

# Integrated Transportation Community Advisory Committee

## Report

The 1st Meeting of the Integrated Transportation Community Advisory Committee  
June 15, 2022

Advisory Committee Virtual Meeting

Please check the City website for current details

Attendance                      PRESENT: T. Khan (Chair), R. Buchal, R. Cabunoc, J. Collie, E. Eady, D. Foster, A. Husain, T. Kerr, S. Leitch, D. Luthra, M. Malekzadeh, S. Rooth, A. Santiago, J. Vareka; A. Pascual (Committee Clerk)

ABSENT: V. Lubrano III

ALSO PRESENT: Councillor M. Hamou; P. Adams, J. Adema, J. Bruin, J. Bunn, G. Dales, U. DeCandido, I. de Ceuster, K. Grabowski, K. Grueneis, D. Hall, C. James, T. Koza, D. MacRae, L. Maitland, A. Miller, J. Pucchio, K. Scherr, J. Stanford, B. Westlake-Power, and S. Wilson

The meeting was called to order at 4:01 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

#### 1.2 Election of Chair and Vice-Chair

That T. Khan and T. Kerr BE ELECTED Chair and Vice Chair, respectively, for the term ending November 30, 2022.

### 2. Scheduled Items

#### 2.1 Service Area Overview

That it BE NOTED that the presentation, as appended to the Added Agenda, from the Environment and Infrastructure Division, related to a Service Area Overview, was received.

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

That it BE NOTED that the presentation, as appended to the Agenda, from J. Pucchio, P. Adams, and K. Grueneis (AECOM), related to the Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment, was received.

### 3. Consent

#### 3.1 Public Meeting Notice - Official Plan Amendment - Housekeeping Amendment to Southwest Area Secondary Plan

That it BE NOTED that the Public Meeting Notice dated June 1, 2022, from J. Lee, Planner I, with respect to an Official Plan Amendment related to a Housekeeping Amendment to Southwest Area Secondary Plan, was received.

**4. Sub-Committees and Working Groups**

That it BE NOTED that the Integrated Transportation Community Advisory Committee held a general discussion with respect to the committee's sub-committees and working groups.

**5. Items for Discussion**

5.1 Future Meeting Dates and Times

That the following actions be taken with respect to the future meeting dates and time of the Integrated Transportation Community Advisory Committee (ITCAC):

a) A. Pascual, Committee Clerk, BE REQUESTED to circulate a poll with potential dates and times for future meetings; and,

b) the next ITCAC meeting be scheduled for Wednesday, July 13, 2022 at 4:00 PM;

it being noted that the ITCAC will discuss the selection of the general meeting day and time at the next meeting, following a review of the results of the above-mentioned poll.

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

6.1 (ADDED) Notice of Planning Application - Official Plan and Zoning By-law Amendments - Parking Standards Review

That it BE NOTED that the attached presentation from I. de Ceuster, Planner I, with respect to a Notice of Planning Application related to the Parking Standards Review, was received.

6.2 (ADDED) Bike Locker Installation Consultation

That the matter from Councillor M. Hamou, with respect to the Bike Locker Installation Consultation, BE DEFERRED to the next meeting of the Integrated Transportation Community Advisory Committee.

**7. Adjournment**

The meeting adjourned at 6:48 PM.



# Environment & Infrastructure Services ITCAC Points of Interest



Integrated Transportation Community Advisory Committee  
June 15, 2022

## Senior Leadership Team liaison to ITCAC:

- Kelly Scherr, Deputy City Manager, Environment & Infrastructure Services

## Environment & Infrastructure Directors:

- Doug MacRae, Transportation & Mobility
- Jennie Dann, Construction & Infrastructure
- Jay Stanford, Climate Change, Environment & Waste Management
- Scott Stafford, Parks and Forestry





# Delivering and operating infrastructure

- Environment & Infrastructure will bring forward projects, plans and policies that are in progress to ITCAC
- Agenda items are intended to:
  - Update ITCAC on advancements
  - Consult ITCAC for feedback on options
  - Notify ITCAC of key project and program milestones
- Key team members will provide an overview of:
  - Current and near-term projects
  - ITCAC agenda items to watch for



# Transportation & Mobility Overview

## What we're working on:

- Mobility Master Plan (MMP)
- Vision Zero/Road Safety
- Asset Management & Complete Streets
- Active Transportation Infrastructure
- Connected & Automated Vehicle Strategy



# Mobility Master Plan - What is it?

- Long-range plan providing framework and priorities for transportation and mobility infrastructure, policies and programs for a growing sustainable city
- Once-in-a-decade opportunity
- Replaces and builds upon the Smart Moves Transportation Master Plan and the London ON Bikes Cycling Master Plan



# Mobility Master Plan - What's Different?

- Recognizing difference between “transportation” and “mobility”
- Integrating land use, mobility and climate change goals
- Multi-modal level of service
- Learnings from the COVID-19 pandemic
- Embedding equity and public health



# Mobility Master Plan - Addressing City Priorities

- Improving access to jobs and daily needs
- Managing congestion
- Supporting affordable transportation options
- Improving city-wide transit
- Improving connections for inter-city travel
- Creating a safer city for women and girls
- Making the city more accessible for people with disabilities
- Reducing greenhouse gas emissions



# Mobility Master Plan - Schedule

## Phase 1 (Spring 2022)

- Consult on vision and guiding principles
- Learn about mobility experiences

## Phase 2: Explore solutions & make connections

- Identify issues and opportunities
- Collect people-trip information
- Develop options for future mobility networks

## Phase 3: Confirm & refine path forward (Winter 2024)

- Forecast budgets needed to carry out the plan
- Final recommendations

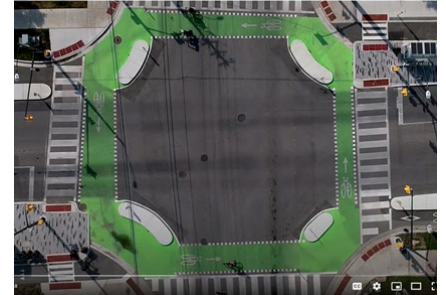




# Road Safety/Vision Zero

Staying Current with Best Practices and implementing programs such as:

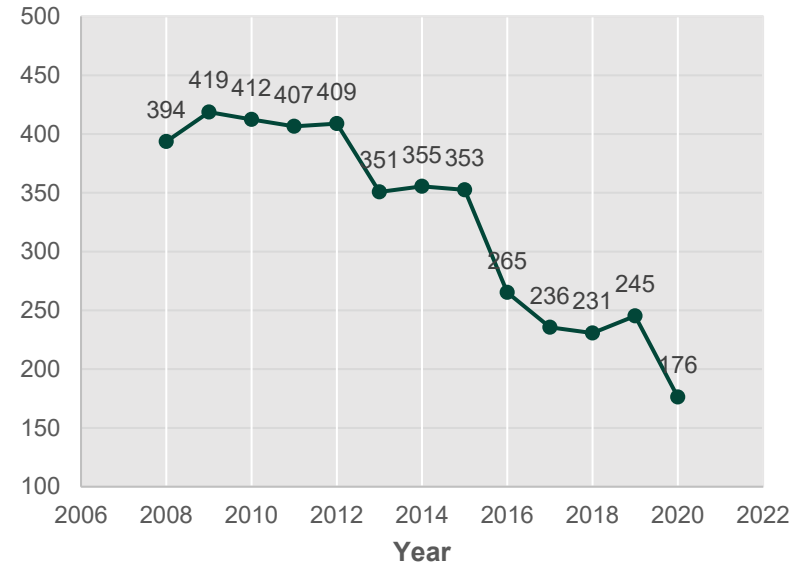
- Lower Speed Limits
- Automated Speed Enforcement
- Leading Pedestrian Intervals
- Better Infrastructure Design



# Road Safety - Collision Monitoring



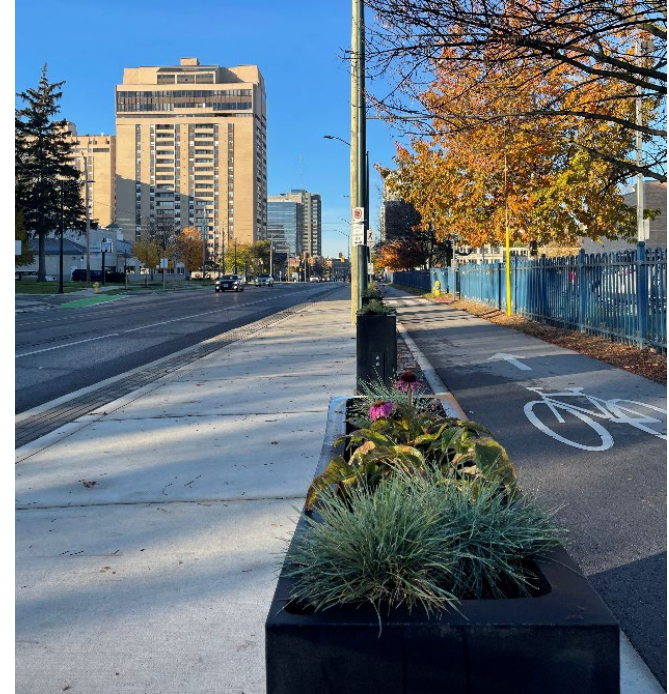
Number of Serious Collisions Per  
100,000 People



# Environmental Assessments

An Environmental Assessment is an early planning stage for infrastructure projects. Miscellaneous studies are also undertaken. These are some current studies:

- Western Road / Sarnia Road Improvements
- Kensington Bridge
- Blackfriars Bridge Future Use



# Design & Construction

The design and construction phases follow the Environmental Assessment. These are some current projects:

- Wharncliffe Road Improvements
- Fanshawe Park Road / Richmond Street Intersection Improvements
- Colonel Talbot Road / Southdale Road Roundabout
- Adelaide Underpass



# Active Transportation Overview

What we're working on:

Cycling programs and projects:

- Mobility Master Plan

Cycling design projects:

- Cycle tracks on Dundas
- Protected bike lanes on Wavell
- Bike counters

Walking programs and projects:

- New Sidewalk Program
- Road safety & pedestrian crossings

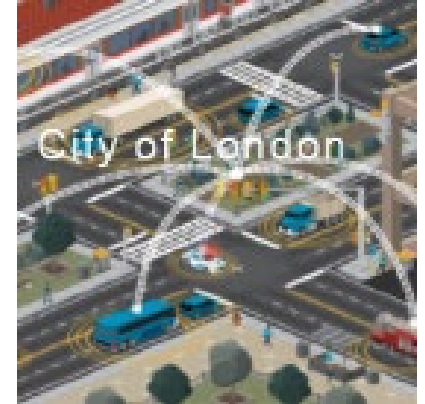




# Connected & Automated Vehicles Overview

What we're working on:

- Long Term Strategy in development
- Integrated Mobility
- Land Use and Urban Form
- Equity & Social Health
- Environmental Sustainability
- Data Security





## Construction Administration

- Team leading Renew London

## Major Projects

- Team leading implementation of Rapid Transit projects

## Geomatics

- Team managing geospatial data and technical land-related information



# CIS Overview

What we're working on:

- Renew London Program
- 2022 Top 10 Projects
- Rapid Transit
- Neighbourhood Connectivity Plan



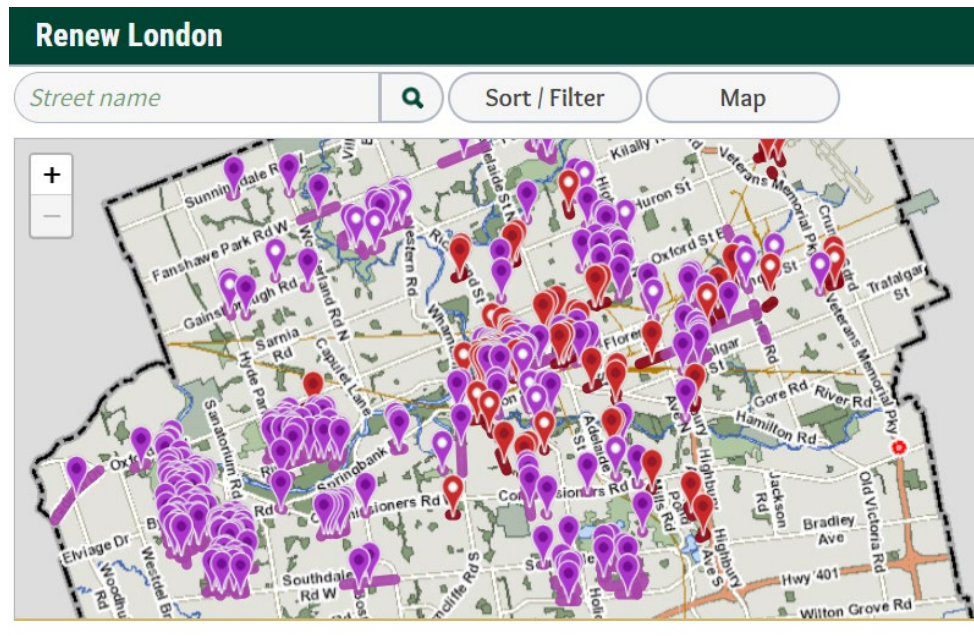


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# Renew London

The annual Renew London infrastructure program supports future development, protects the environment, and manages the infrastructure gap.

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





# Renew London Investment



## 2022 Renew London

by the numbers



**\$190M** Total investment

### Road improvements

**20+** intersection improvements will be constructed for safer pedestrian connections

**90** lane-kilometres of road to be reconstructed

**15+** km of new bike lanes to be added

**18** km of sidewalks to be replaced

### Water system improvements

**7.5** km of watermain to be built

**13** km of sanitary and storm sewers to be replaced or added

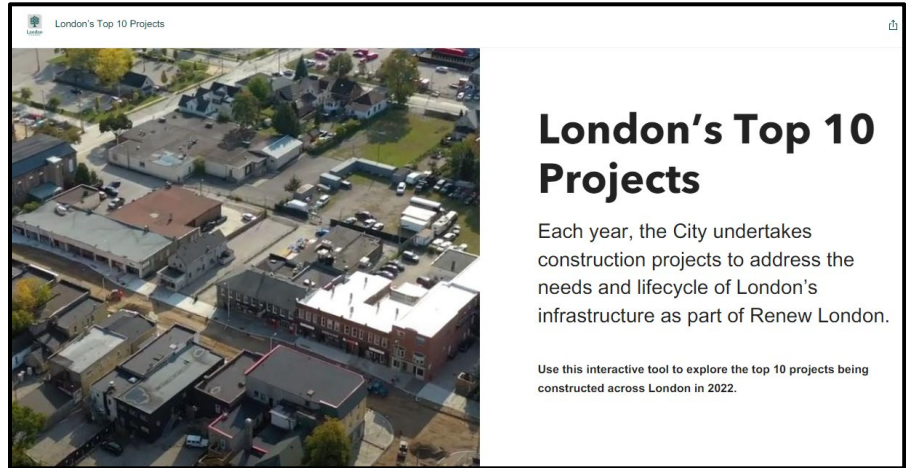
### Sewer improvements



# 2022 London's Top 10 Projects

1. Adelaide Underpass
2. Downtown Loop Phase 2
3. East London Link Phase 1
4. Southdale Road West Improvements
5. Victoria Bridge Replacement
6. Mud Creek Phase 2
7. Kilworth Bridge Rehabilitation
8. Queens Avenue Road and Cycle Rehabilitation
9. Pottersburg Phase 1 Reconstruction
10. Brydges Street Reconstruction

Interactive story map  
[london.ca/topten](https://london.ca/topten)



# Rapid Transit

1 The Downtown Loop (2021 – 2023)

2 East London Link (2022 – 2025)

3 Wellington Gateway (2023 – 2026)





# Downtown Loop

Construction: 2021 - 2023



# East London Link

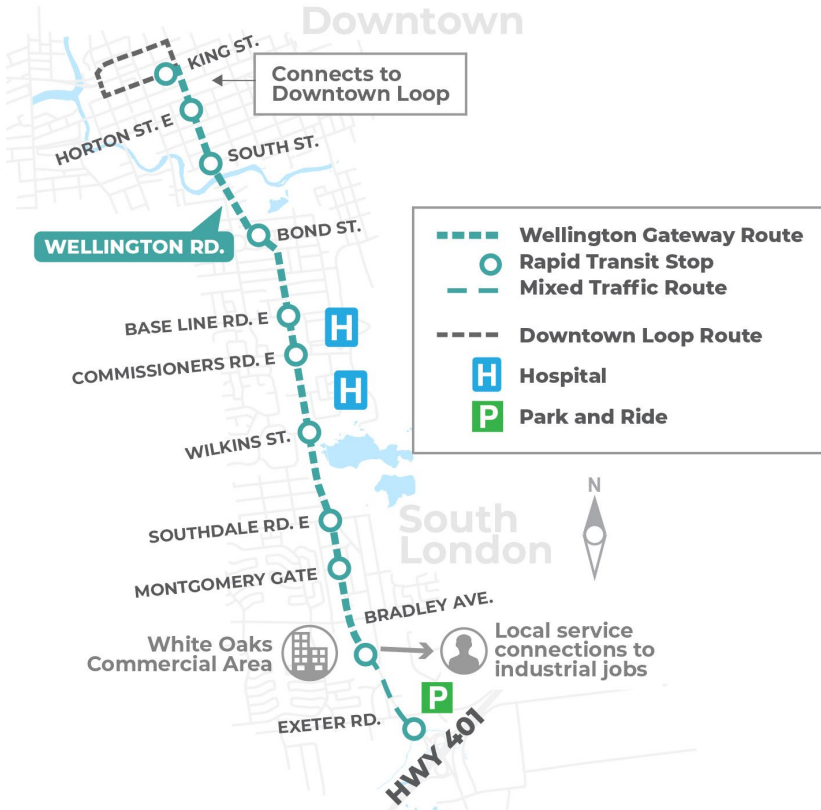
Construction: 2022 - 2025





# Wellington Gateway

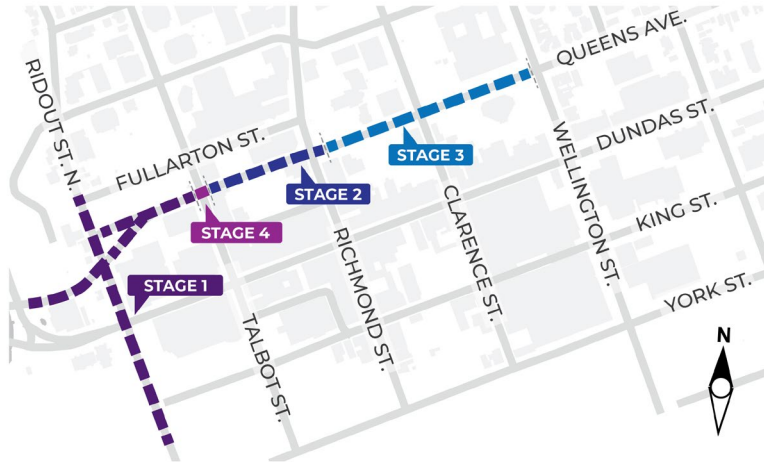
Construction: 2023 - 2026



# What we're building this year

## Downtown Loop Phase 2

Queens Avenue and Ridout Street North



## East Link Phase 1

King Street from Wellington Street to Lyle Street





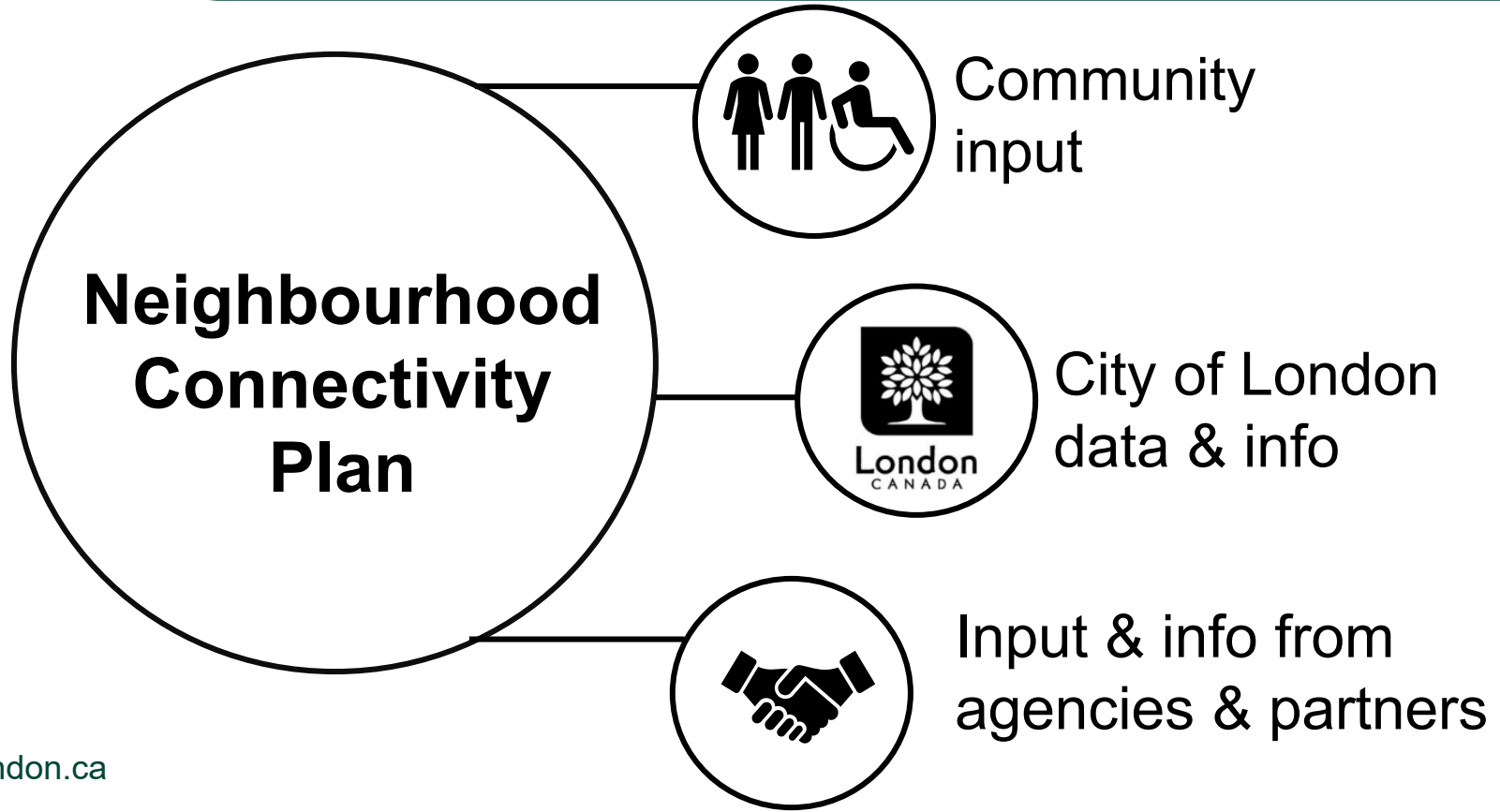
# Neighbourhood Connectivity Plan (NCP)



Connectivity and accessibility need to be improved in certain neighbourhoods...

but a more deliberate, strategic approach that considers the whole neighbourhood is required.

# Creating the plan





# The process



## STAGE 1: NEIGHBOURHOOD CONSULTATION

Staff gather input from community and stakeholders to create a “Neighbourhood Connectivity Plan”



## CITY COUNCIL REVIEWS RECOMMENDATIONS

Council considers recommendations made in the “Neighbourhood Connectivity Plan”



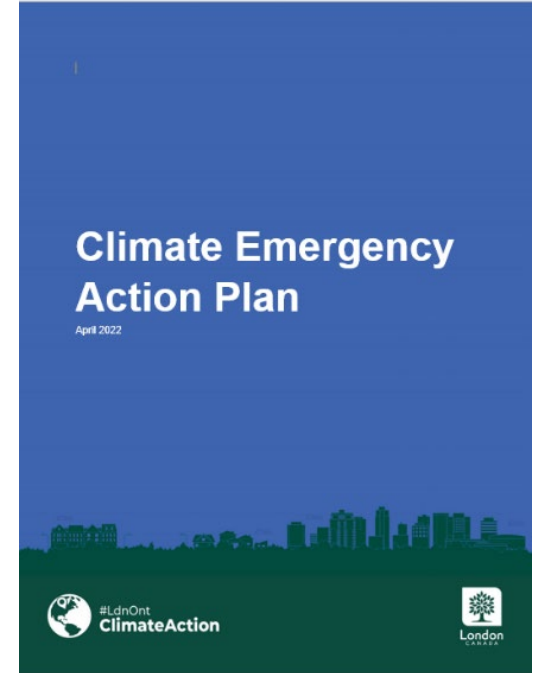
## STAGE 2: STREET-LEVEL ENGAGEMENT

Staff consult at a street level in places where sidewalks were recommended



# Climate Emergency Action Plan Overview

1. Net Zero Emissions by 2050
2. Improved Resilience
3. Bring Everyone Along





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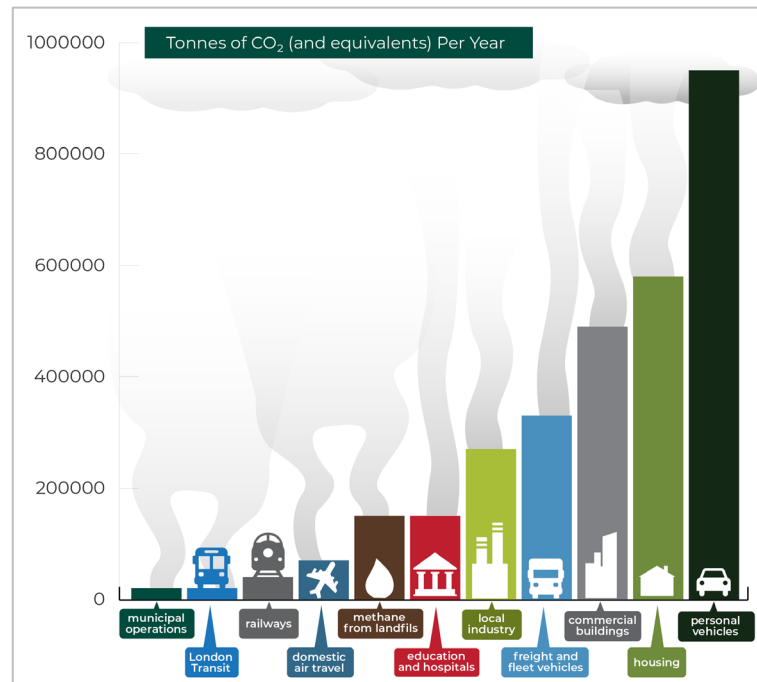
## Area of Focus 4: Transforming Transportation and Mobility

### Overall direction:

- Design and/or encourage increased use of walking, cycling, micro-mobility, carpooling, and transit

### Programs that focus on residents, commuters and employers/employees:

- Mobility choices and benefits
- Transportation Demand Management and Transportation Management Association





# Transportation Demand Management (TDM) - What is it?

The use of policies, programs, services and products that influence whether, why, when, where and how people travel. TDM strategies seek to increase the efficiency of a transportation system by influencing travel behaviour.

## **Reduce**

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

## **Improve**

- Road safety
- Air quality
- Health
- Social connections

## Transportation Management Association

- Revisit winter 2020 employer/employee survey findings
- Launch targeted employer survey – we need updates
- Revisit operating TMAs in Ontario for recent learnings
- Finalize TMA geographic scope, program offerings
- Engage potential partners
- Target - launch Q4 2022





## Other Projects and Initiatives

- Bike Parking (including bike locker pilot)
- Micromobility
- Bike and Walk Maps
- Outreach projects and events



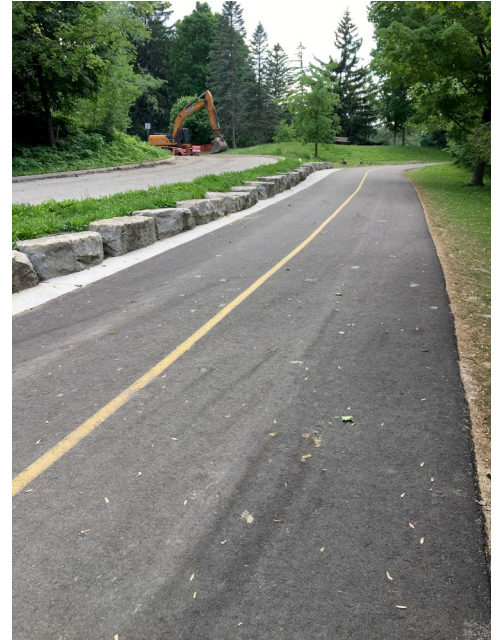
## Infrastructure Management

Under Parks & Forestry, the Parks Planning & Design section (PP&D) manages the planning, design, construction, and renewal of the recreational pathway system.

PP&D brings forward major pathway projects and plans to ITCAC.

### What we're working on:

- Invasive species management to control damaging roots
- Lifecycle renewal upgrades along the North Branch TVP
- Preliminary design for the Stoney Creek Connection
- New sections of pathway within growth areas



# Questions?







# Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment



Integrated Transportation Community Advisory Committee Meeting

June 15, 2022

The Purpose of PIC#2 will be to:

- Present the alternative design concepts
- Present the evaluation of alternative design concepts
- Solicit feedback



## Project Extents

- Western Rd from Huron College entry (north) to Platts Ln (south)
- Sarnia Rd / Philip Aziz Ave corridor from Sleightholme Ave (west) to the Thames River (east)
  - Coombs Ave to Sleightholme Ave was added after PIC#1
  - This additional piece of Study area allows for the existing cycling lanes to the west to be extended all the way to the East Limits of the Study Area
- Coombs Ave (previous west limits)





# Problem/Opportunity Statement

## Problem

- The City of London Transportation Master Plan (2030 TMP) identified the need to improve the Western Rd and Sarnia Rd/Philip Aziz Ave intersection in the next 5 years.
- This intersection accommodates approximately pedestrians, cyclists, transit routes carrying thousands of passengers and over 41,000 vehicles (per day).
- The intersection experiences traffic congestion, safety concerns, increased delays and decreasing levels of service for all users and this will continue if left untreated.
- The existing storm drainage in the area does not meet current design standards and requires upgrades.

## Opportunity Statement

- Develop a range of planning and design alternatives that can improve pedestrian and cyclist facilities and safety, improve intersection operations, and provide additional capacity by removing constraints.
- Improve continuity with Western Road north and south of the study area, address stormwater drainage and enhance streetscape conditions.
- Consult the public and agencies and solicit feedback to select the best plan for the future.
- Follow the City of London's 'Complete Streets' guidelines, 'Urban Design' guidelines, and Western University's Master Plan Vision, to potentially create a gateway to the campus.
- Create a street/intersection that is as functional and comfortable as possible for all users (students, children, seniors, cyclists, motorists, transit users and pedestrians)

# Traffic Conditions

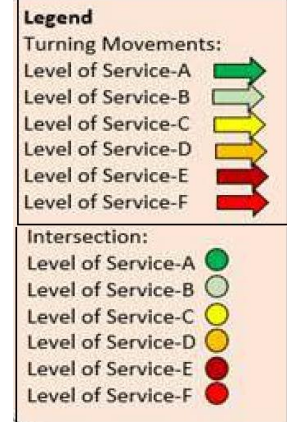
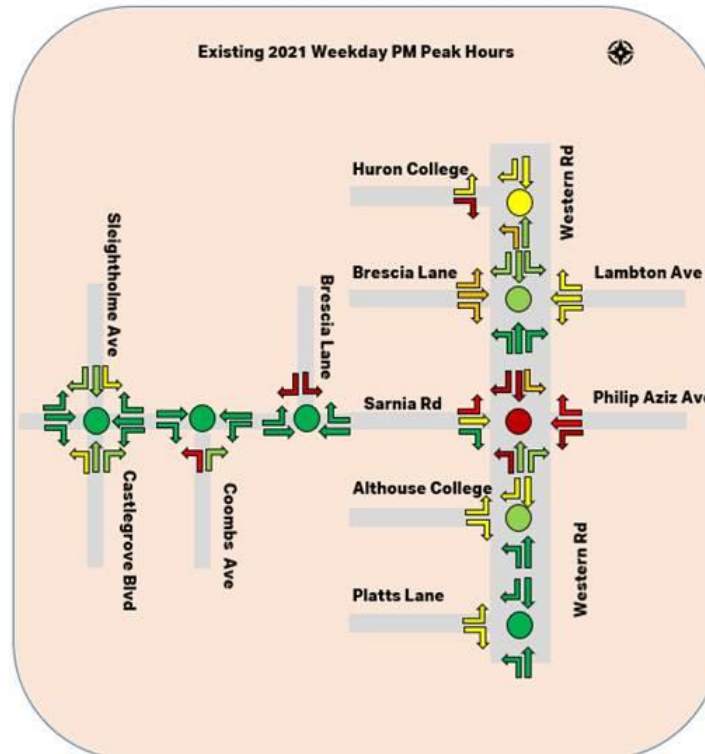
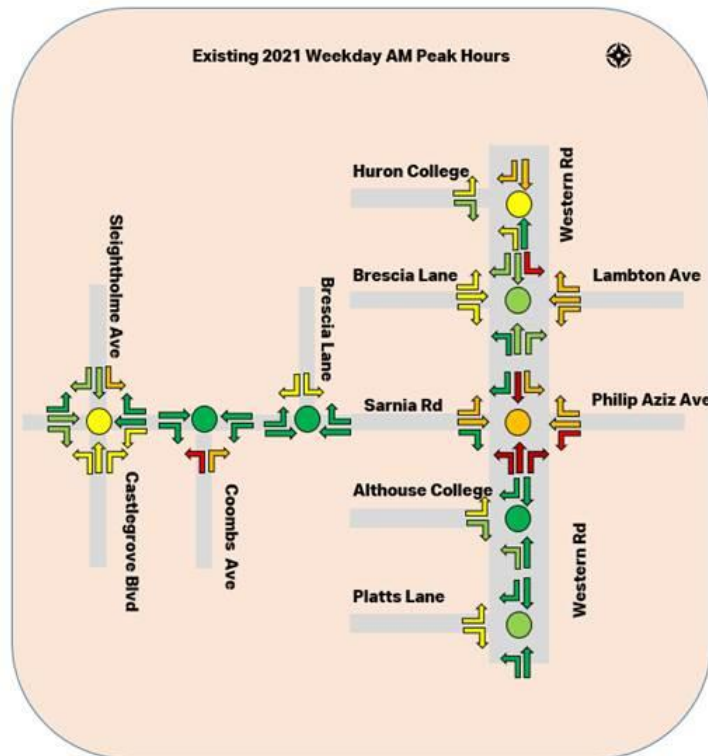
## Average Daily Traffic

- Western Rd – 28,500 vehicles per day
- Sarnia Rd – 24,000 vehicles per day

## Primary trip generating/destination area

- Springett parking lot

The current LOS along the study corridor is illustrated in these figures for the peak travel times: morning (AM) and evening (PM).



# Issues / Items to be Aware of

- No accommodation for future Rapid Transit.
- Buried Services:
  - Upsize watermain to 400 mm dia. on Western Rd from Platts Ln to Sarnia Rd.
  - Connect sanitary lift pump station on Philip Aziz Ave to Western Rd.
  - New stormwater piping (Western Rd and Philip Aziz Ave ) with outfall to Thames River.



# Design Alternatives

## Philip Aziz Ave

1. Full Urban Cross Section with reconstructed entrance to Philip Aziz property.
2. **Full Urban Cross Section with relocated entrance to Philip Aziz property.**  
**Recommended**

## Sarnia Rd

1. Maintain Existing (no dedicated bicycle lanes).
2. **Extend bicycle lanes to Sleightholme Ave. Recommended**

## Intersection Options

1. Roundabout
2. Pedestrian Tunnel
3. Double left turn lane with typical pedestrian crossway.
  - A. Typical pedestrian crossway.
  - B. Scramble pedestrian crossing.
4. **Standard single left turn lane. Recommended**
  - A. **Typical pedestrian crossway. Recommended**
  - B. Scramble pedestrian crossing.



# Design Alternatives Continued

## Western Road

1) **Extended SB turn lane, added bus bays, active transportation improvements: Recommended**

A. Active Transportation in ROW. **Recommended**

B. Active Transportation in ROW and university property.

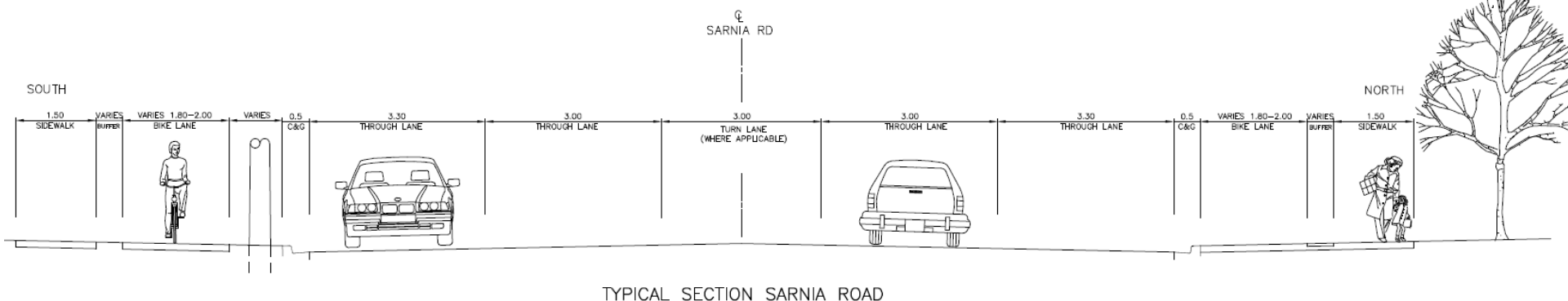
2) Maintain existing SB turn lane, added bus bays, active transportation improvements:

A. Active Transportation in ROW.

B. Active Transportation in ROW and university property.

# Sarnia Rd – Design Summary

- Maintain the current 4 lane configuration.
- Extend bicycle lanes to Sleightholme Ave to connect to the existing lanes.
- Bicycle lanes will be raised.
- Utilizes existing generous ROW for improving active transportation.
- No utility relocation (*utilizing split sidewalk and bikeway arrangement on south side where necessary, between poles*), except for minor work involving relocation of some guy poles.
- Minor regrading adjacent to existing retaining wall on north side.
- Some (minor) loss of trees along the corridor.
- Small property taking area on north side.
- Reconstruction of bus stops (with bus pads).





# Sarnia Rd – Design Summary

- Insert Plan view drawing



# Philip Aziz Ave - Existing

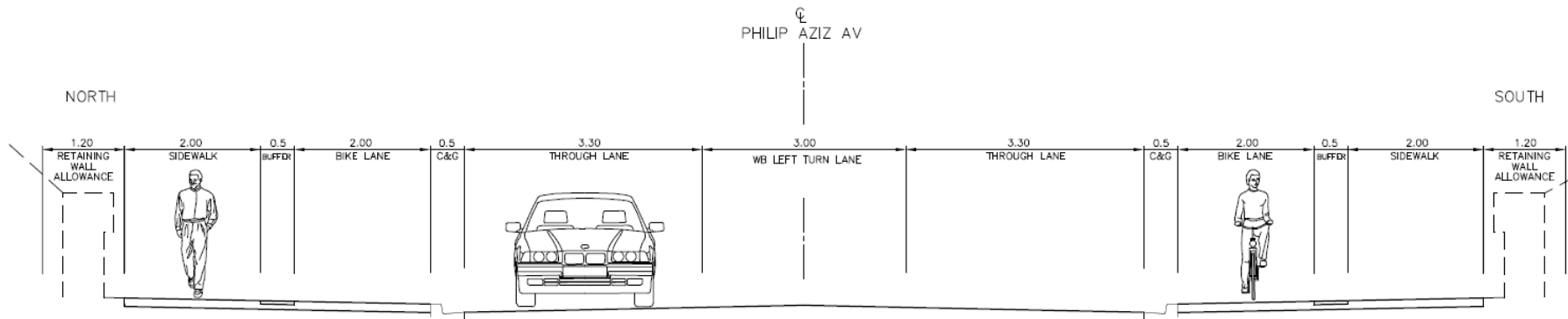
- 2 lanes, short left turn lane to Western Rd, no sidewalks, no bike lanes.
- Gabion wall, property entrance, overhead service, undersized storm sewer.





# Philip Aziz Avenue – Design Summary

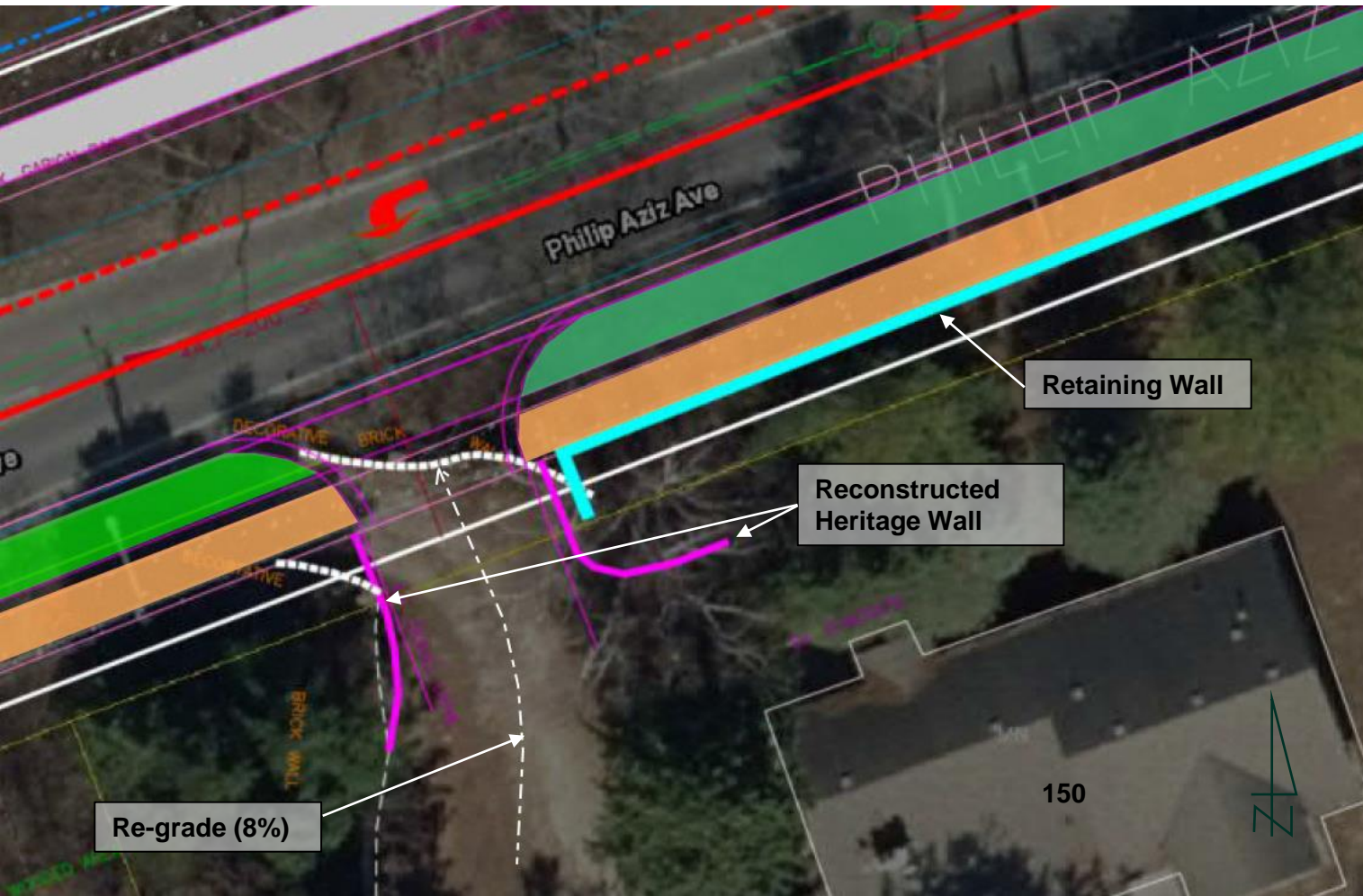
- Urban Cross Section recommended with reconstructed/realigned Philip Aziz property gate/entrance
- Overhead Services (south) relocation (burial)
- Retaining walls (N+S) with fence
- Increased left turn lane length
- Loss of vegetation (no SARs)
- Property
  - N+S sides of road
  - Area at Thames River
- Stormwater Outfall relocation
- Reconstruct bus stop (just east of Western Rd)



TYPICAL SECTION PHILIP AZIZ AVENUE

# Philip Aziz Ave – Property Entrance Concept

- Realigned for maintenance and fire access only (8% grade required)
- Reconstruct / reconfigure wall (HIA required)

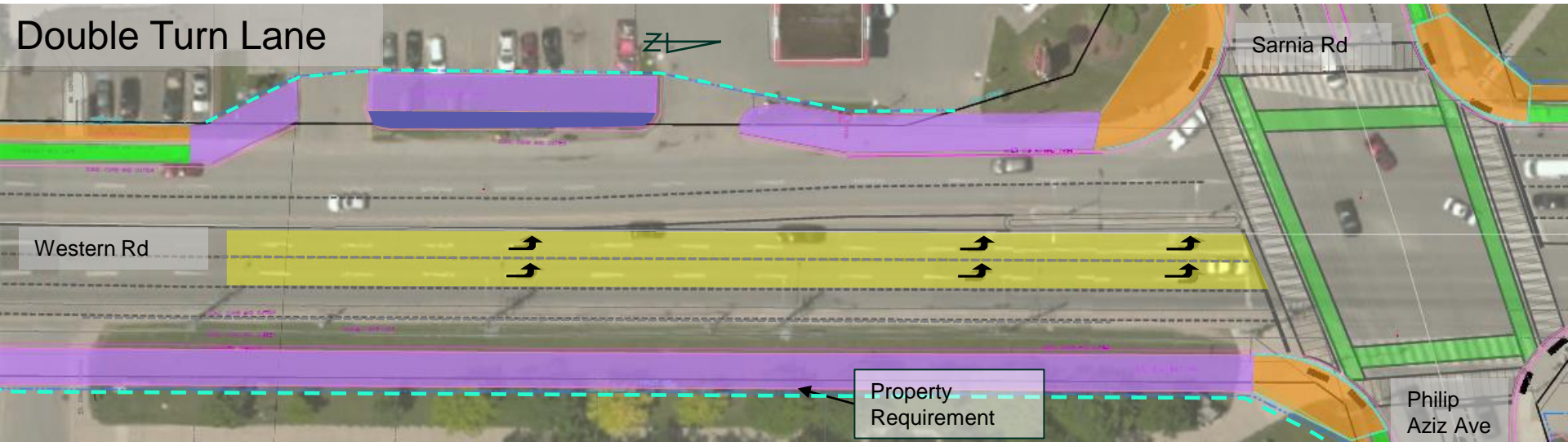
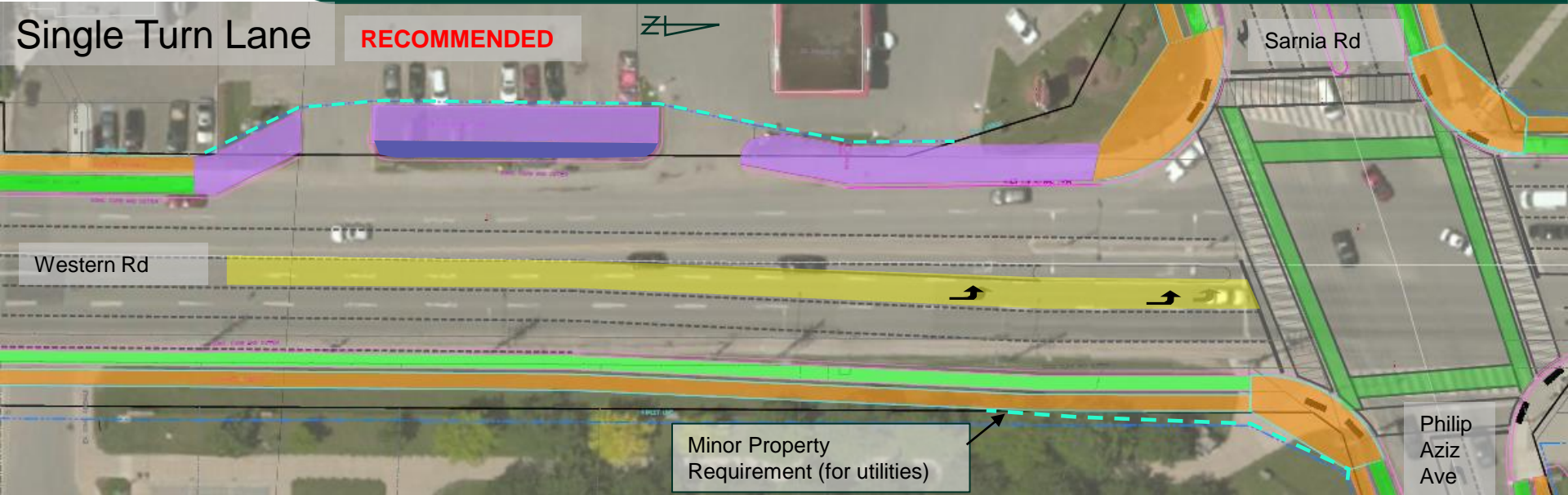




## Alternatives for Western Rd / Sarnia Rd / Philip Aziz Ave

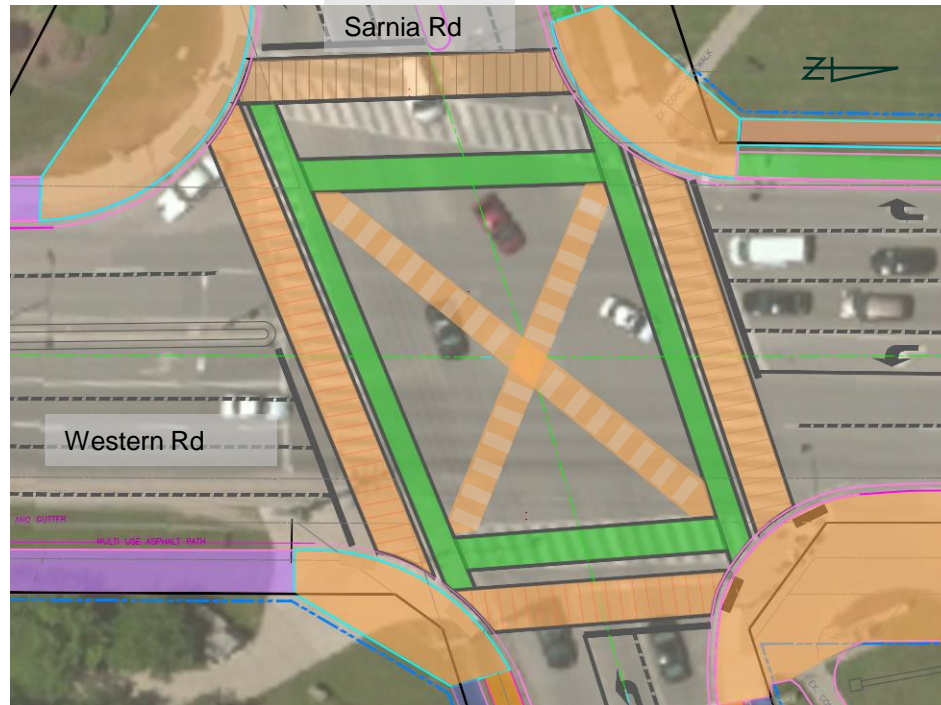
1. Single left turn lane with typical pedestrian crosswalk
2. Single left turn lane with scramble pedestrian crosswalk
3. Double left turn lanes with typical pedestrian crosswalk
4. Double left turn lanes with scramble pedestrian crosswalk

# Intersection – Turn Lanes



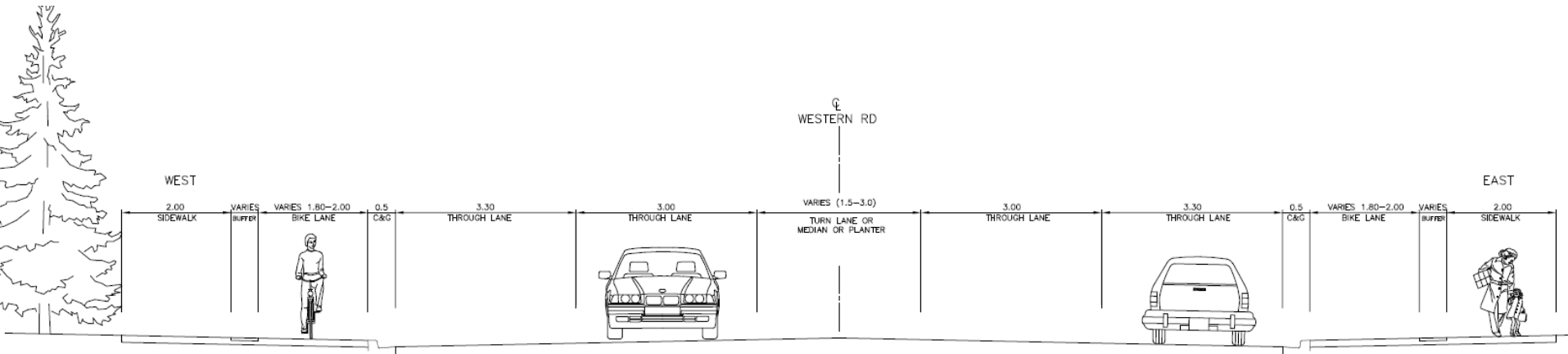
# Intersection – Pedestrian Movement (Scramble)

- Assessment of the pedestrian benefit for scramble crosswalk is difficult using London's approach for multi-modal level of service (MMLOS) for intersections (other jurisdictions comparison methods/guidelines potentially could be used).
- Other potential issues with pedestrian phased timing, intersection size, integration with bicycle movement, etc. require more sophisticated analysis review to support a decision for scramble crosswalk.
- Maintain Standard Intersection



# Western Rd – Design Summary

- Connections with existing active-transportation facilities (N&S ends)
- Existing vs Extended Southbound Turn Lane
- Adding bus bays (requires property) and maintaining other bus stops
- Active transportation in ROW vs combination (on university property)
- Opportunity for median planters south of Lambton Drive (40 m)
- Relocation of numerous street light poles and guy poles/wires along entire length
- Hydro pole relocation – east side (from Essex Hall to Philip Aziz Ave)
- Property required throughout the corridor

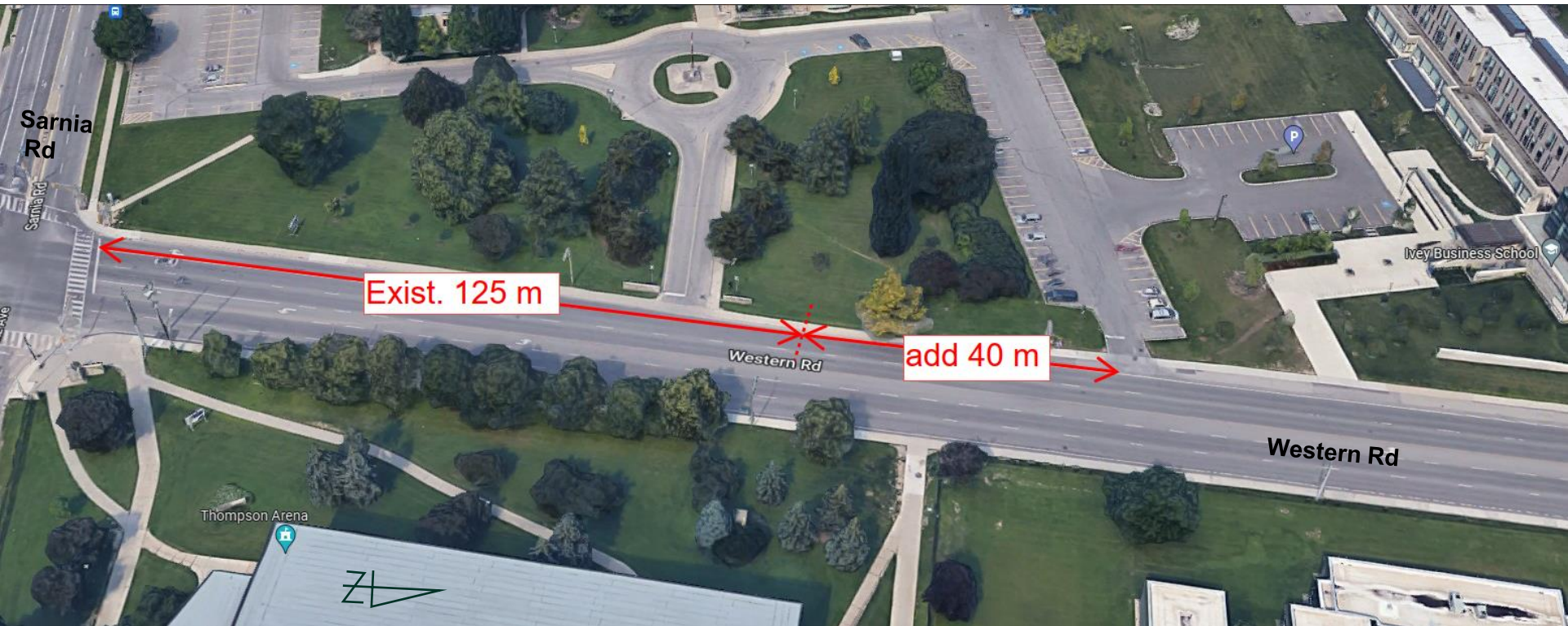


TYPICAL SECTION WESTERN ROAD



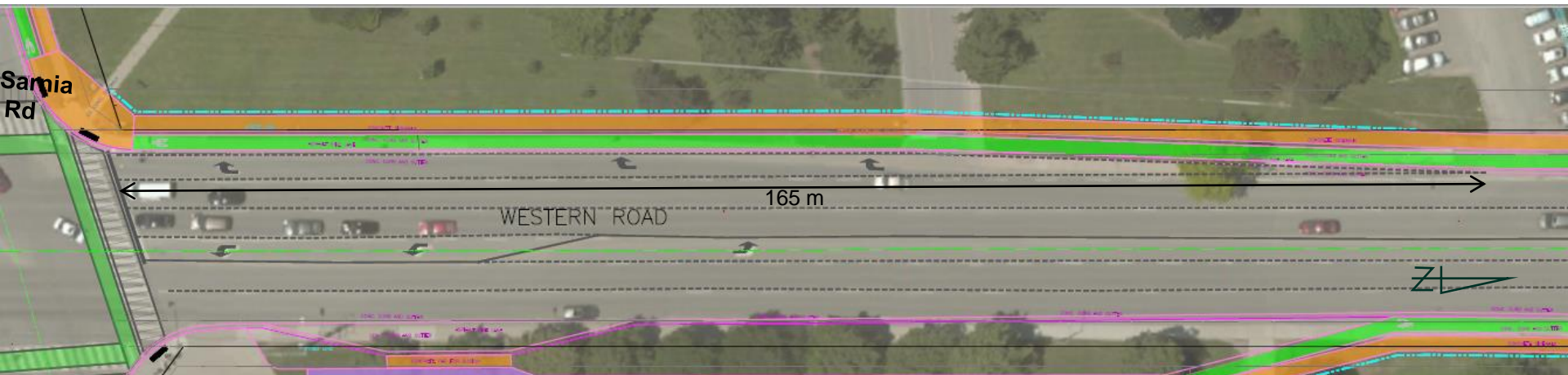
# Western Rd – Extended SB Turn Lane

- Extend to Ivey Business School parking (+30% added length with minimal disruption)
- Analysis shows an extended SB right turning lane improves queue delay including southbound through lanes.



# Western Rd – Extended SB Turn Lane

- Requires thin section of property, to suit widened platform including active transportation
- Right Turn Lane Extension **Recommended**





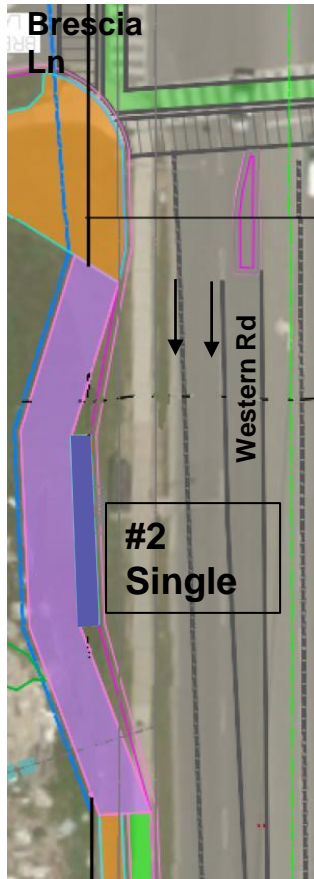
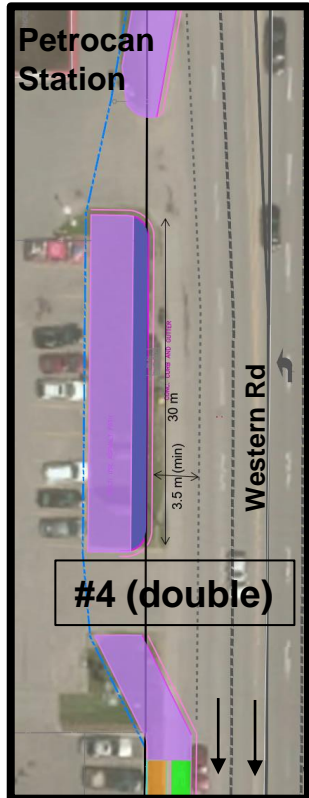


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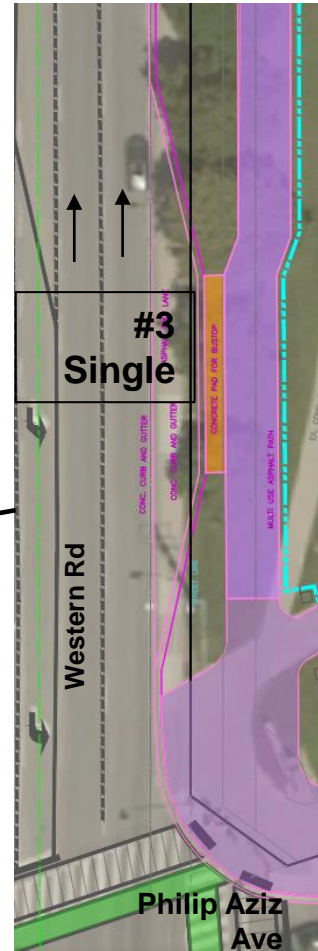
# Proposed Bus Bays

- Property required for all locations
- All locations **recommended**

LTC to confirm length requirements for articulated vs multi-bus storage

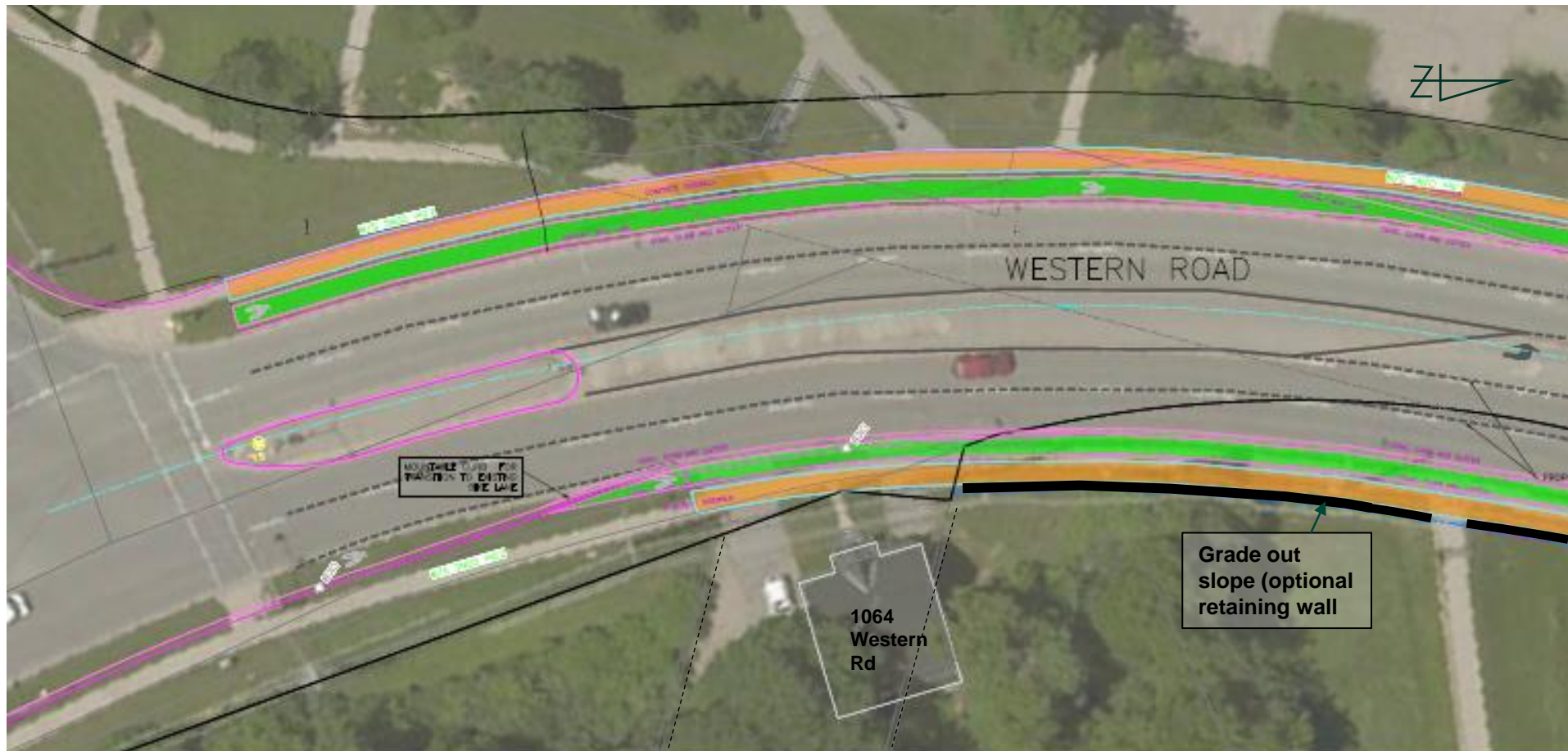


Existing Bay (north of Lambton Dr to be reconstructed



# Western Rd – at Platts Lane

- Tight clearances at 1064 Western Rd (but no property required)
- East side requires grading for  $\pm 140$  m and property taking.







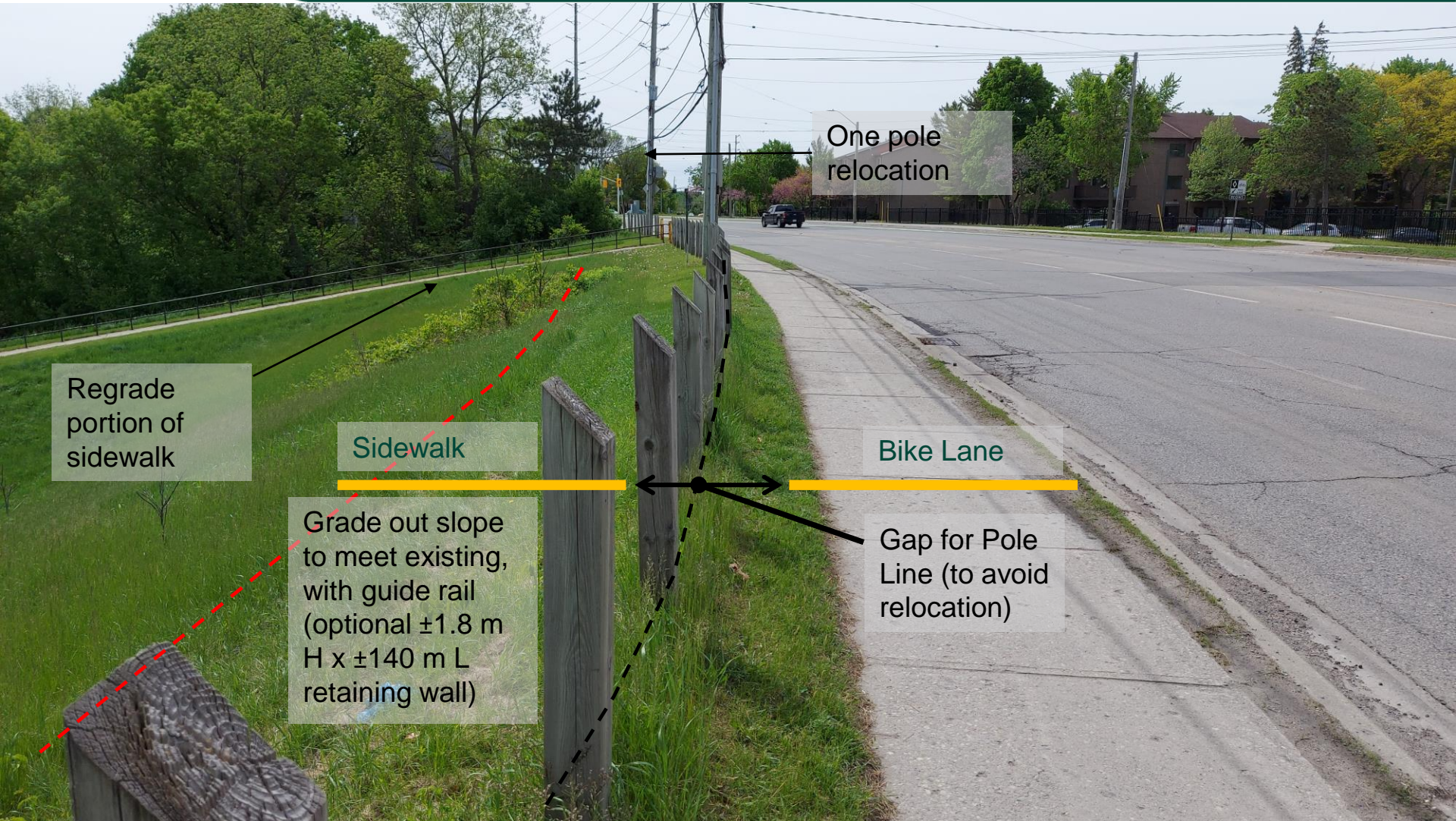
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# Western Rd – at Platts Lane





# Western Rd – at Platts Lane





## Next Steps

- Issue PIC Notices / Hold PIC #2
- Draft ESR – Summer/Fall





# Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment



Integrated Transportation Community Advisory Committee Meeting

June 15, 2022

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# Problem/Opportunity Statement

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# Traffic Conditions

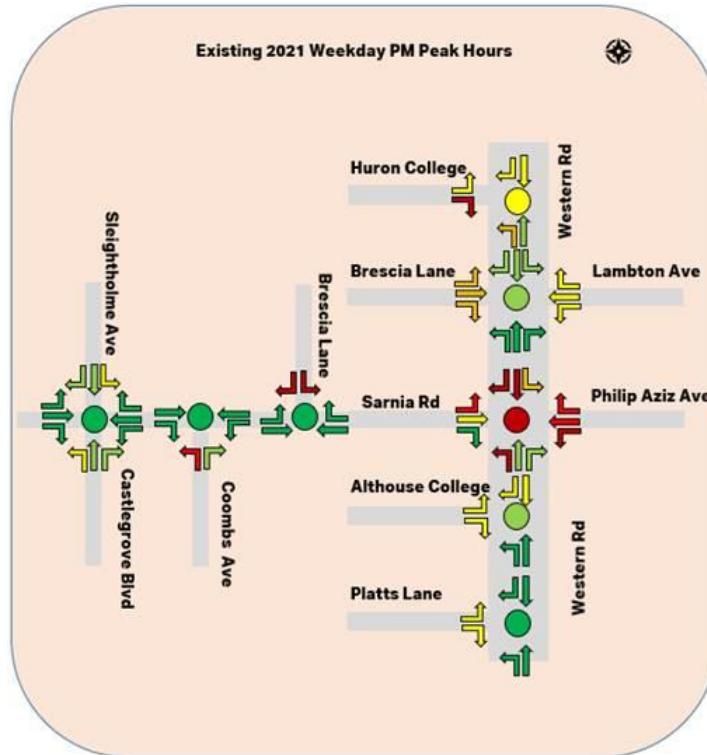
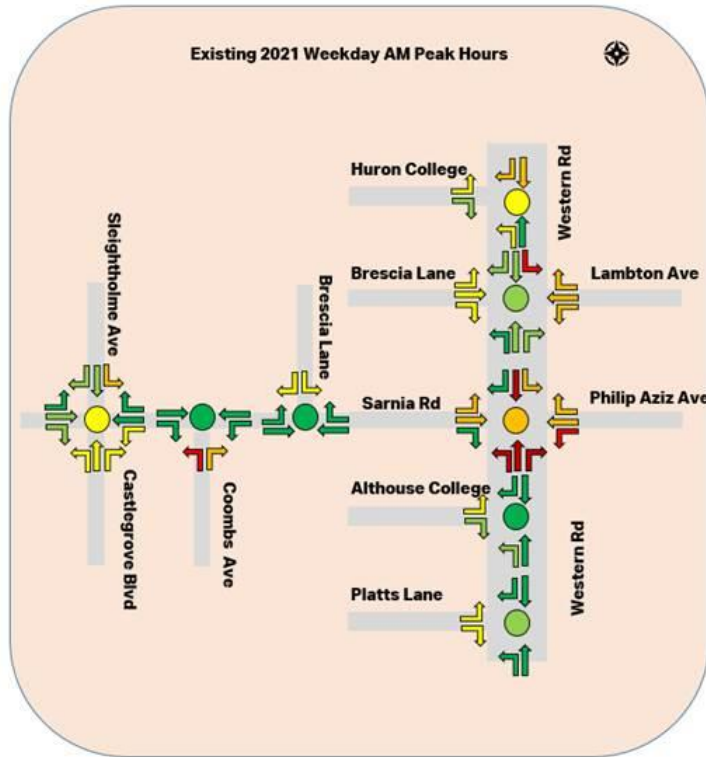
## Average Daily Traffic













- Western Rd – 28,500 vehicles per day
- Sarnia Rd – 24,000 vehicles per day

## Primary trip generating/destination area

- Springgett parking lot

The current LOS along the study corridor is illustrated in these figures for the peak travel times: morning (AM) and evening (PM).



Legend	
Turning Movements:	
Level of Service-A	
Level of Service-B	
Level of Service-C	
Level of Service-D	
Level of Service-E	
Level of Service-F	
Intersection:	
Level of Service-A	
Level of Service-B	
Level of Service-C	
Level of Service-D	
Level of Service-E	
Level of Service-F	



# Issues / Items to be Aware of

- No accommodation for future Rapid Transit.
- Buried Services:
  - Upsize watermain to 400 mm dia. on Western Rd from Platts Ln to Sarnia Rd.
  - Connect sanitary lift pump station on Philip Aziz Ave to Western Rd.
  - New stormwater piping (Western Rd and Philip Aziz Ave ) with outfall to Thames River.

# Design Alternatives

## Sarnia Rd

1. Full Urban Cross Section with reconstructed entrance to Philip Aziz property.
2. Full Urban Cross Section with relocated entrance to Philip Aziz property.  
**Recommended**

## Philip Aziz Ave

1. Full Urban Cross Section with reconstructed entrance to Philip Aziz property.
2. Full Urban Cross Section with relocated entrance to Philip Aziz property.  
**Recommended**

## Western Rd

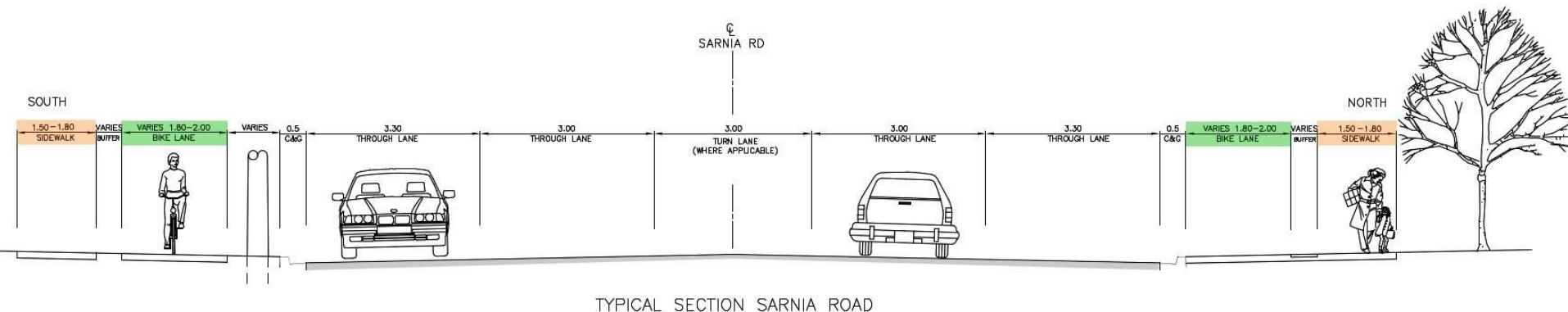
1. Extended SB turn lane  
**Recommended**
2. Added bus bays **Recommended**
3. Active transportation improvements: **Recommended**
4. Active Transportation in ROW.  
**Recommended**

## Intersection

1. Roundabout
2. Pedestrian Tunnel
3. Single (**Recommended**) vs Double left turn lane
4. Typical Pedestrian Crossway (**Recommended**) vs Scramble

# Sarnia Rd – Design Summary

- Maintain the current 4 lane configuration.
- Extend bicycle lanes to Sleightholme Ave to connect to the existing lanes.
- Bicycle lanes will be raised.
- Utilizes existing generous ROW for improving active transportation.
- No utility relocation, except for minor work involving relocation of guy poles.
- Minor regrading adjacent to existing retaining wall on north side.
- Some (minor) loss of trees along the corridor.
- Small property taking area on north side.
- Reconstruction of bus stops (with bus pads).



TYPICAL SECTION SARNIA ROAD

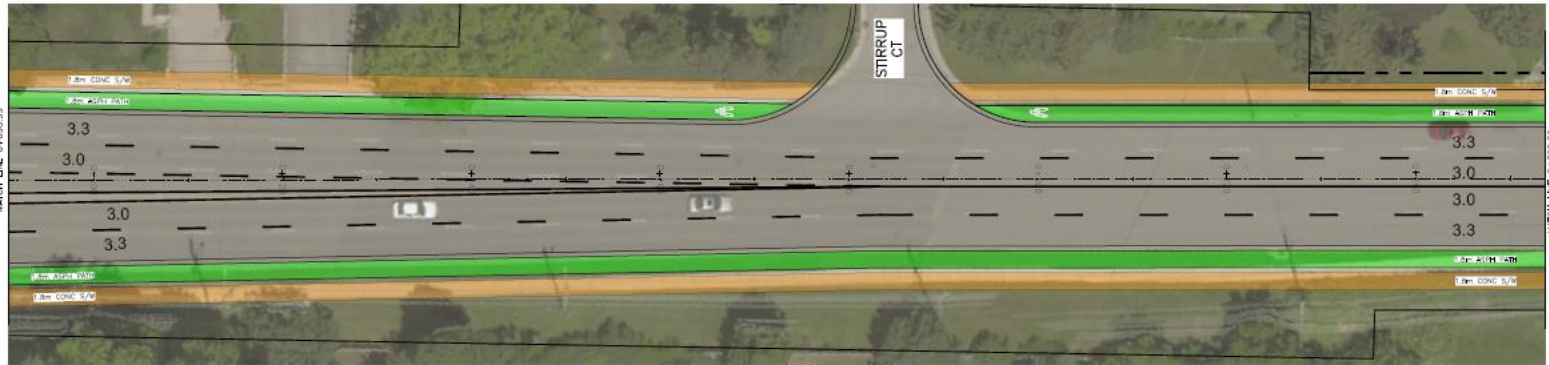


London  
CANADA

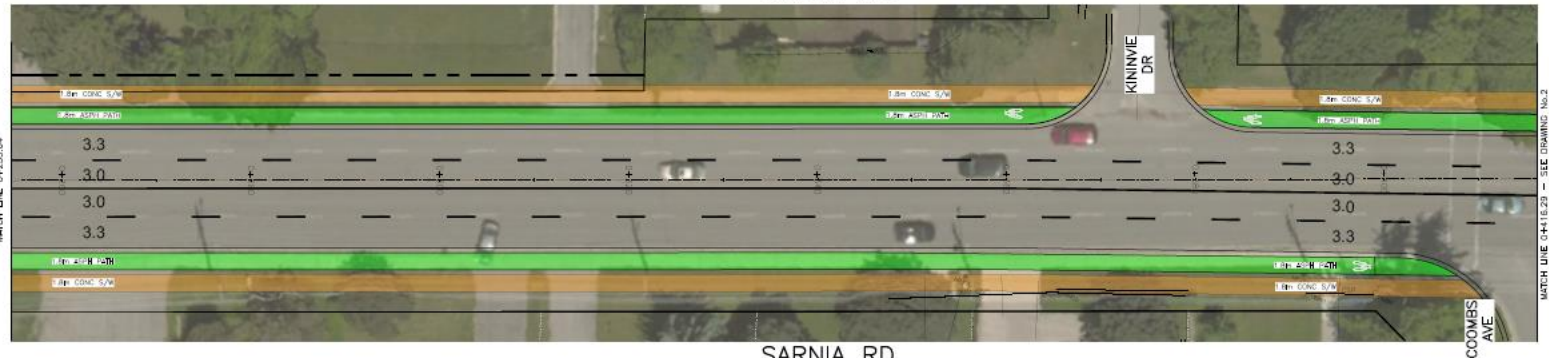
# Sarnia Rd – Layout



SARNIA RD



SARNIA RD

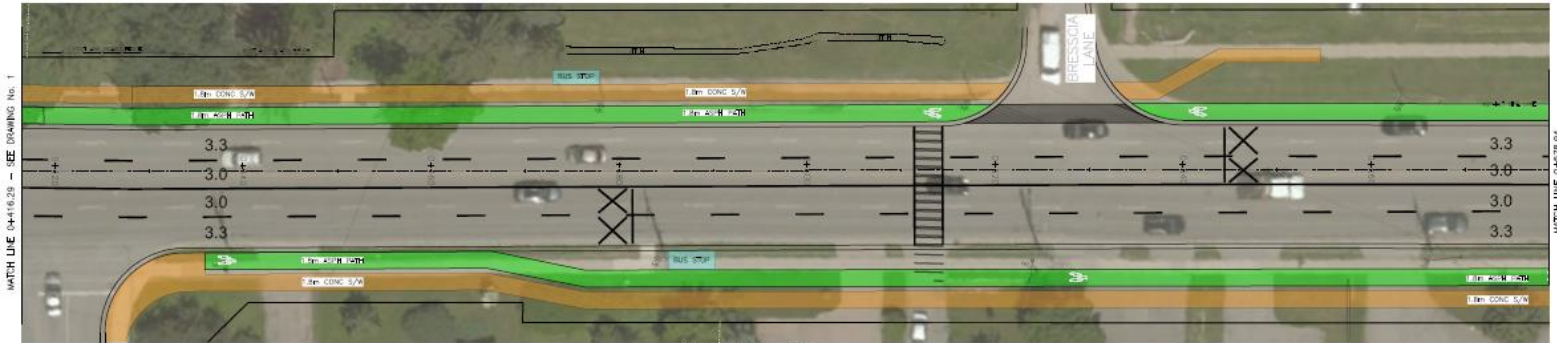


SARNIA RD

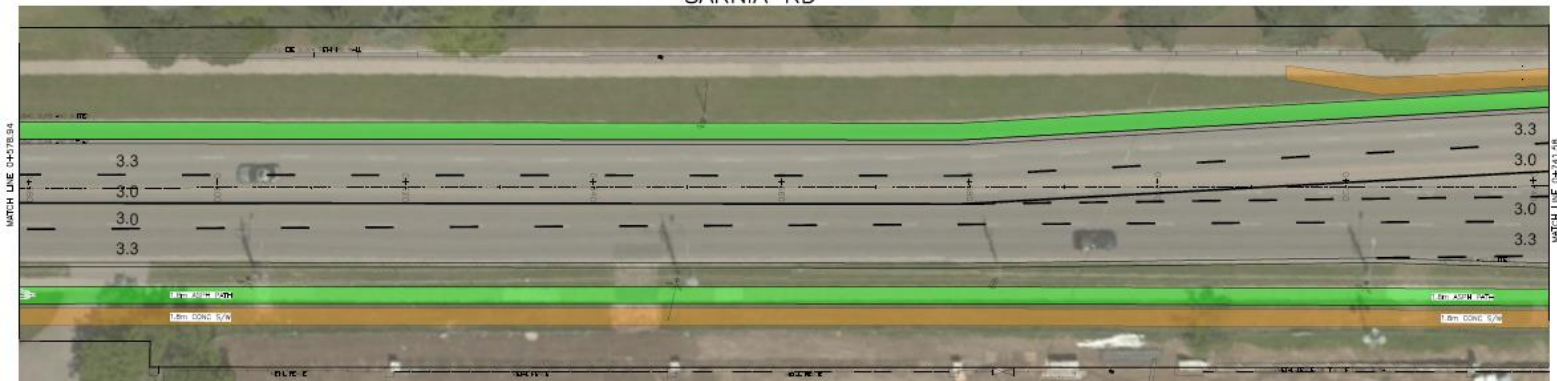




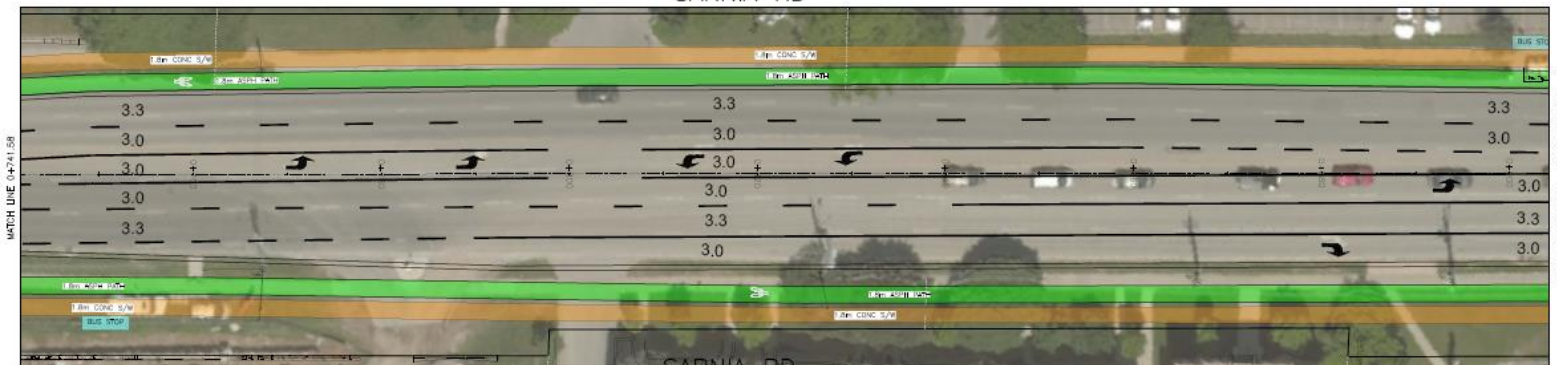
# Sarnia Rd – Layout



SARNIA RD



SARNIA RD



SARNIA RD







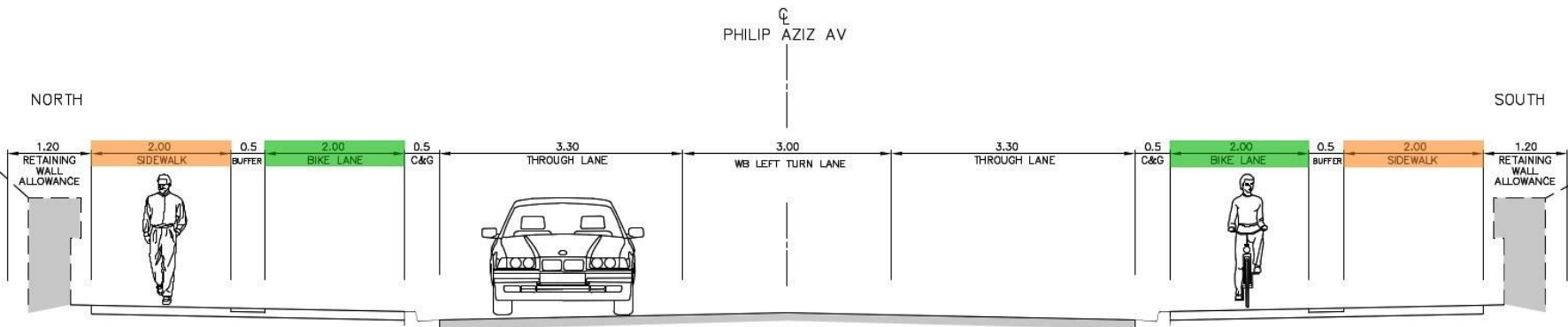
## Philip Aziz Ave - Existing

- Two lanes, short left turn lane to Western Rd, no sidewalks, no bike lanes.
- Gabion wall, heritage property entrance, overhead service, undersized storm sewer.



# Philip Aziz Avenue – Design Summary

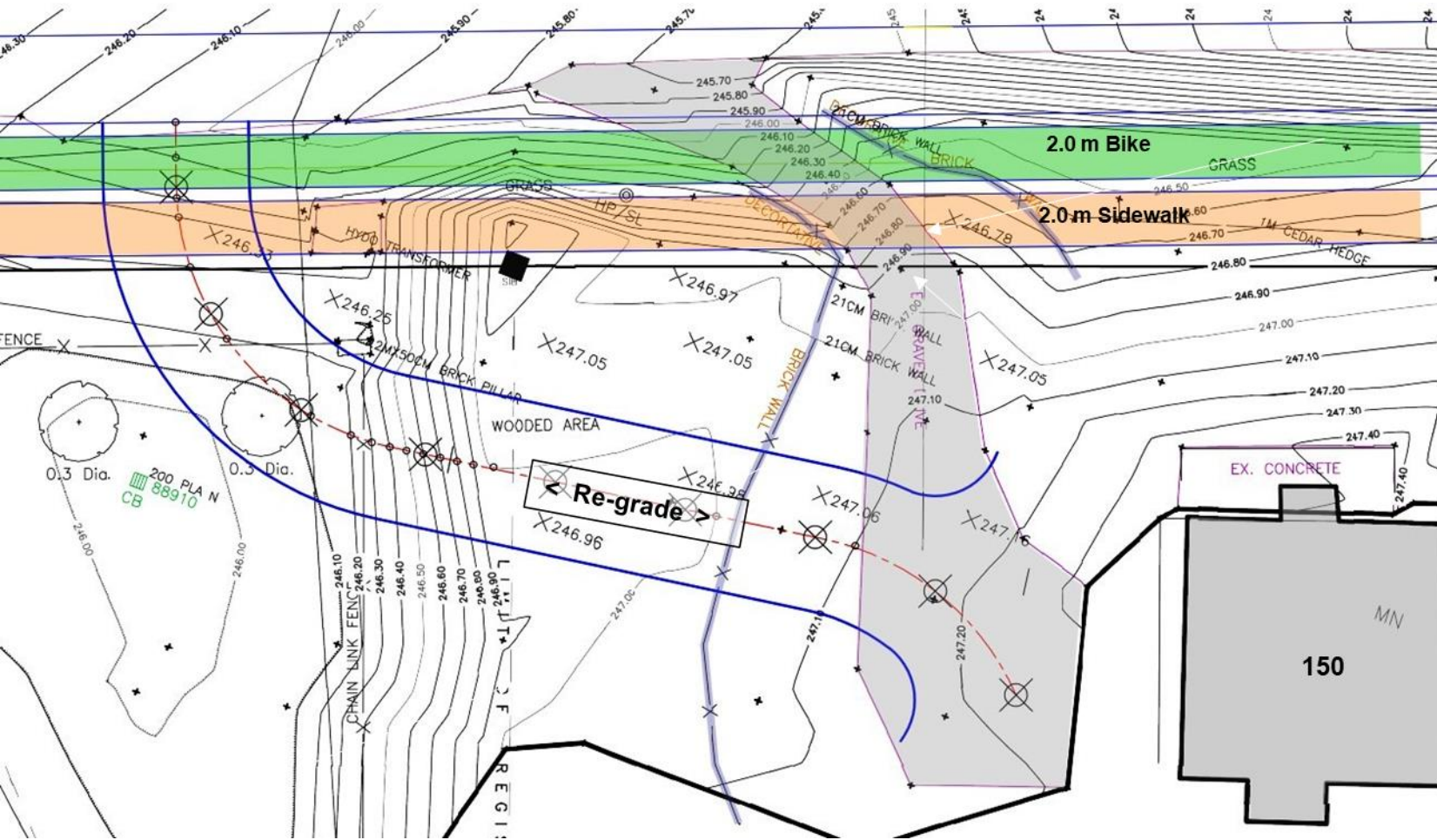
- Urban Cross Section with reconstructed/realigned Philip Aziz property gate/entrance
- Overhead Services (south) relocation
- Retaining walls (N+S) with fence
- Increased left turn lane length
- Loss of vegetation (no SARs)
- Property
  - N+S sides of road
  - Area at Thames River
- Stormwater Outfall relocation
- Reconstruct bus stop (just east of Western Rd)





# Philip Aziz Ave – Property Entrance Concept

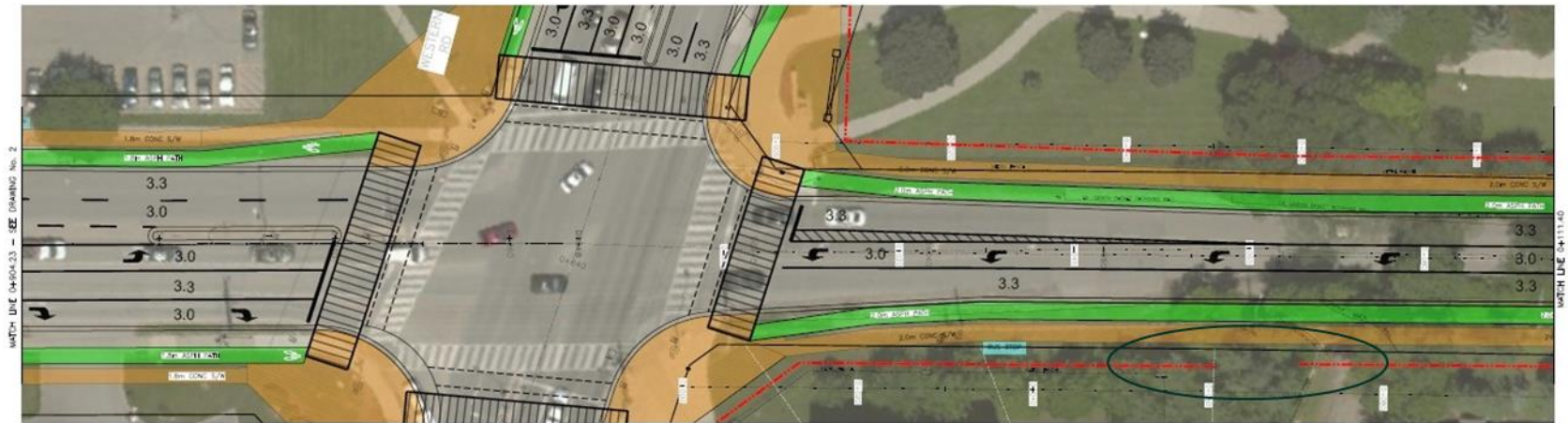
- Realigned for maintenance and fire access (max 3% grade vs 8%)
- Reconstruct / reconfigure wall (HIA required)
- University owns all lands on the south side





London  
CANADA

# Philip Aziz Ave - Layout



SARNIA RD

PHILIP AZIZ AVE

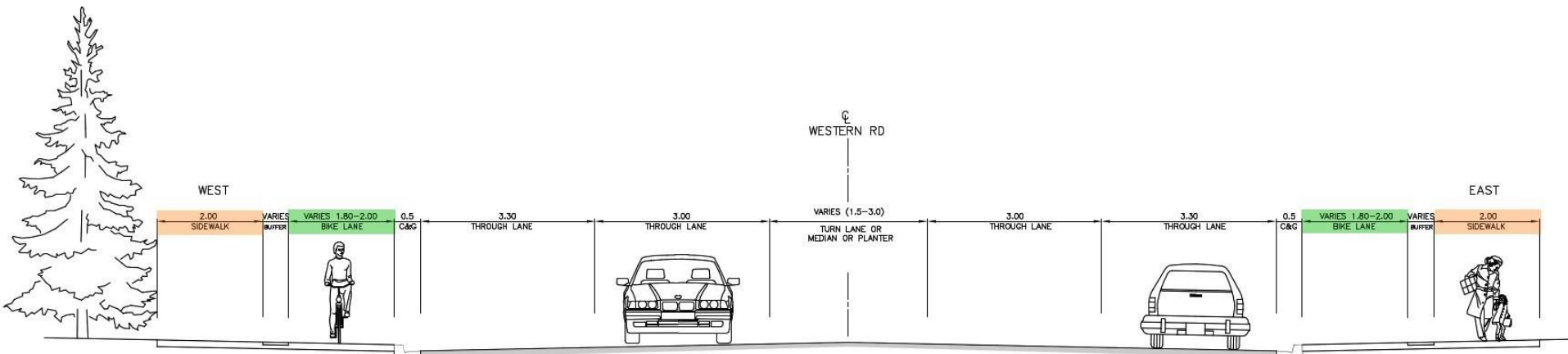


PHILIP AZIZ AVE



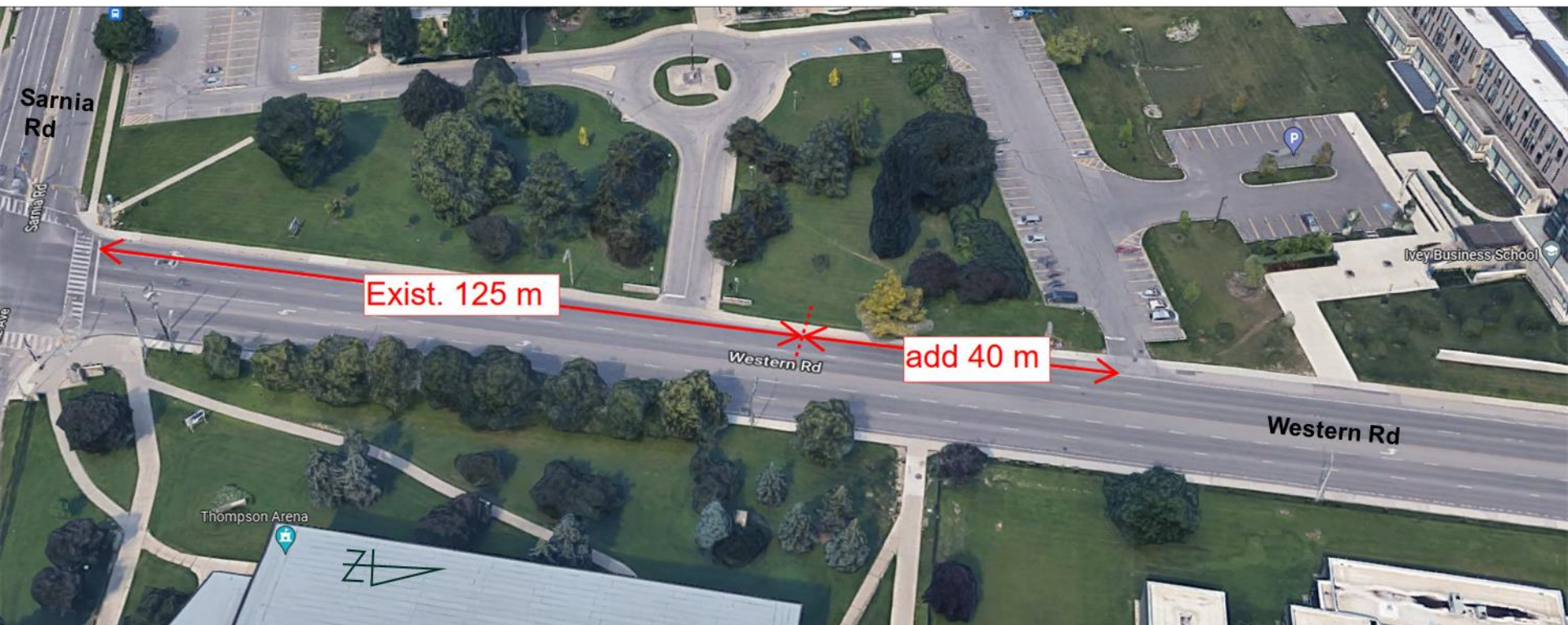
# Western Rd – Design Summary

- Connections with existing active-transportation facilities (N&S ends)
- Extended Southbound Turn Lane
- Adding bus bays (requires property) and maintaining other bus stops
- Active transportation in ROW
- Opportunity for median planters south of Lambton Drive (30-40 m)
- Relocation of numerous street light poles and guy poles/wires along entire length
- Hydro pole relocation – east side (from Essex Hall to Philip Aziz Ave)
- Property required throughout the corridor



# Western Rd – Extended SB Turn Lane

- Extend to Ivey Business School parking (+30% added length with minimal disruption)
- Requires section of property, to suit widened platform including active transportation
- Analysis shows an extended SB right turning lane improves queue delay including southbound through lanes.





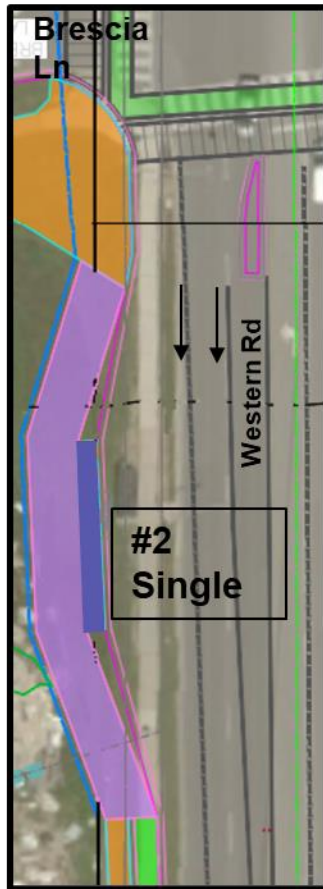
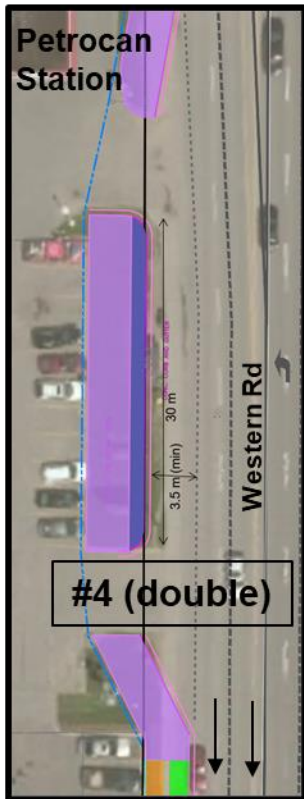


London  
CANADA

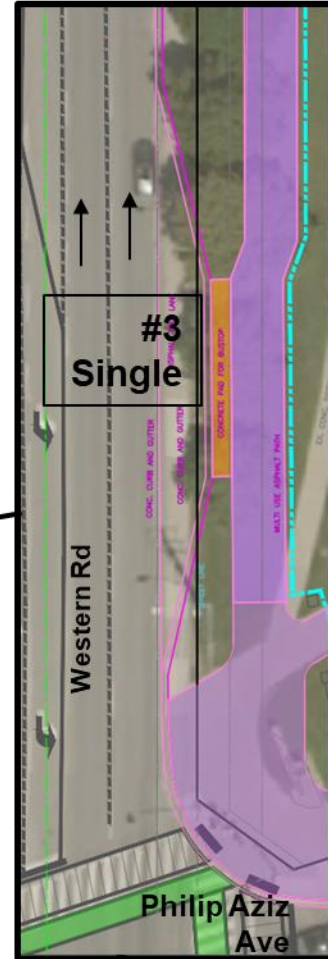
# Proposed Bus Bays

- Property required for all locations
- All locations **recommended**

LTC to confirm length requirements for articulated vs multi-bus storage

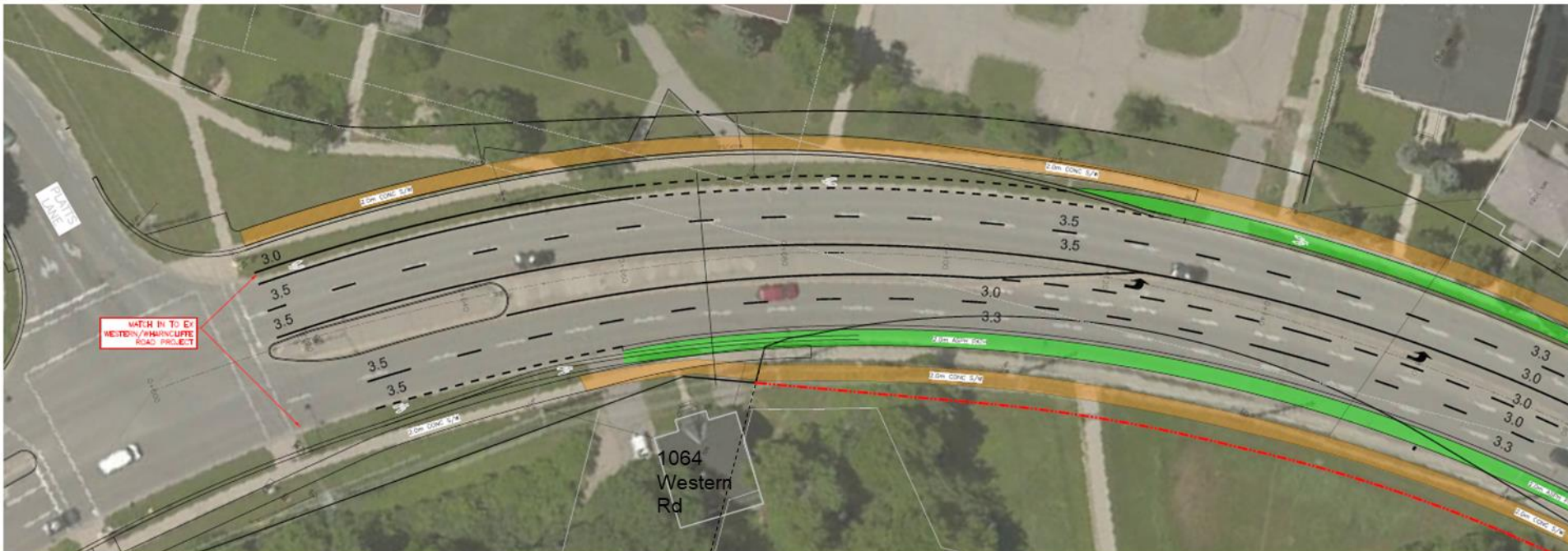


Existing Bay (north of Lambton Dr to be reconstructed



# Western Rd – at Platts Lane

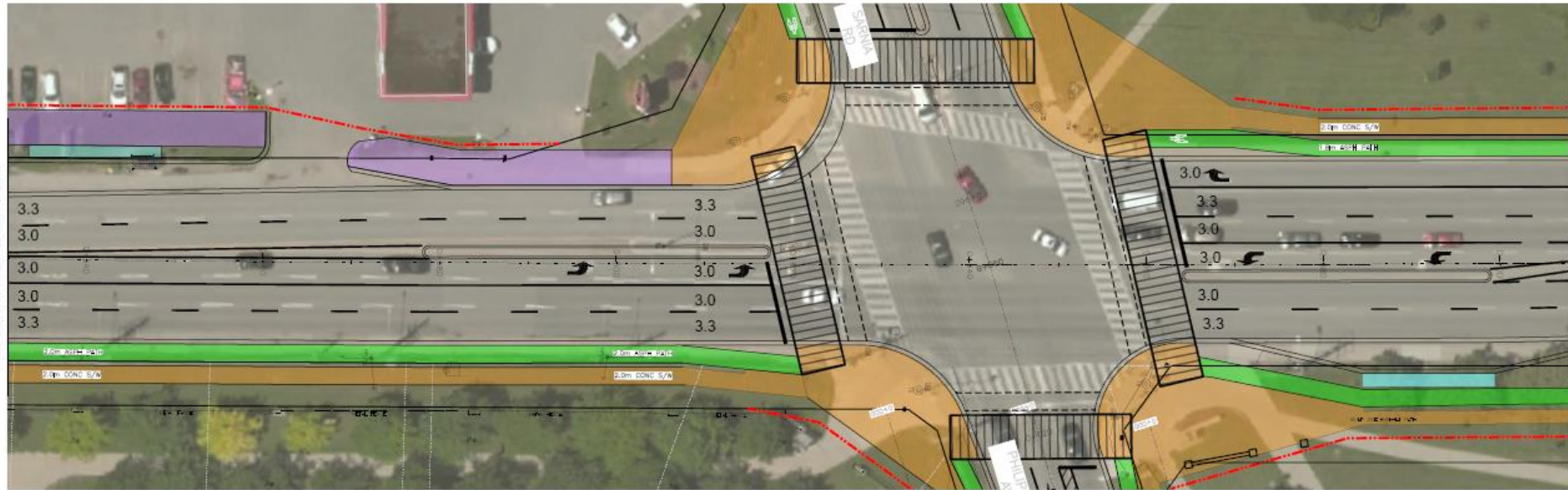
- Tight clearances at 1064 Western Rd (but no property required)
- East side requires grading for  $\pm 140$  m and property taking
- Regrading and reconstruction of the walkway to Western Un. fields



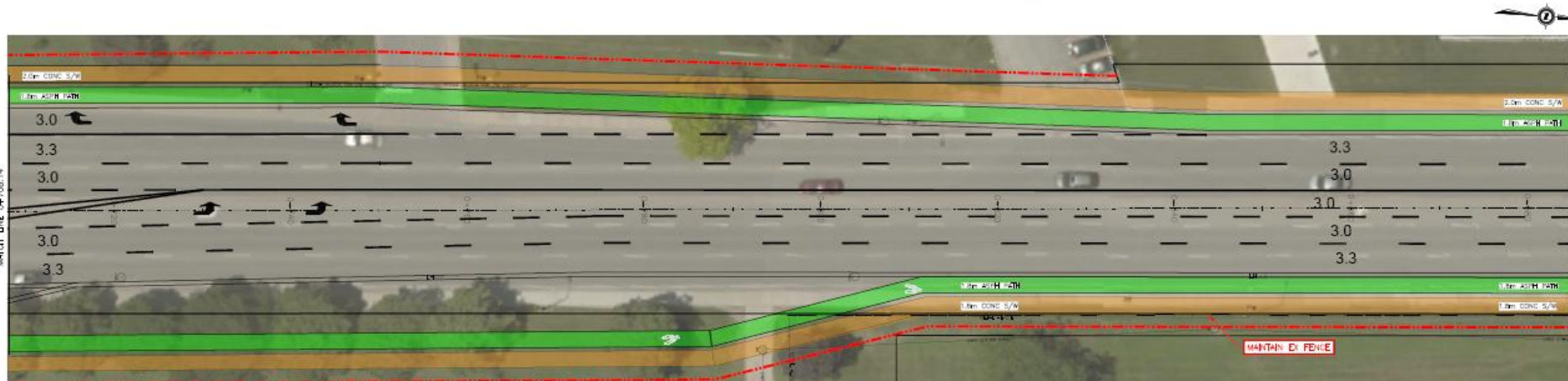
WESTERN ROAD



# Western Rd - Layout

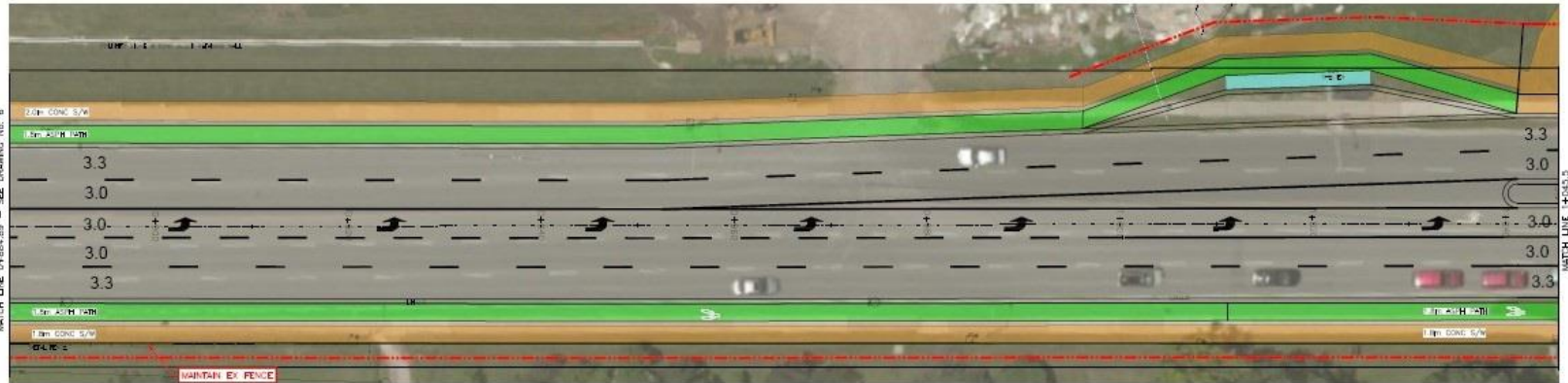


WESTERN ROAD

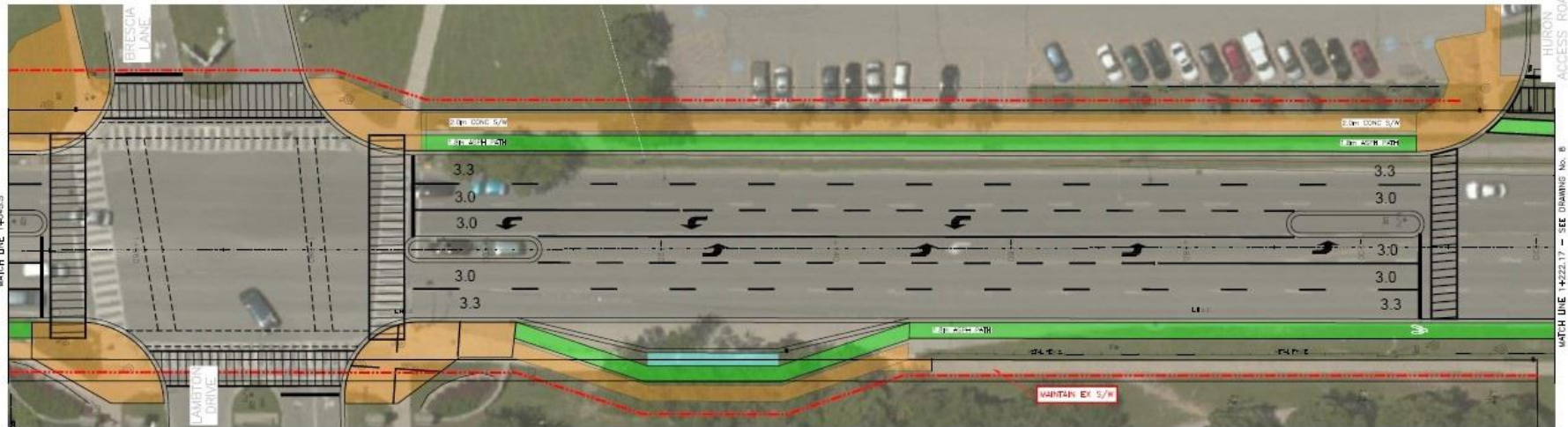


WESTERN ROAD

# Western Rd - Layout



WESTERN ROAD



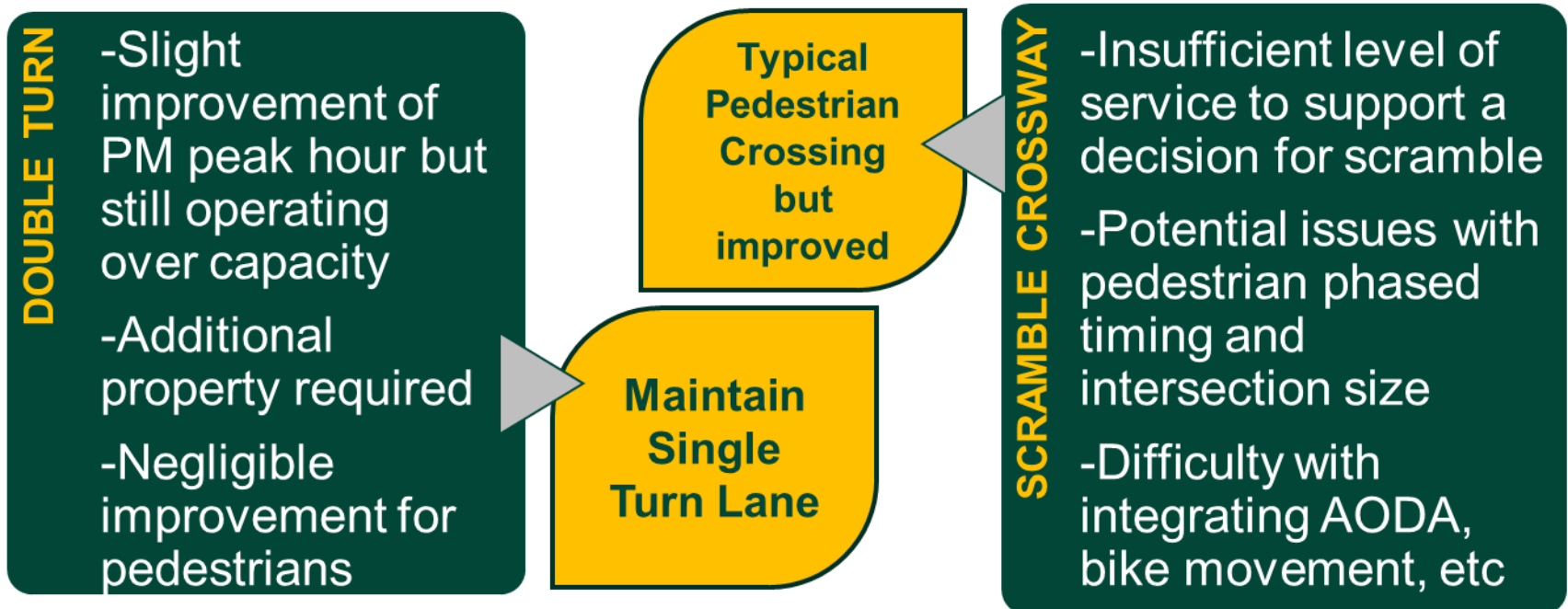
WESTERN ROAD



# Intersection - Alternatives & Traffic

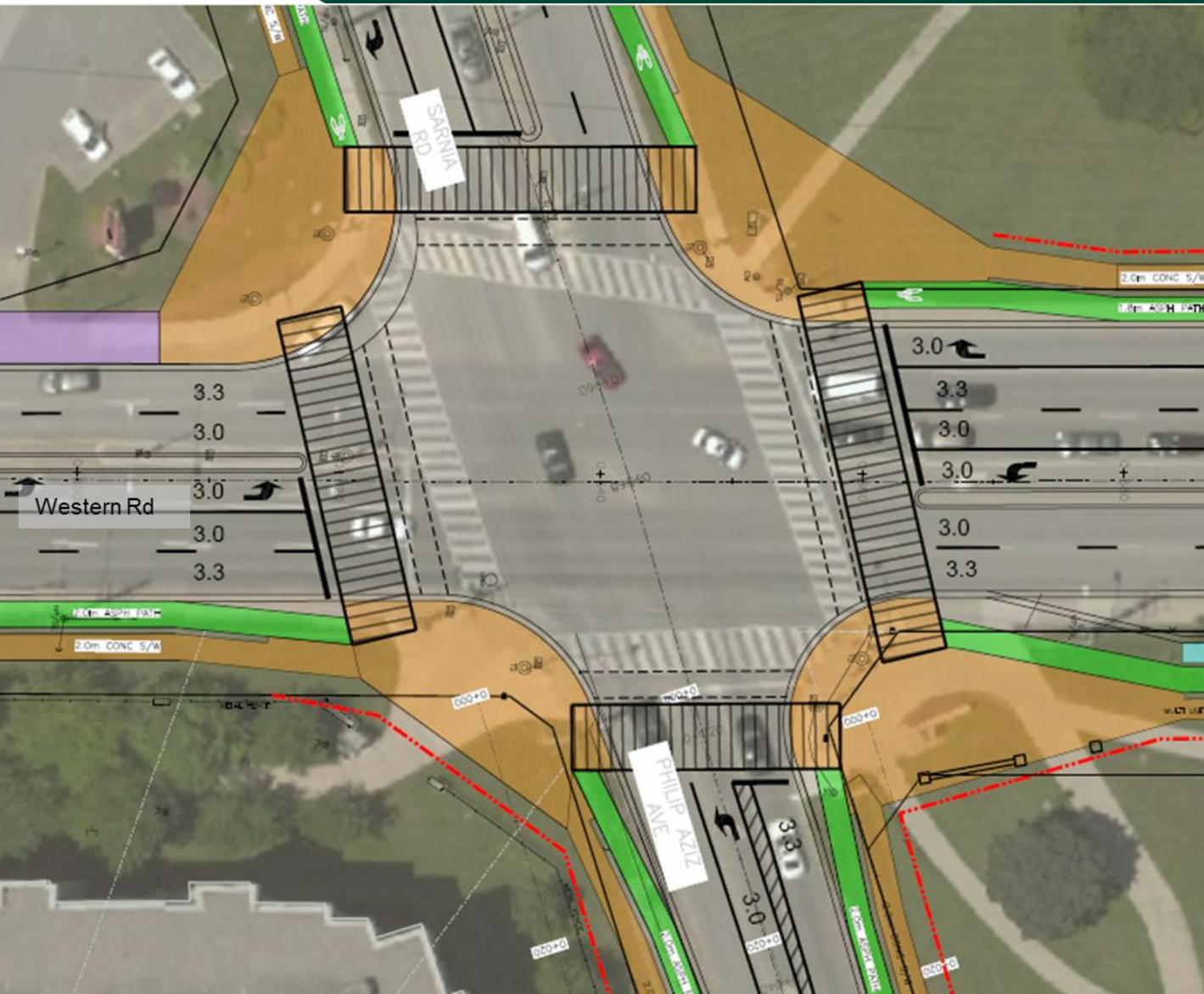
## Alternatives for Western Rd / Sarnia Rd / Philip Aziz Ave

1. Single left turn lane with typical pedestrian crosswalk
2. Single left turn lane with scramble pedestrian crosswalk
3. Double left turn lanes with typical pedestrian crosswalk
4. Double left turn lanes with scramble pedestrian crosswalk





# Intersection – Improved Crossing



- Improved flow with bus bays permitting through traffic
- Extra wide Pedestrian crossing (5 m) and waiting areas
- Improved bicycle connections / flow and markings
- Potentially some signal optimization







## Next Steps

- Ongoing discussions with LTC and Utilities
- Issue PIC Notices
- Hold PIC #2 (June 23)
- Draft ESR – Late Summer / Early Fall



# PUBLIC MEETING NOTICE

## Official Plan Amendment

### Housekeeping Amendment to Southwest Area Secondary Plan

**File: O-9505**

**Applicant: City of London**

#### What is Proposed?

Official Plan amendment to:

- Update the Southwest Area Secondary Plan to reflect transition from the 1989 Official Plan to the London Plan.
- Delete references to 1989 Official Plan policy sections, land use designations, road classifications, map schedules and other references.
- Add references to the London Plan policy numbers, place types, street classifications, and maps.
- Fix errors and omissions including typographical, grammatical and formatting errors.



## YOU ARE INVITED!

Further to the Notice of Application you received on May 18, 2022, you are invited to a public meeting of the Planning and Environment Committee to be held:

**Meeting Date and Time:** Monday, June 20, 2022, no earlier than 4:00 p.m.

**Meeting Location:** The Planning and Environment Committee Meetings are hosted in City Hall, Council Chambers; virtual participation is also available, please see City of London website for details.

For more information contact:

Joanne Lee  
[jolee@london.ca](mailto:jolee@london.ca)  
519-661-CITY (2489) ext. 4980  
City Planning, City of London,  
206 Dundas St., London ON N6A 1G7  
File: O-9505  
[london.ca/planapps](https://london.ca/planapps)

You may also discuss any concerns you have with your Ward Councillor. Information on how to contact your Ward Councillor can be found at <https://london.ca/council-contact-list>

**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: June 1, 2022

# Application Details

## Requested Amendment to The London Plan (New Official Plan)

The purpose and effect of this amendment to amend the Southwest Area Secondary Plan to reflect the transition from the 1989 Official Plan to The London Plan. This amendment includes changes to delete references to 1989 Official Plan policies, land use designations, road classifications and map schedules; and to add references to The London Plan policies, place types, street classifications and maps. This amendment also includes changes to fix errors and omissions, including typographical, grammatical and formatting errors throughout the Secondary Plan. This amendment is of a housekeeping nature.

Both the 1989 Official Plan and The London Plan are available at [london.ca](http://london.ca).

## How Can You Participate in the Planning Process?

The City reviews and makes decisions on such planning applications in accordance with the requirements of the Planning Act. If you previously provided written or verbal comments about this application, we have considered your comments as part of our review of the application and in the preparation of the planning report and recommendation to the Planning and Environment Committee. The additional ways you can participate in the City's planning review and decision making process are summarized below.

### See More Information

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

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

### Attend This Public Participation Meeting

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

## What Are Your Legal Rights?

### Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed official plan amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at [docservices@london.ca](mailto:docservices@london.ca). You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Clerk 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 Evelina Skalski, Manager, Records and Information Services 519-661-CITY(2489) ext. 5590.

### **Accessibility**

The City of London is committed to providing accessible programs and services for supportive and accessible meetings. We can provide you with American Sign Language (ASL) the interpretation, live captioning, magnifiers and/or hearing assistive (t coil) technology. Please contact us at [plandev@london.ca](mailto:plandev@london.ca) or 519-661-4980 by June 13, 2022 to request any of these services.



# NOTICE OF PLANNING APPLICATION

## Official Plan and Zoning By-law Amendments

### Parking Standards Review



**File: OZ-9520**

**Applicant: The Corporation of the City of London**

#### What is Proposed?

Proposed amendments to the London Plan and Zoning By-law No. Z.-1 including changes to off-street parking standards for automobiles and bicycles. Specific changes include:

- Amendments to the London Plan, 2016 to clarify that minimum parking requirements shall not apply within the Downtown, Transit Village, Rapid Transit Corridor and Main Street Place Types;
- Amendments to Zoning Bylaw Z.-1, Section 4.19 to remove minimum parking requirements in the Downtown Transit Village, Rapid Transit Corridor, and Main Street Place Types; reduce minimum parking requirements in other parts of the City; increase bicycle parking requirements, and, maintain accessible parking requirements.

## LEARN MORE & PROVIDE INPUT

Please provide any comments by **July 7, 2022**

Isaac de Ceuster

ideceust@london.ca

519-661-CITY (2489) ext. 3835

Planning & Development, City of London, 300 Dufferin Avenue., 6<sup>th</sup> Floor London ON N6A 4L9

File: OZ-9520

[london.ca/planapps](https://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 London Plan

- i. Amend Policy 271, 274 and 365 to add clarity that there shall be no minimum Parking Standards for the Downtown, Transit Village, Rapid Transit Corridor and Main Street Place Types;
- ii. Amend Policy 802\_4 to add clarity that no residential or non-residential minimum parking shall be required for Downtown development.

## Requested Zoning By-law Amendment

- i. Amend Section 4.19.4 to prohibit front yard parking within the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types;
- ii. Amend Section 4.19.9 delete the existing Parking Standard Areas and exempt the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types from minimum parking requirements;
- iii. Amend Section 4.19.10 to reduce parking requirements in other parts of the city and maintain current requirements for accessible parking spaces;
- iv. Amend Sections 4.19.14 and 4.19.16 to establish new, increased bicycle parking requirements that are calculated independently from automobile parking spaces.

The Official Plans and the Zoning By-law are available at [london.ca](http://london.ca).

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

### Reply to this Notice of Application

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

### Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested 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](http://Neighbourgood) website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

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

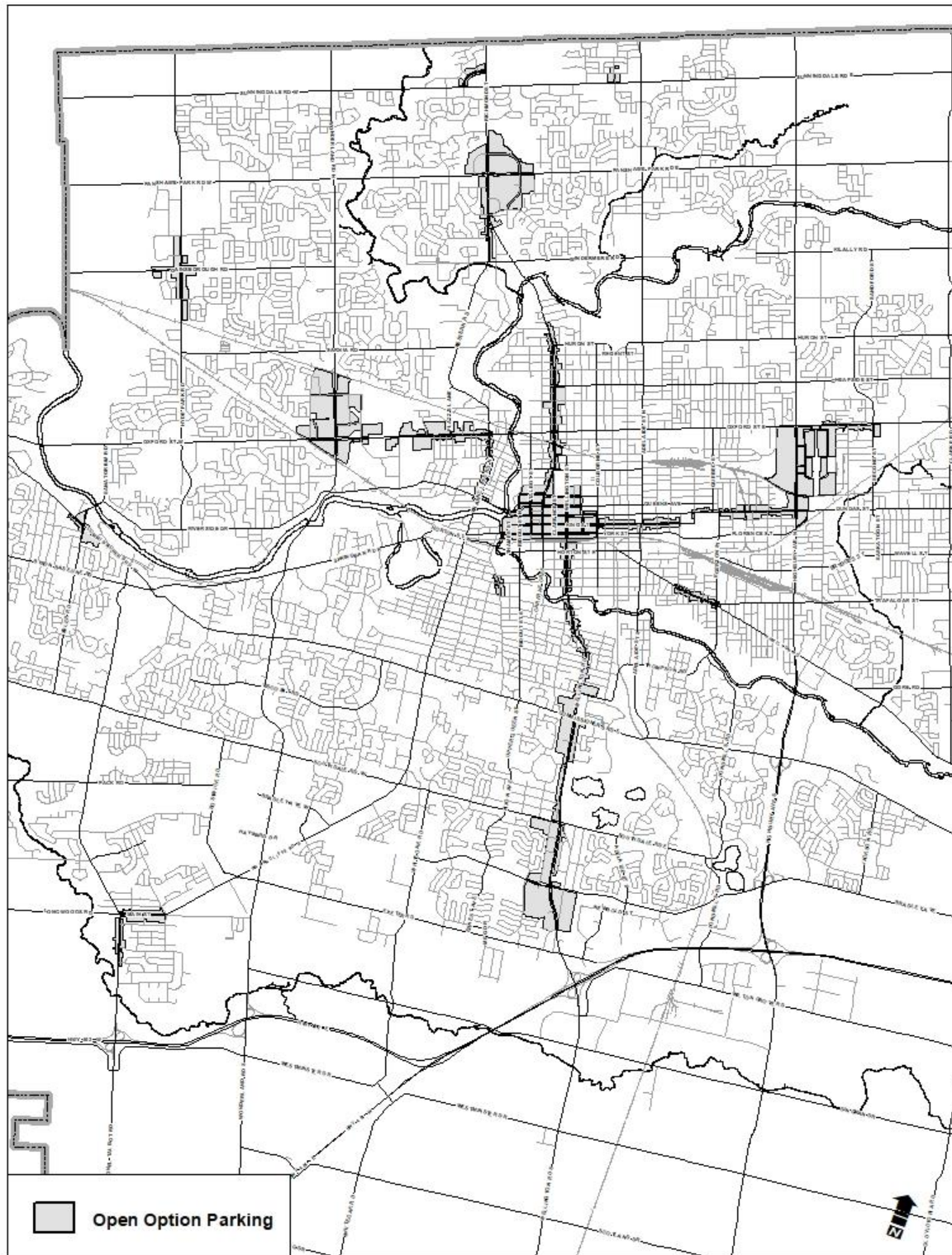
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## **Accessibility**

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# Map of Place Types with Open Option Parking

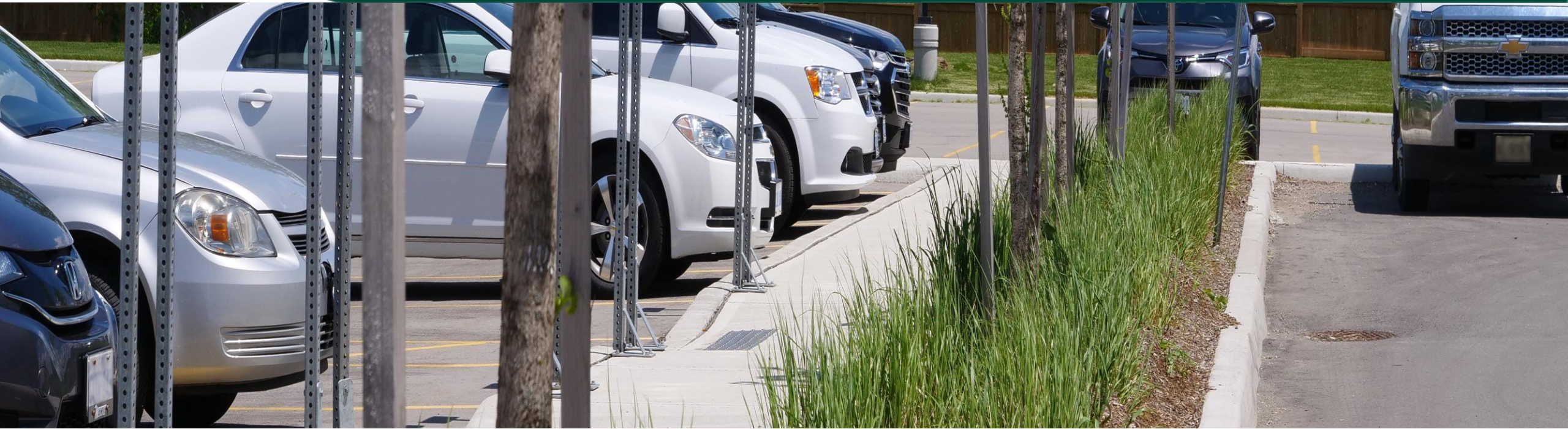


Map with revised Parking Standard Areas. The areas where no minimum parking would be required is shown in grey and includes the Downtown, Transit Village, Rapid Transit Corridor and Main Street Place Types. All other Place Types including Urban Corridors, Shopping Area, Neighbourhoods, Institutional, Light and Heavy Industrial, Future Growth, Farmland, Rural Neighbourhoods and Waste Management Resource Recovery Area Place Types shall have significantly lower off-street parking minimums.





# Parking Standards Review



Integrated Transportation Community Advisory Committee  
6/15/2022



# Introduction

- Parking Standards regulate supply and design of off-street parking
- Review Process
  - Nov 11, 2021 – Parking Standards Review Background Report
  - April 19, 2022 – Information Report
  - July 25, 2022 – Recommendation Report (PPM)
- Goal is to update parking standards in the zoning by-law to align with *The London Plan* and implement a more contemporary approaches to Parking Standards.



# Climate Emergency

- Declaration Climate Emergency - April 23, 2019
- Mitigation & Adaption
- Transportation Emissions
- Mode Share Targets
- **CEAP– item 2.a**



# Information Report

Two alternative options for Council consideration:

1. Open Option Parking City-wide
2. Open Option Parking in some Urban Place Types, significant lower minimums rest of the City:

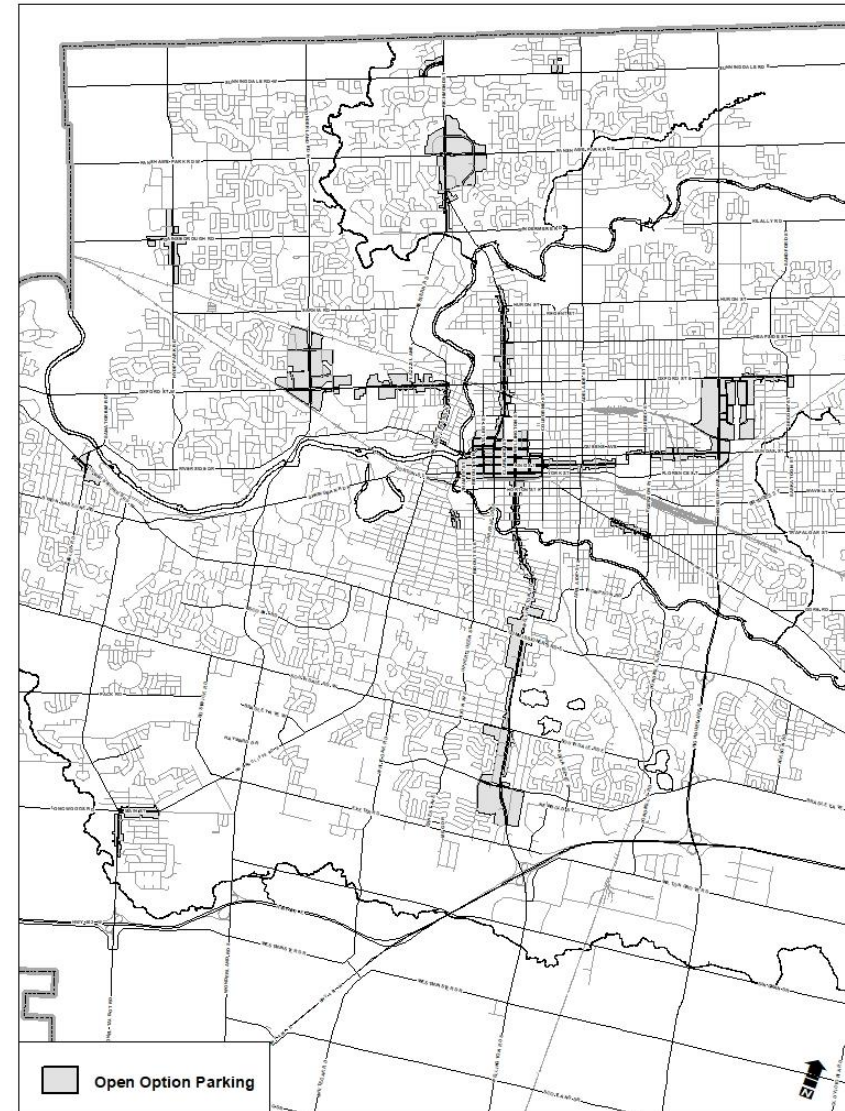
Open Option Place Types	Lower Parking Minimum Place Types
Downtown	Neighbourhoods
Transit Village	Shopping Area
Rapid Transit Corridor	Institutional
Main Street	Commercial Industrial & Industrial (Light & Heavy)



# Recommendation Report

## Hybrid Approach:

- Open Option in Urban Place Types
- Reduced Parking Minimums rest of the City by approximately 50%





# Residential Parking Standards

Use	Existing PSA 1	Existing PSA 2	Existing PSA 3	Recommended Minimum Parking Requirement
Single Detached and Semi-Detached	2 per unit	2 per unit	2 per unit	<b>1 per unit</b>
Townhouse, Cluster	1 per unit	1.25 per unit	1.5 per unit	<b>1 per unit</b>
Townhouse, Street	1 per unit	2 per unit	2 per unit	<b>1 per unit</b>
Townhouse, Stacked	1 per unit	1.25 per unit	1.5 per unit	<b>0.5 per unit</b>
Apartment	1 per unit	1 per unit	1.25 per unit	<b>0.5 per unit</b>
Duplex	1 per unit	1 per unit	1 per unit	<b>0.5 per unit</b>
Triplex	1 per unit	1 per unit	1 per unit	<b>0.5 per unit</b>
Fourplex	N/A	1 per unit	1 per unit	<b>0.5 per unit</b>
Converted Dwelling or Conversions of Existing Buildings to Residential Units	No additional parking required	1 per unit	1 per unit	<b>0.5 per unit</b>
Senior Citizen Apartment Building	0.25 per unit	0.25 per unit	0.25 per unit	<b>0.125 per unit*</b>
Handicapped Persons Apartment Building	0.25 per unit	0.25 per unit	0.5 per unit	<b>0.125 per unit*</b>
Lodging House	0.33 per unit	0.33 per unit	0.33 per unit	<b>0.125 per unit*</b>



# Parking Standards Reduction Percentage

Use	Existing Standard PSA 2 (1 parking space per X m2)	Existing Standard PSA 3 (1 parking space per X m2)	Proposed new Minimum (1 parking space per X m2)	% Change compared to PSA 2	% Change compared to PSA 3
Abattoir	20	20	50	-60%	-60%
Advanced Manufacturing Industrial Uses	200	200	400	-50%	-50%
Advanced Manufacturing Educational Uses	200	200	400	-50%	-50%
Agricultural Service Establishment	65	65	200	-68%	-68%
Amusement Game Establishment	20	20	30	-33%	-33%
Animal Hospital/Animal Clinic	45	45	100	-55%	-55%
Arena (no seats)	35	35	50	-30%	-30%



# Non-Residential Parking Standards

Non-Residential Uses	Example Non-Residential Use	Existing PSA 3	Recommended Min. Parking Requirement
Tier 1	Restaurant	6-10 m <sup>2</sup>	20 m <sup>2</sup>
Tier 2	Automobile Repair	6-20 m <sup>2</sup>	30 m <sup>2</sup>
Tier 3	Retail	30-40 m <sup>2</sup>	50 m <sup>2</sup>
Tier 4	Office	40-80 m <sup>2</sup>	100 m <sup>2</sup>
Tier 5	Industrial Mall	80-200 m <sup>2</sup>	200 m <sup>2</sup>
Tier 6	Manufacturing	200-500 m <sup>2</sup>	500 m <sup>2</sup>
Tier 7	Self Storage	2,000 m <sup>2</sup>	2,000 m <sup>2</sup>





# Barrier-Free & Bicycle Parking

- Maintain similar number of barrier-free parking spaces
  - Based on provided instead of required parking spaces
- Revised Bicycle Standards
  - Amended to 1 bicycle parking space/unit for apartment buildings & lodging houses
  - Established new bicycle parking requirements not tied to automobile spaces

Non-Residential Uses	Example Non-Residential Use	Recommended Minimum Short-Term Bicycle Parking Requirement
Tier 1	Restaurant	3 spaces plus 0.3 spaces for each 100 m <sup>2</sup> GFA
Tier 2	Retail	3 spaces plus 0.2 spaces for each 100 m <sup>2</sup> GFA
Tier 3	Office	3 spaces plus 0.1 spaces for each 100 m <sup>2</sup> GFA

# Recommended Amendments



- London Plan Amendment
  - Clarify that minimum parking requirements will not apply in the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types.
- Zoning By-law Amendment
  - Replace Parking Standard Areas with new area where minimum standards do not apply
  - Reduce minimum parking requirements in remaining parts of the City
  - Apply new accessible parking space requirements based on a ratio of spaces that are provided instead of spaces that are required
  - Apply new, higher bicycle parking standards that are not tied to the automobile parking requirement
- Recommendation to be presented to PEC on July 25, 2022

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