mobility-master-plan

To contact the team:

- mmp@london.ca
- 519-661-4580





A Better London For All

Mobility Master Plan



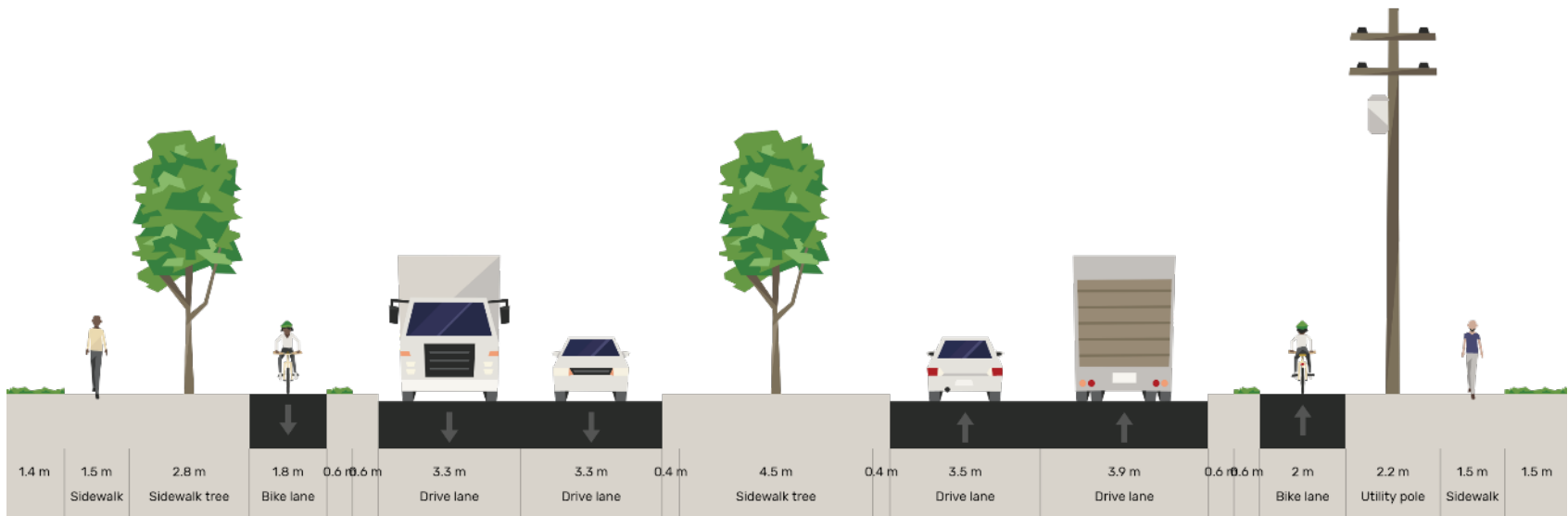
Preliminary Design Briefs: Bradley, Central & Queens



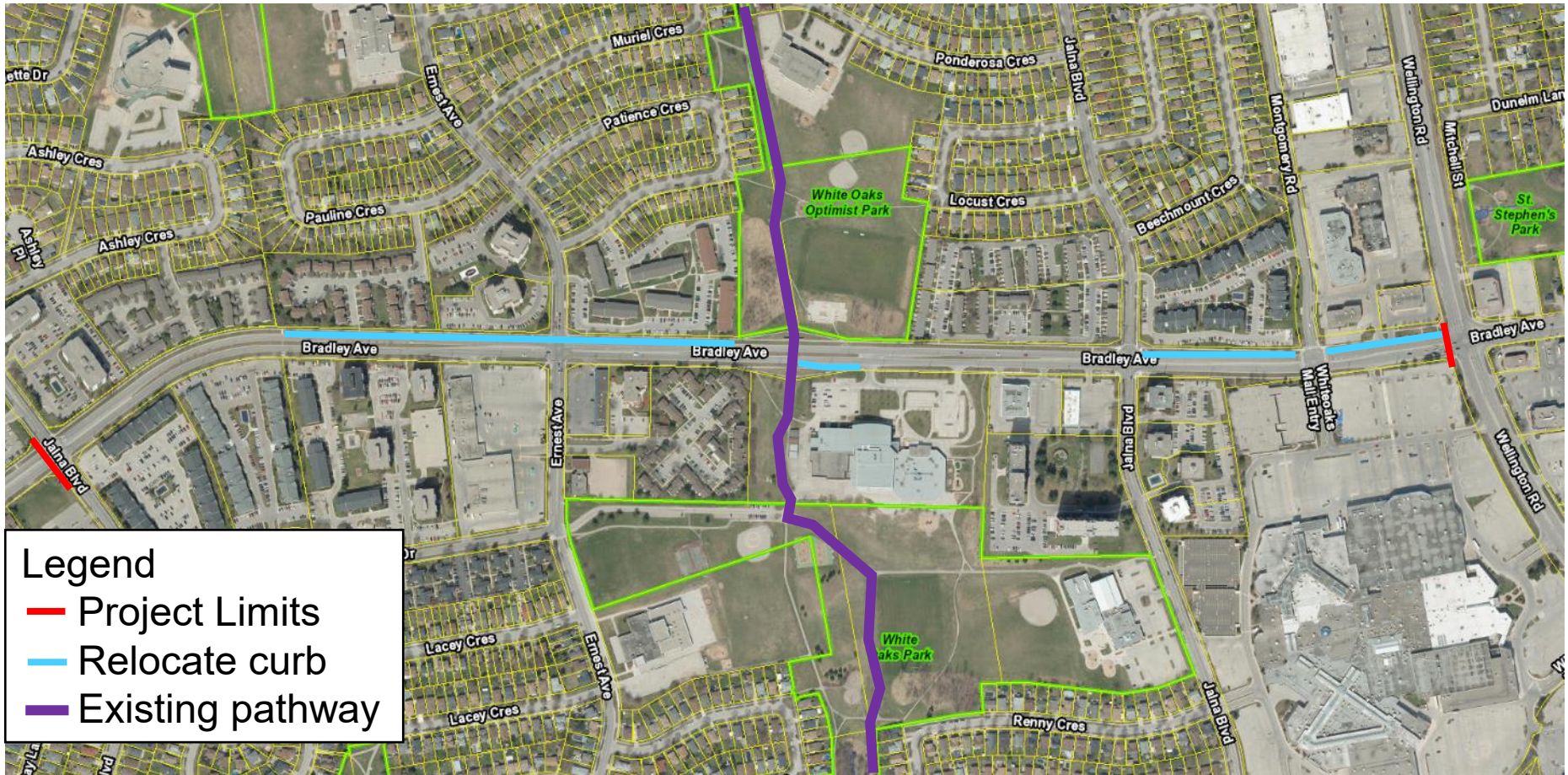
Cycling Advisory Committee
December 15th, 2021

Bradley

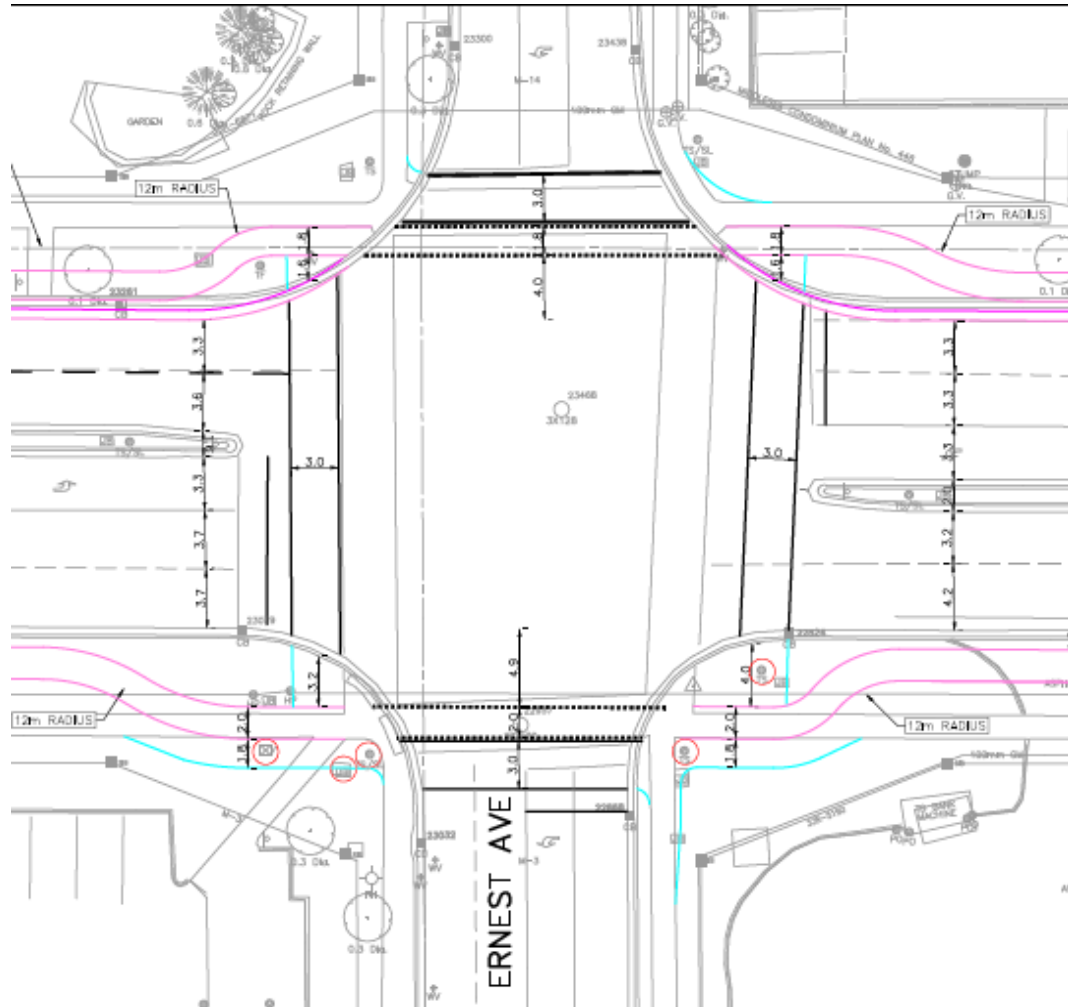
- Between Jalna West Leg and Wellington
- Design attempts to minimize tree impacts
- Cycle tracks in the boulevard is preferred cycling facility



Map of area



Typical Bradley Intersection



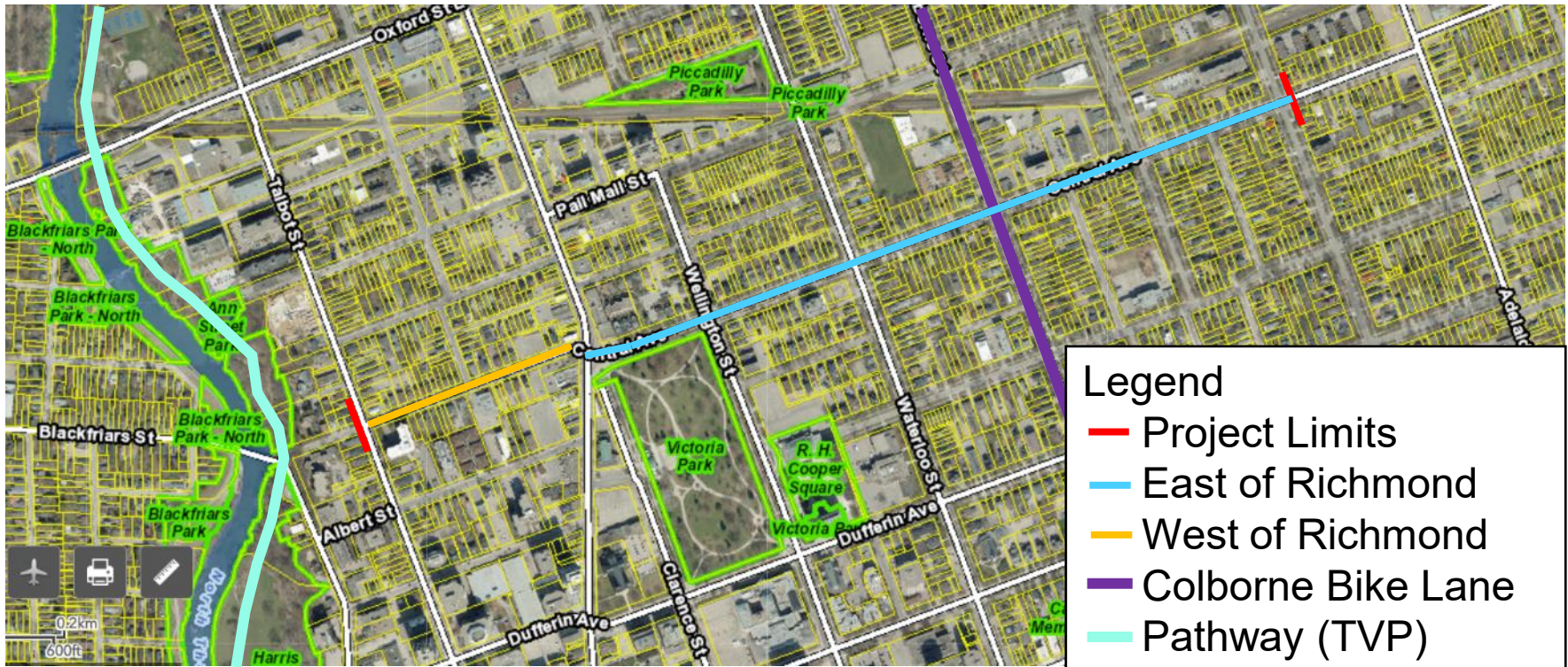


Bradley Ave

- Questions, comments, feedback

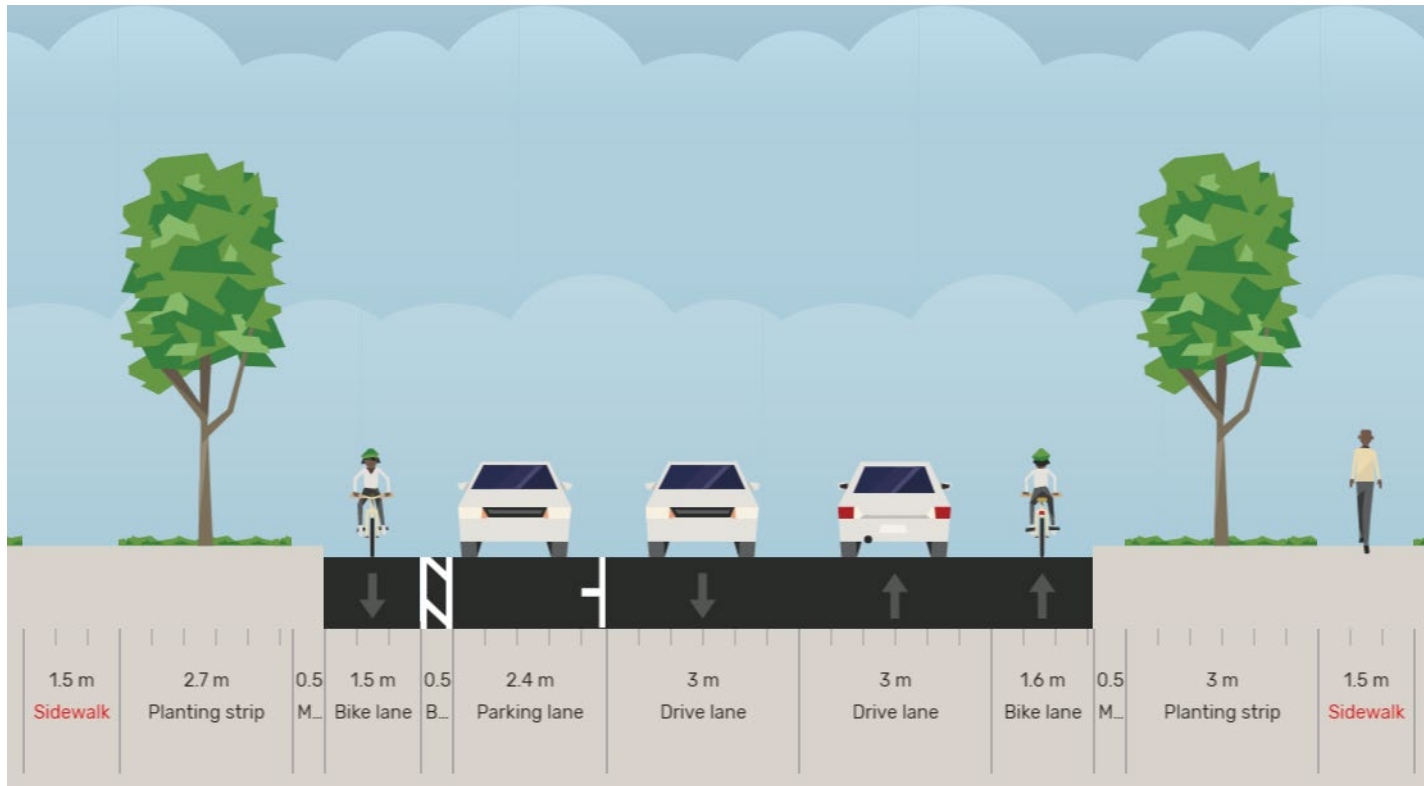
Central Ave

- Between Talbot and William

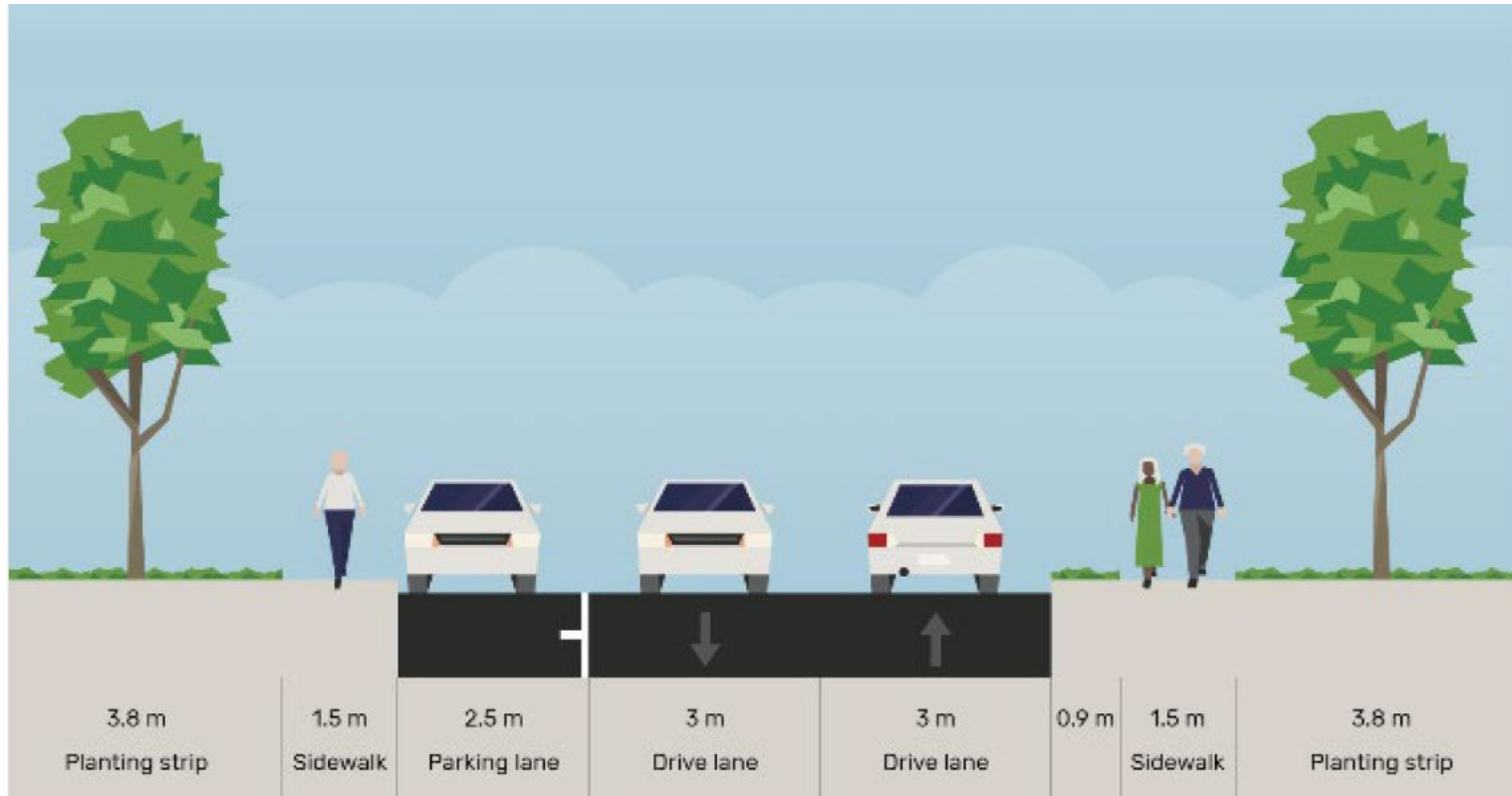


Central Ave – East of Richmond

- Parking protected bike lane

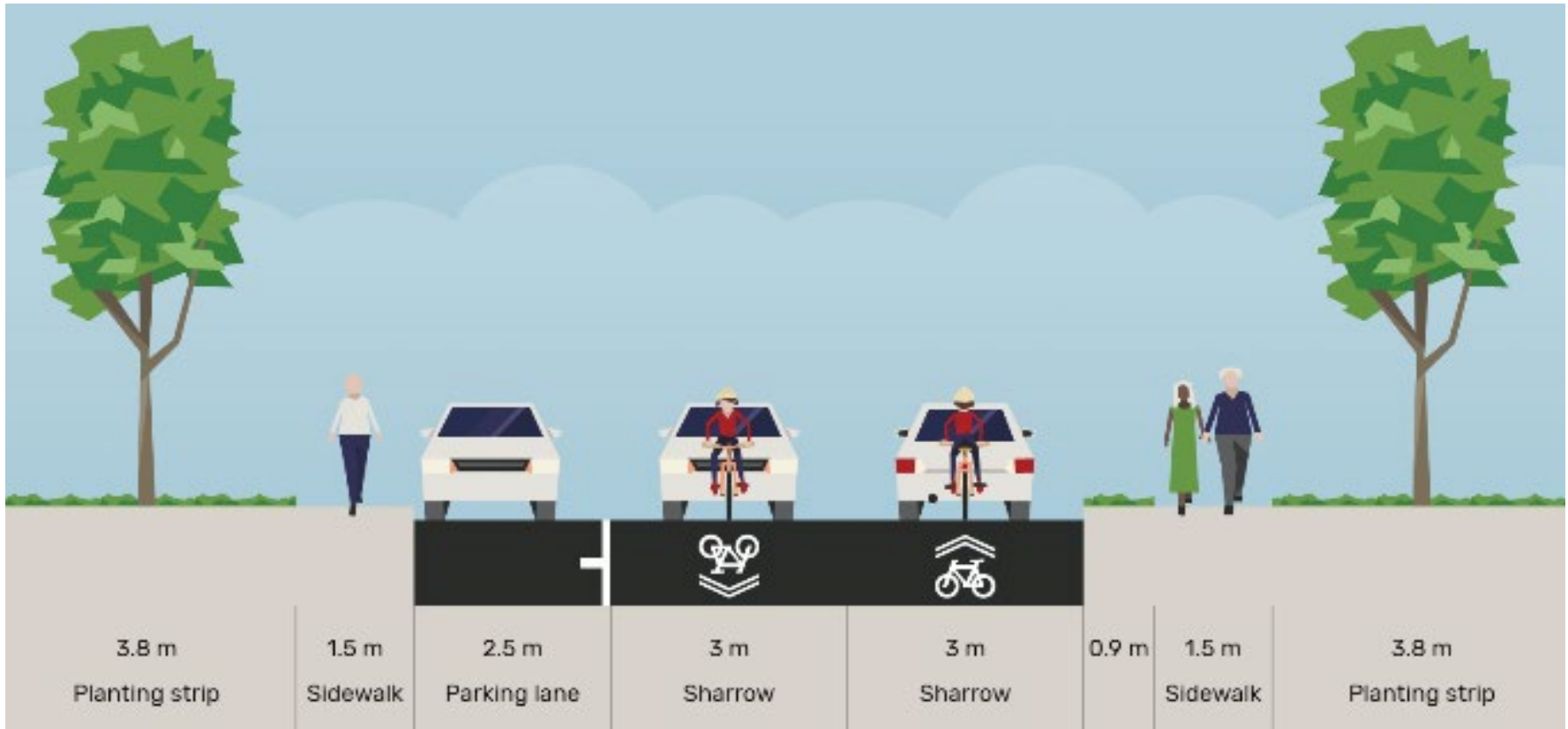


Central – West of Richmond Existing



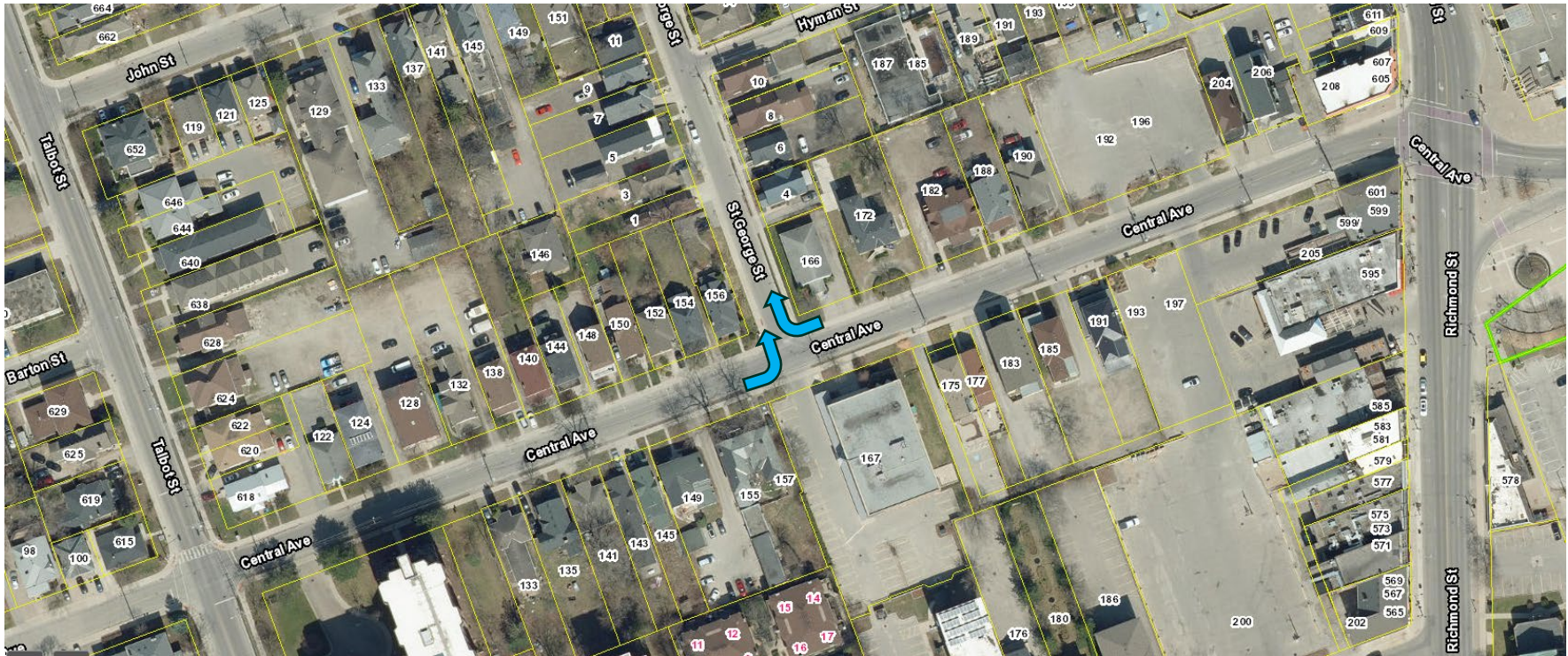
Central – West of Richmond Option 1

- Bicycle Boulevard



Central – West of Richmond Option 1

- Traffic diversion required



Central – West of Richmond Option 2

- Advisory Bike Lane



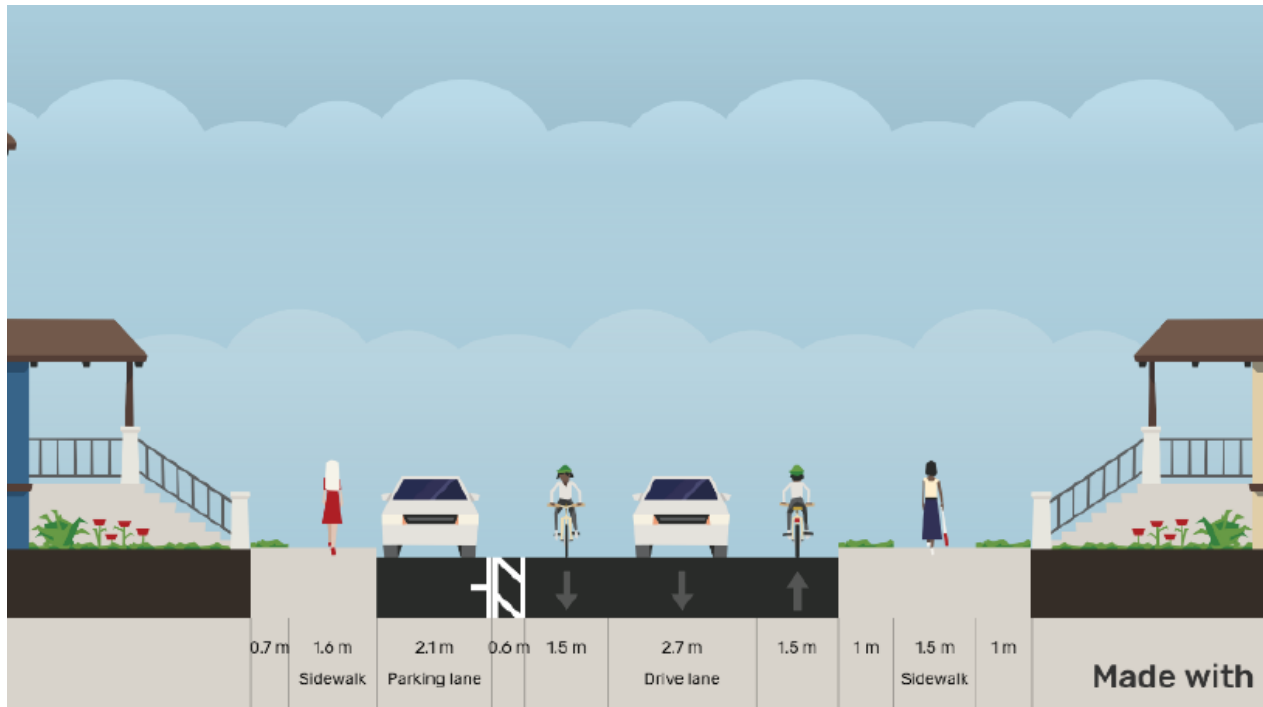
Central – West of Richmond Option 2a

- Remove on-street parking, include wider shared lane for vehicles



Central – West of Richmond Option 2b

- Maintain on-street parking, very narrow shared lane for vehicles



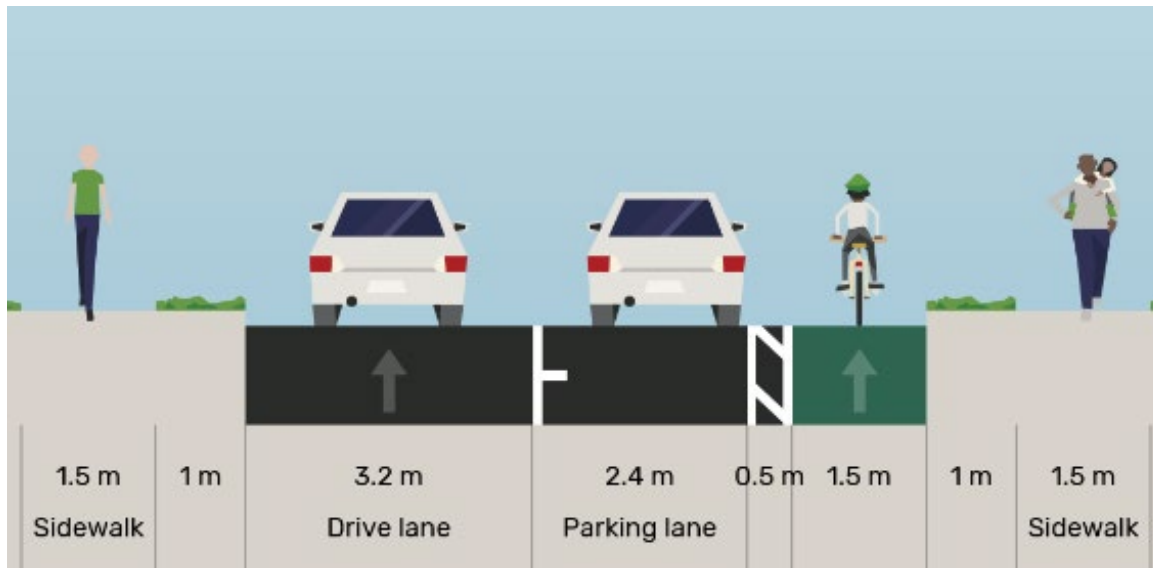


Central Ave

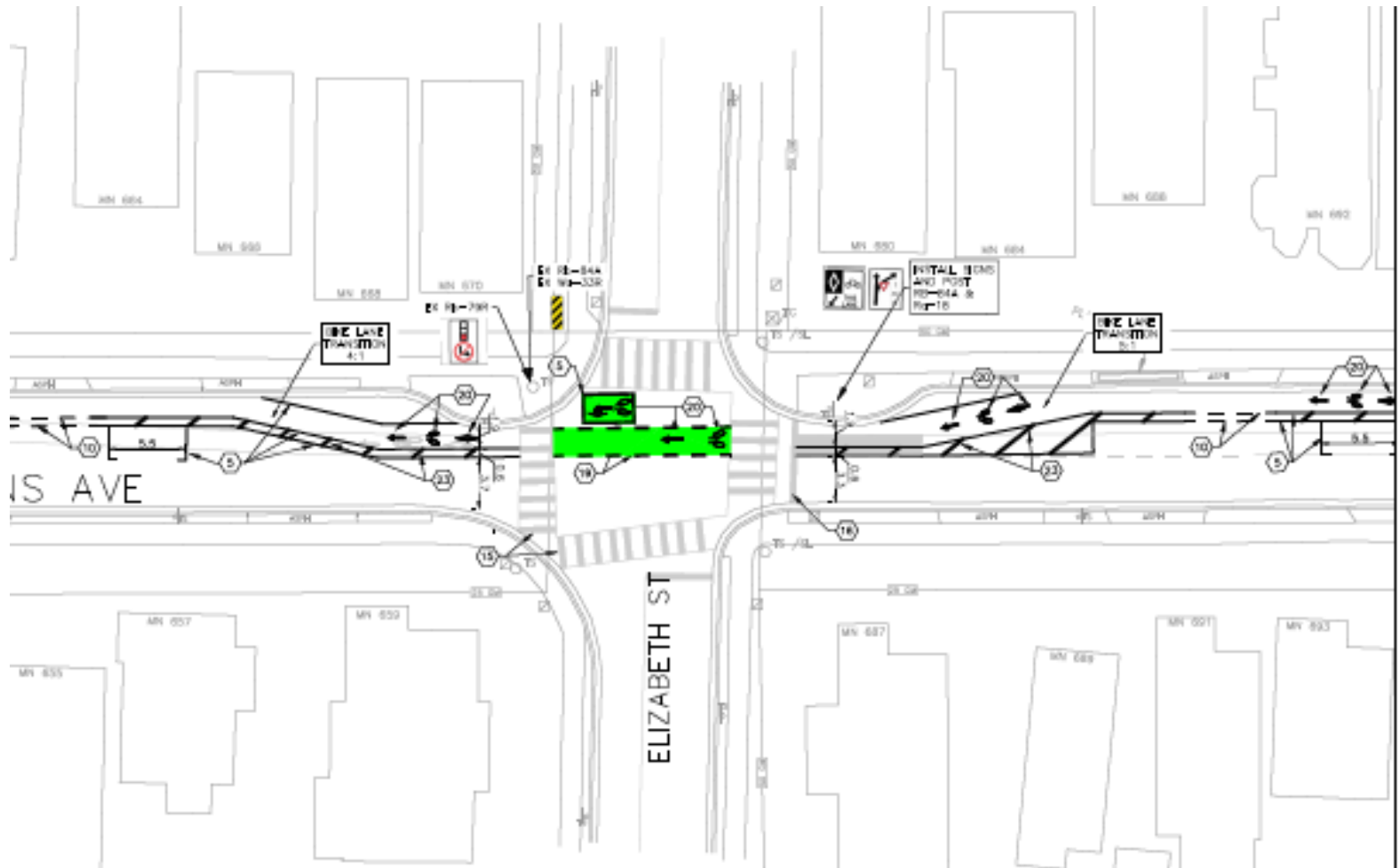
- Questions, comments, feedback

Queens Ave

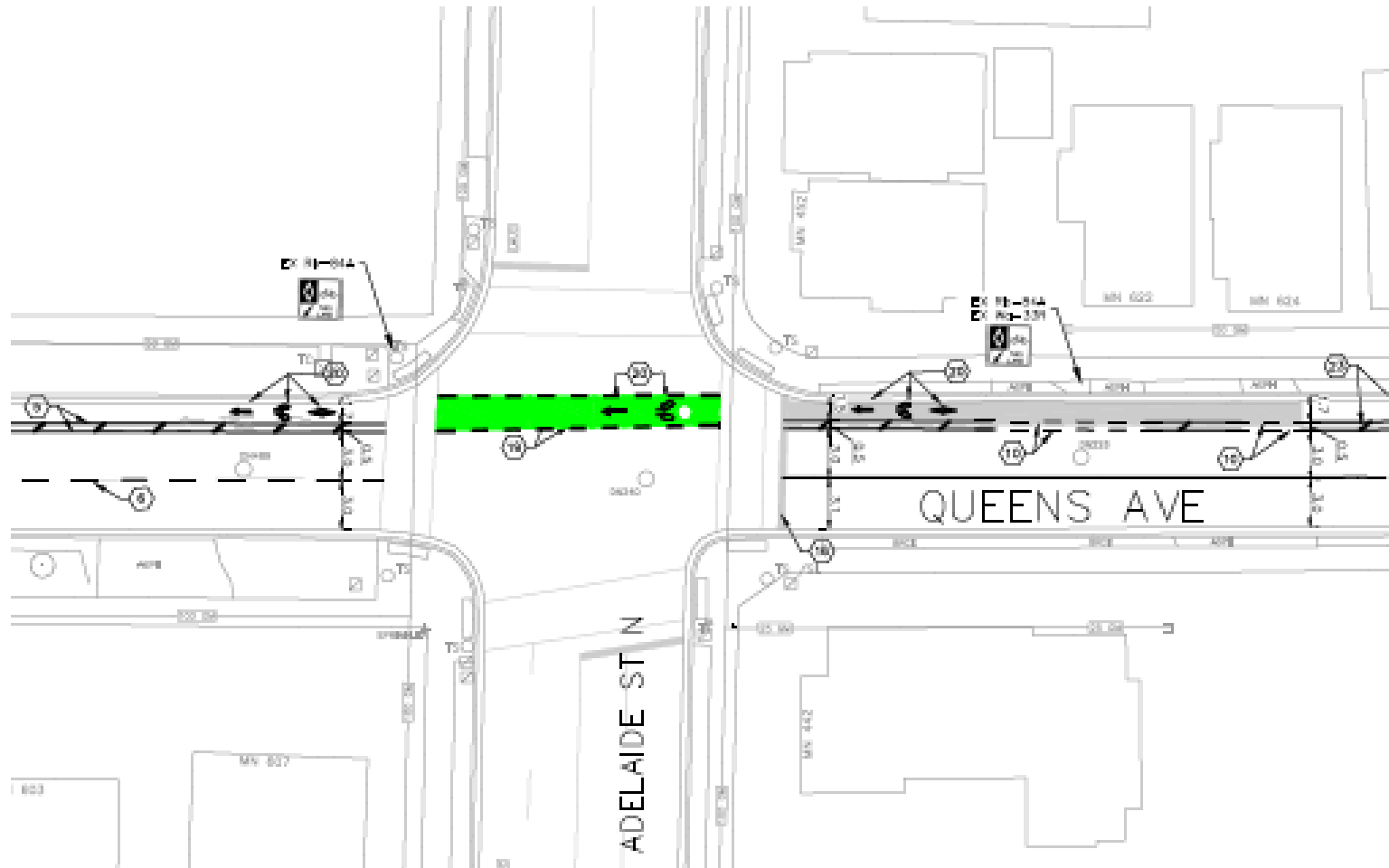
- Completes the East-West Bikeway
- Project limits: Quebec to William
- Parking protected bike lane



Queens Ave at Elizabeth St



Queens Ave at Adelaide St





Queens Ave

- Questions, comments, feedback

Cycling Advisory Committee

Report

10th Meeting of the Cycling Advisory Committee

November 17, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

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

ABSENT: B. Hill

ALSO PRESENT: M. Fontaine, D. Hall, L. Maitland, A. Miller, M. Pletch, and K. Scherr

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

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

2.1 9th Report of the Cycling Advisory Committee

That it BE NOTED that the 9th Report of the Cycling Advisory Committee, from its meeting held on October 20, 2021, was received.

2.2 Municipal Council resolution - 8th Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 26, 2021, with respect to the 8th Report of the Cycling Advisory Committee, was received.

2.3 Notice of Planning Application – Official Plan and Zoning By-law Amendments – 1420 Hyde Park Road

That it BE NOTED that the Notice of Planning Application, dated October 20, 2021, from B. Debbert, Senior Planner, related to Official Plan and Zoning By-law Amendments for the property located at 1420 Hyde Park Road, was received.

2.4 Notice of Planning Application – Official Plan and Zoning By-law Amendments – 475 Grey Street

That it BE NOTED that the Notice of Planning Application, dated October 20, 2021, from L. Davies Snyder, Planner II, related to Official Plan and Zoning By-law Amendments for the property located at 475 Grey Street, was received.

- 2.5 Notice of Cancellation and New Public Meeting Notice – Zoning By-law Amendment – 99 Southdale Road West

That it BE NOTED that the Notice of Cancellation and New Public Meeting Notice, dated October 26, 2021, from A. Riley, Senior Planner, related to a Zoning By-law Amendment for the property located at 99 Southdale Road West, was received.

- 2.6 Notice of Planning Application – Zoning By-law Amendment – 1503 Hyde Park Road

That it BE NOTED that the Notice of Planning Application, dated November 4, 2021, from M. Wu, Planner I, related to a Zoning By-law Amendment for the property located at 1503 Hyde Park Road, was received.

- 2.7 Windermere Road Improvements, City of London – Municipal Class Environment Assessment Study – Notice of Public Information Centre #2

That the following actions be taken with respect to the Notice of Public Information Centre #2, dated October 28, 2021, from P. Yanchuk, City of London and K. Welker, Stantec Consulting Ltd., related to the Windermere Road Improvements, City of London - Municipal Class Environment Assessment Study:

- a) the Civic Administration BE REQUESTED to consider including a southbound bicycle lane on the west side of Richmond Street, north of Windermere Road to the Thames Valley Parkway south of the bridge, to facilitate uni-directional bicycle lanes and to allow for easy access to the properties located on the west side of Richmond Street; and,
- b) the above-noted Notice BE RECEIVED.

3. (ADDED) Deferred Matters/ Additional Business

- 3.1 (ADDED) Notice of Planning Application - Official Plan and Zoning By-law Amendments - 517-525 Fanshawe Park Road East

That it BE NOTED that the Notice of Planning Application, dated November 10, 2021, from C. Maton, Planner II, related to Official Plan and Zoning By-law Amendments for the property located at 517-525 Fanshawe Park Road East, was received.

- 3.2 (ADDED) Initiation of the Mobility Master Plan Development

That it BE NOTED that the staff report, dated November 2, 2021, from K. Scherr, Deputy City Manager, Environment and Infrastructure, with respect to the Initiation of the Mobility Master Plan Development, was received;

it being noted that D. Hall, Active Transportation Manager and M. Fontaine, Manager, Public Engagement, provided an overview of the report.

- 3.3 (ADDED) Dundas Place Temporary Traffic Diversion Monitoring and Consultation

That it BE NOTED that the staff report, dated November 2, 2021, from K. Scherr, Deputy City Manager, Environment and Infrastructure, with respect to the Dundas Place Temporary Traffic Diversion Monitoring and Consultation, was received;

it being noted that D. Hall, Active Transportation Manager, provided an overview of the report.

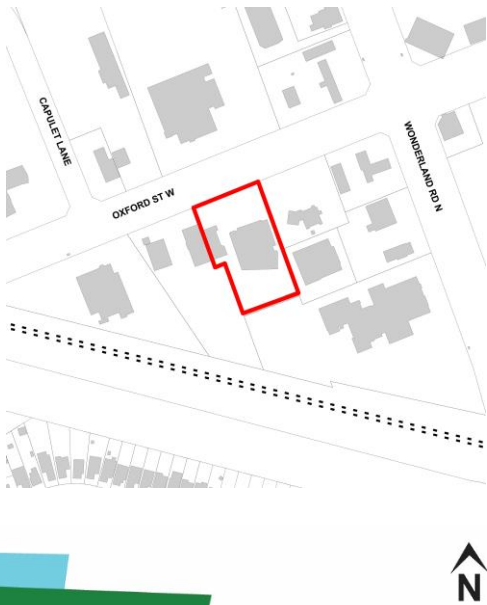
4. Adjournment

The meeting adjourned at 5:07 PM.

NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

600 Oxford Street West



File: OZ-9437

Applicant: Maverick Real Estate Inc.

What is Proposed?

Official Plan and Zoning amendments to allow:

- “Office”, “retail”, and “automotive uses, restricted” uses within existing buildings;
- A reduced minimum westerly interior side yard depth of 1.25m, whereas 4.5m is required;
- A reduced minimum easterly side yard depth of 4.05m, whereas 4.5m is required;
- A reduced landscaped open space of 8%, whereas 15% is required;
- A reduced minimum parking setback of 0m from the ultimate road allowance, whereas 3m is required.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **December 15, 2021**

Alanna Riley

ariley@london.ca

519-661-CITY (2489) ext. 4579

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

File: OZ-9437

london.ca/planapps

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

Councillor Steve Lehman

slehman@london.ca

519-661-CITY (2489) ext. 4008

**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 “office” and “retail” uses within existing buildings, in addition to the uses permitted in the Auto-Oriented Commercial Corridor designation.

Requested Amendment to The London Plan (New Official Plan)

To add a Specific Policy Area to permit “automotive uses, restricted” within existing buildings, in addition to the uses permitted in the Transit Village Place Type.

Requested Zoning By-law Amendment

To change the zoning from a Highway Service Commercial/Restricted Service Commercial (HS/RSC1) Zone to a Highway Service Commercial Special Provision (HS(_)) 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: Highway Service Commercial/Restricted Service Commercial (HS/RSC1) Zone

Permitted Uses: Animal hospitals; automotive uses, restricted; convenience service establishments; convenience stores; duplicating shops; financial institutions; personal service establishments; restaurants; video rental establishments; brewing on premises establishment; automobile rental establishments; automobile repair garages; automobile sales and service establishments; automobile supply stores; catalogue stores; duplicating shops; home and auto supply stores; home improvement and furnishing stores; kennels; repair and rental establishments; service and repair establishments; studios; taxi establishments; self-storage establishments.

Special Provisions: None.

Requested Zoning

Zone: Highway Service Commercial Special Provision (HS(_)) Zone

Permitted Uses: Animal hospitals; automotive uses, restricted; convenience service establishments; convenience stores; duplicating shops; financial institutions; personal service establishments; restaurants; video rental establishments; brewing on premises establishment.

Special Provisions: Add “office” and “retail store” to the range of permitted uses, and permit: a westerly interior side yard depth of 1.25m, whereas 4.5m is required; an easterly interior side yard depth of 4.05m, whereas 4.5m is required; a landscaped open space of 8%, whereas 15% is required; and parking to be setback 0m from the ultimate road allowance, whereas 3m is required.

The City may also consider 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 Auto-Oriented Commercial Corridor in the 1989 Official Plan, which permits hotels; motels; automotive uses and services; commercial recreation establishments; restaurants; sale of seasonal produce; building supply outlets and hardware stores; furniture and home furnishings stores; warehouse and wholesale outlets; self-storage outlets; nursery and garden stores; animal hospitals or boarding kennels; and other types of commercial uses that offer a service to the traveling public as the main uses.

The subject lands are in the Transit Village Place Type in The London Plan, permitting a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related 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.

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/>.

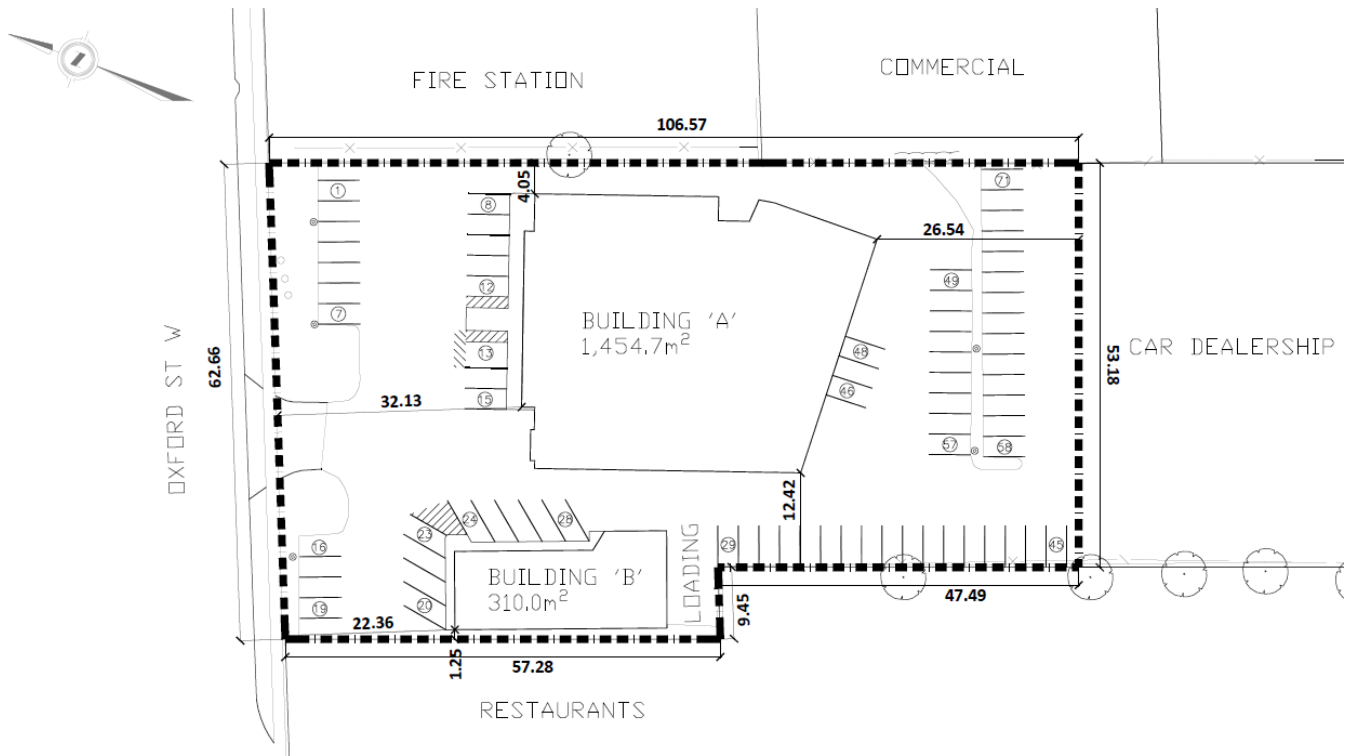
Notice of Collection of Personal Information

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



Existing Conditions Plan

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

NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

1407 – 1427 Hyde Park Road



File: OZ-9438

Applicant: 2134325 Ontario Inc. (York Developments)

What is Proposed?

Official Plan and Zoning amendments to allow:

- Mixed-use development
- Single-storey multiple-unit commercial structure
- Stand-alone restaurant with drive-through facility
- Two, 3.5 storey stacked, back-to-back townhouse dwellings with a total of 72 dwelling units
- Special provisions regarding front yard depth, townhouse use, height, density, drive-through facility, and parking

LEARN MORE & PROVIDE INPUT

Please provide any comments by **December 22, 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: OZ-9438

london.ca/planapps

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

Josh Morgan

joshmorgan@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.**

Application Details

Requested Amendment to The London Plan (New Official Plan)

To add a Specific Policy Area to permit a single-storey building within the Main Street Place Type whereas a minimum of two storeys are required and to add the site to Map 7 – Specific Policy Areas.

Requested Zoning By-law Amendment

To change the zoning from a Holding Business District Commercial Special Provision (h*BDC2(4)) Zone and a Business District Commercial Special Provision (BDC2(3)) Zone, to a Business District Commercial Special Provision (BDC2(_)) 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: Holding Business District Commercial Special Provision (h*BDC2(4)) and Business District Commercial Special Provision (BDC2(3)) Zone

Permitted Uses: apartment buildings with any or all of the other permitted uses on the first floor, dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion on the ground floor, and a broad range of retail, service, office, recreation, entertainment, institutional and community uses

Special Provision(s): notwithstanding the regulations of Section 25.3 of the By-law, the maximum front yard depth requirement shall not apply within this zone

Residential Density: see Height below

Height: 12.0 metres. The height and density of each apartment building over the standard zone height and/or containing units outside existing structures, will be established through a zoning by-law amendment application.

Requested Zoning

Zone: Business District Commercial Special Provision (BDC2(_)) Zone

Permitted Uses: as listed above with a special provision to permit stacked townhouses

Special Provision(s): maintain the existing special provision exempting the site from the maximum 3.0 m front yard depth (South Carriage Road); and to permit stacked townhouses, a maximum mixed-use density of 65 units per hectare, a maximum building height of 14.5 metres in place of 12.0 metres, a drive-through facility associated with a restaurant whereas drive-through facilities are not permitted, a minimum of 202 off-street parking spaces in place of 222 spaces, and parking in the front yard whereas parking in the front yard is not permitted.

Mixed-use Density: 65 units per hectare

Height: 14.5 metres

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 in the 1989 Official Plan, which permits small-scale retail uses, service and repair establishments, food stores, convenience commercial uses, personal and business services, pharmacies, restaurants, financial institutions, small scale offices, small scale entertainment uses, galleries, studios, community facility, residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings as the main uses.

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

How Can You Participate in the Planning Process?

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Reply to this Notice of Application

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

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

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested 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.

Building Renderings



Overview of Site



Commercial Buildings



Back-to-back townhouses

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



MEMO

To: Cycling Advisory Committee

From: Jennie Dann, Director, Construction & Infrastructure Services

Date: December 7, 2021

RE: Dundas Place Traffic Changes

Please be advised that the current traffic diversion arrangement on Dundas Place, which features restricted entry for motor vehicles at Wellington Street and Ridout Street, will be removed in late December, and the street will return to previous conditions until the beginning of 2022 construction.

The return to previous conditions is timed to follow the reopening of King Street to general traffic and the final Festival of Markets event, which requires weekend restrictions to motor vehicles in the Ridout to Talbot Street block of the flex street.

As part of mitigation planned for 2022 core construction, which includes Phase 2 of the Downtown Loop (rapid transit) on Queen's Avenue and Ridout Street, the traffic diversion arrangement will be reinstated on Dundas Place in spring of 2022.

Earlier this year, following consultation with businesses, the City made temporary traffic changes on Dundas Place to limit the volume of motor vehicle through traffic and increase safety and mobility for all road users, while supporting access to local businesses during construction. The City completed a monitoring and consultation study, which found the arrangement to be effective in achieving these objectives.

The findings were summarized in a recent report to City Council, which you can read on the Get Involved webpage, getinvolved.london.ca/dundasplacetraffic. The page also features an FAQ area to address questions we're hearing from core area businesses about traffic management during 2022 construction.

Thank you for your continued dialogue with us as we've worked to find a solution that meets the needs of visitors, businesses, and the travelling public during core construction.

Sincerely,

Jennie Dann, P.Eng, Director, Construction & Infrastructure Services

Cc: Doug MacRae, P.Eng, Director, Transportation & Mobility;

Daniel Hall, P.Eng, Program Manager, Active Transportation, Transportation Planning and Design