

Agenda Including Addeds

Integrated Transportation Community Advisory Committee

The 5th meeting of the Integrated Transportation Community Advisory Committee

November 16, 2022, 3:00 PM

Advisory Committee Virtual Meeting - Please check the City website for current details

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Metis and Inuit people today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact advisorycommittee@london.ca.

	Pages
1. Call to Order	
1.1. Disclosures of Pecuniary Interest	
2. Scheduled Items	
2.1. 3:00 PM John Haasen, AECOM - Dingman Drive Improvements - Wellington Road to Highway 401	3
2.2. 3:15 PM Jeff Kelso, AECOM - Southdale Road West Phase 2 Improvements - Southdale Road/Colonel Talbot Roundabout	15
2.3. 3:30 PM J. Dann, Director, Construction and Infrastructure Services - Rapid Transit Initiative Update	
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4. Sub-Committees and Working Groups	
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7. Adjournment

Dingman Drive Improvements – Wellington Road to Highway 401



ITCAC Meeting - November 16, 2022

Project Team



Michelle Morris P.Eng

City of London Project Manager
Transportation Design Engineer



Violetta Sypien

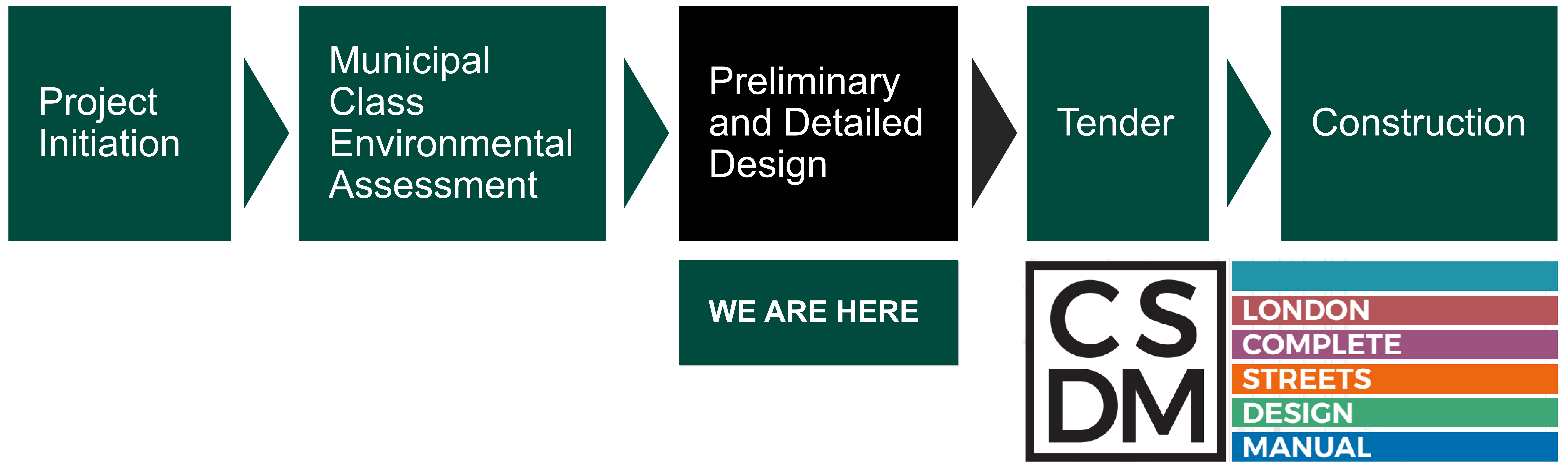
City of London
Transportation Technologist



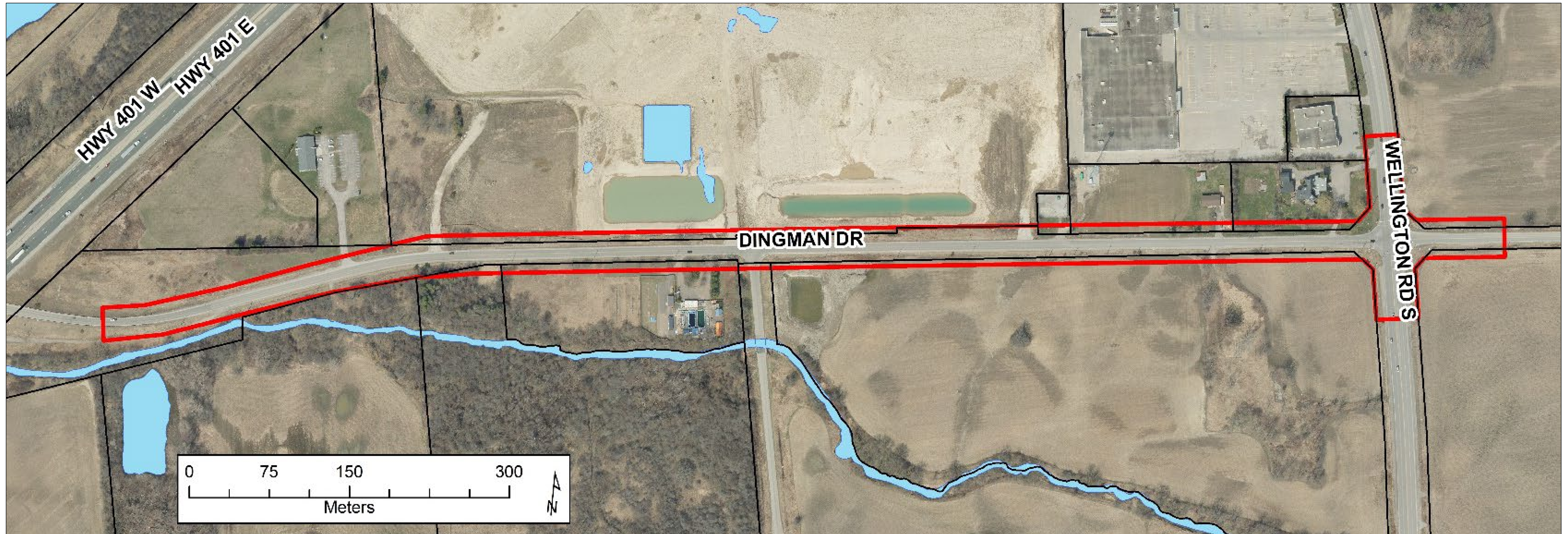
John Haasen, PMP

AECOM
Consultant Project Manager

Project Background



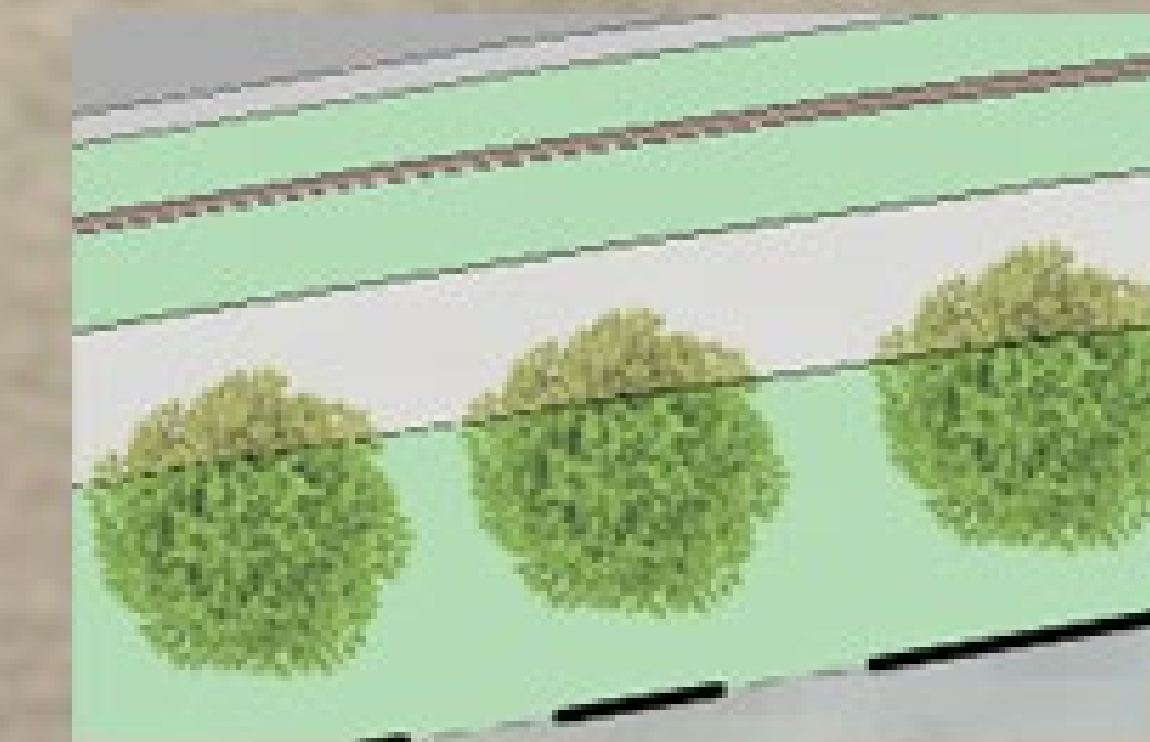
Limits of Project Construction



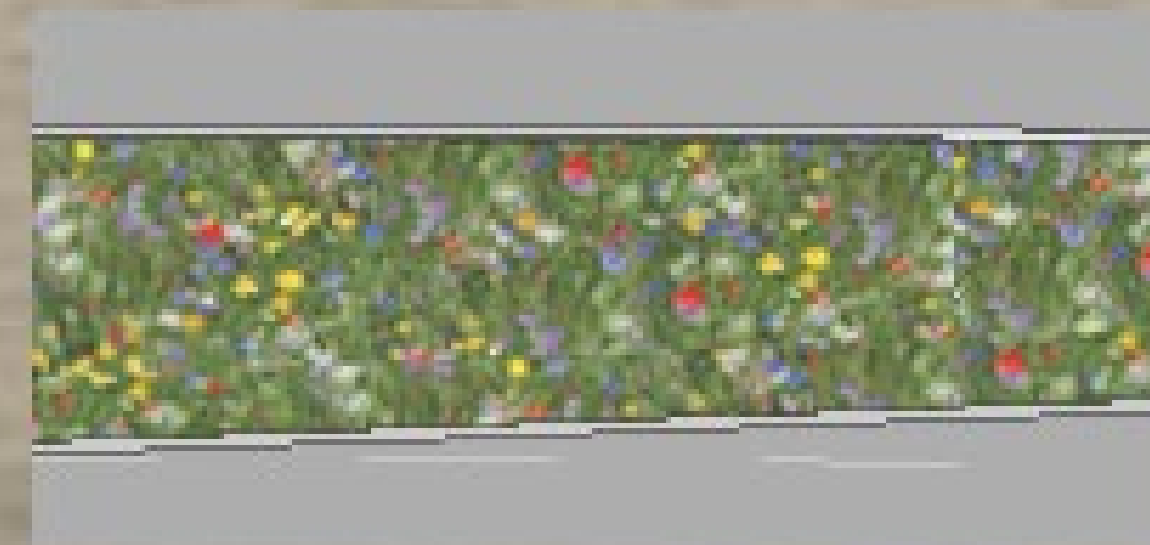
Project Design and Construction Overview



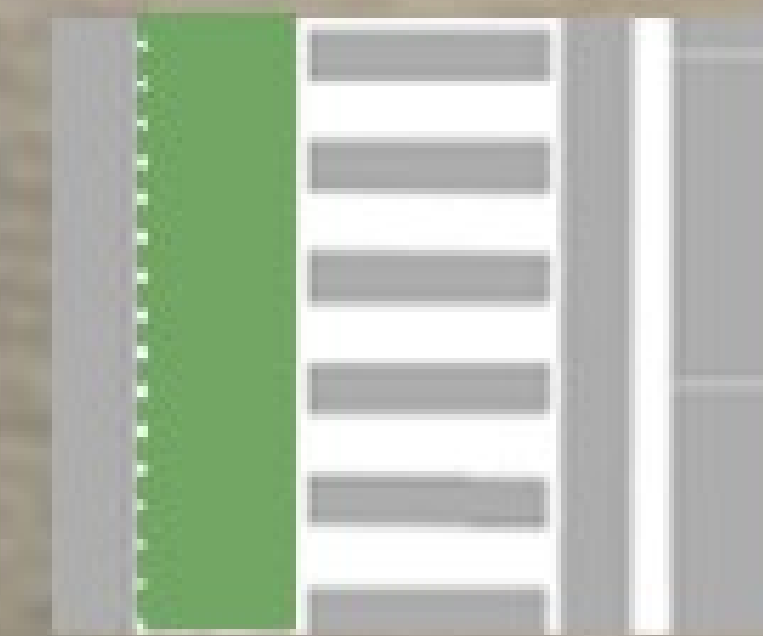
Streetscape



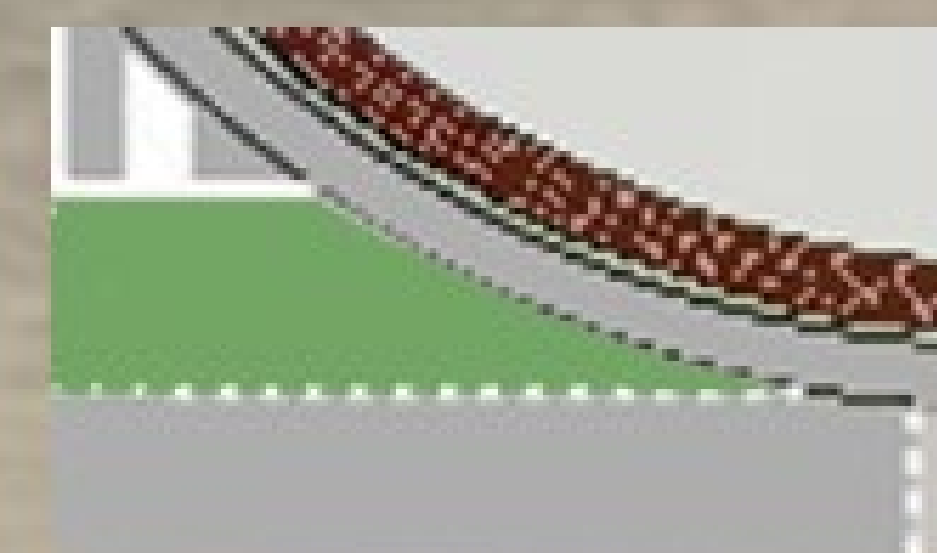
PROPOSED DECIDUOUS TREES



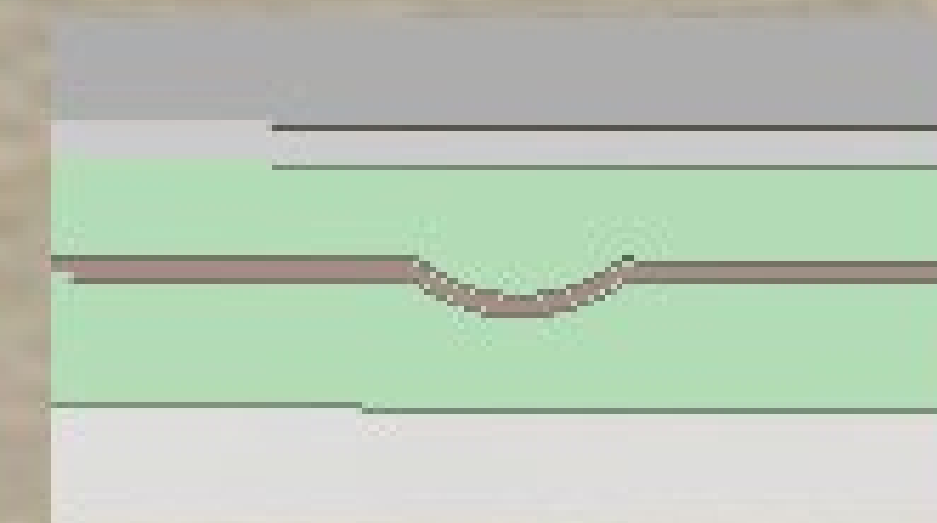
MEDIAN WITH FLOWERING SEED MIX



ENHANCED PEDESTRIAN CROSSING WITH CROSS-RIDE

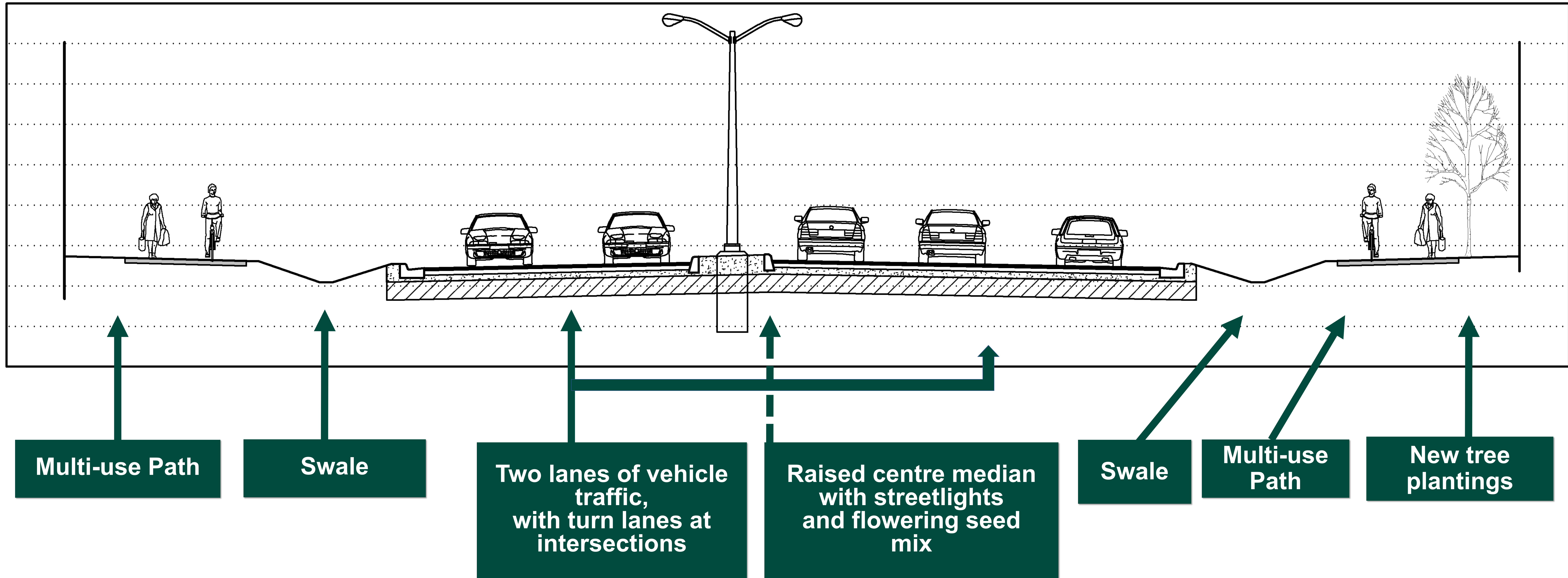


DETECTABLE WARNING PLATES AT PEDESTRIAN CROSSWALKS



BIOSWALE: HYDROSEEDED SIDE SLOPES AND MULCH BOTTOM

Typical Cross-section



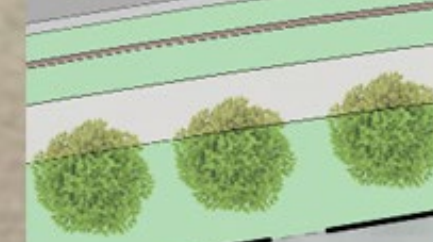




From Highway 401 east towards Wellington Road



Roxborough Road Intersection



LEGEND

-  PROPOSED DECIDUOUS TREES
-  MEDIAN WITH FLOWERING SEED MIX
-  ENHANCED PEDESTRIAN CROSSING WITH CROSS-RIDE
-  DETECTABLE WARNING PLATES AT PEDESTRIAN CROSSWALKS
-  BIOSWALE: HYDROSEEDED SIDE SLOPES AND MULCH BOTTOM

Wellington Road South intersection



Next Steps

- Public Update Meeting (pre-recorded) – November 16, 2022
- Complete tree removal in advance of construction – Winter 2022 / 2023
- Utilities (hydro, gas) pre-work – Winter 2022 / 2023
- Project tendering and contract award – Spring 2023
- Approximate construction duration – Spring 2023 to End of 2023

Thank You

Southdale Road West Phase 2 Improvements Southdale Road / Colonel Talbot Roundabout

ITCAC Meeting: November 16, 2022

Project Representatives



Michelle Morris P.Eng

City of London
Transportation Design
Engineer / Project Manager



Violetta Sypien

City of London
Transportation Technologist



Jeff Kelso, P.Eng

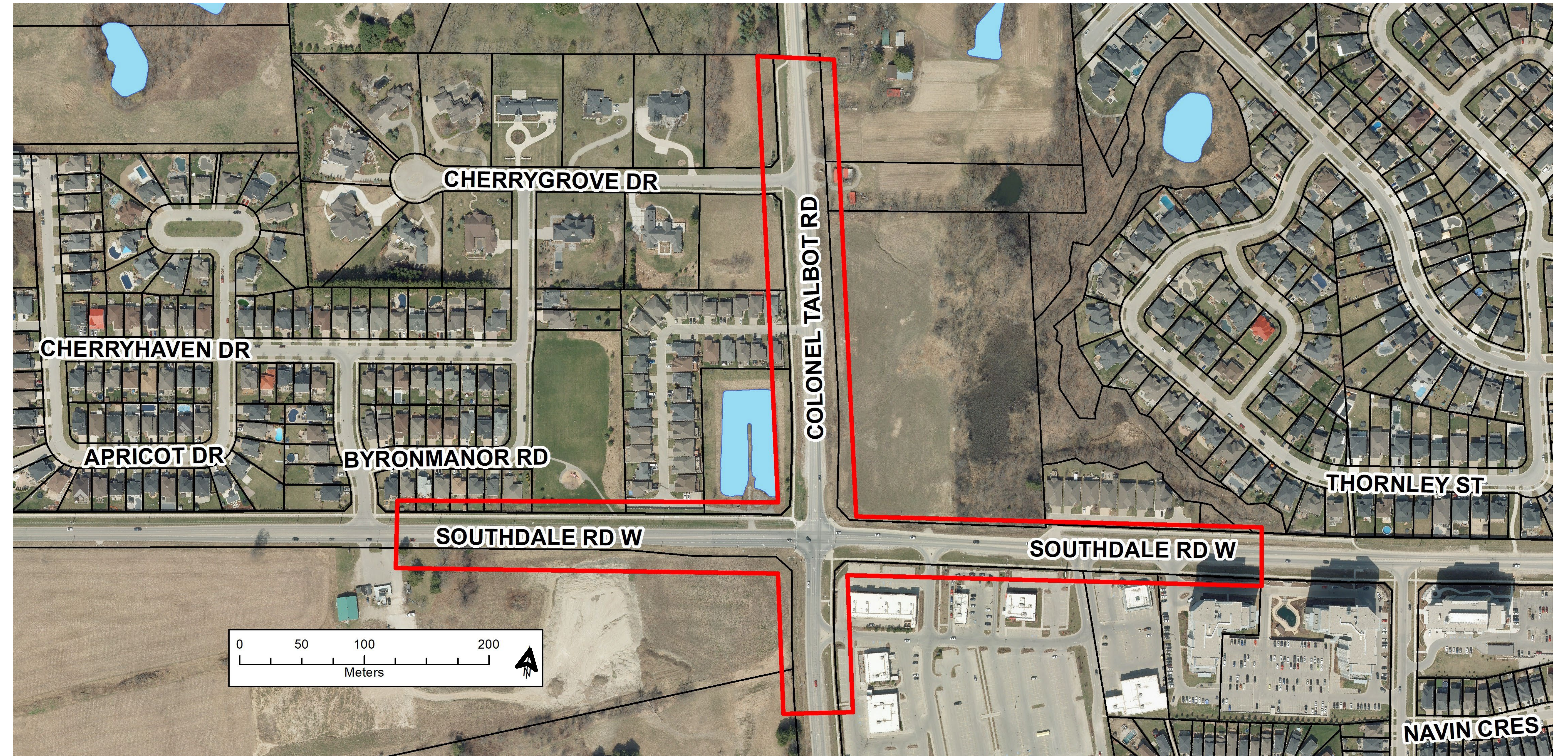
AECOM Canada Ltd.
Consultant Project Manager

Project overview



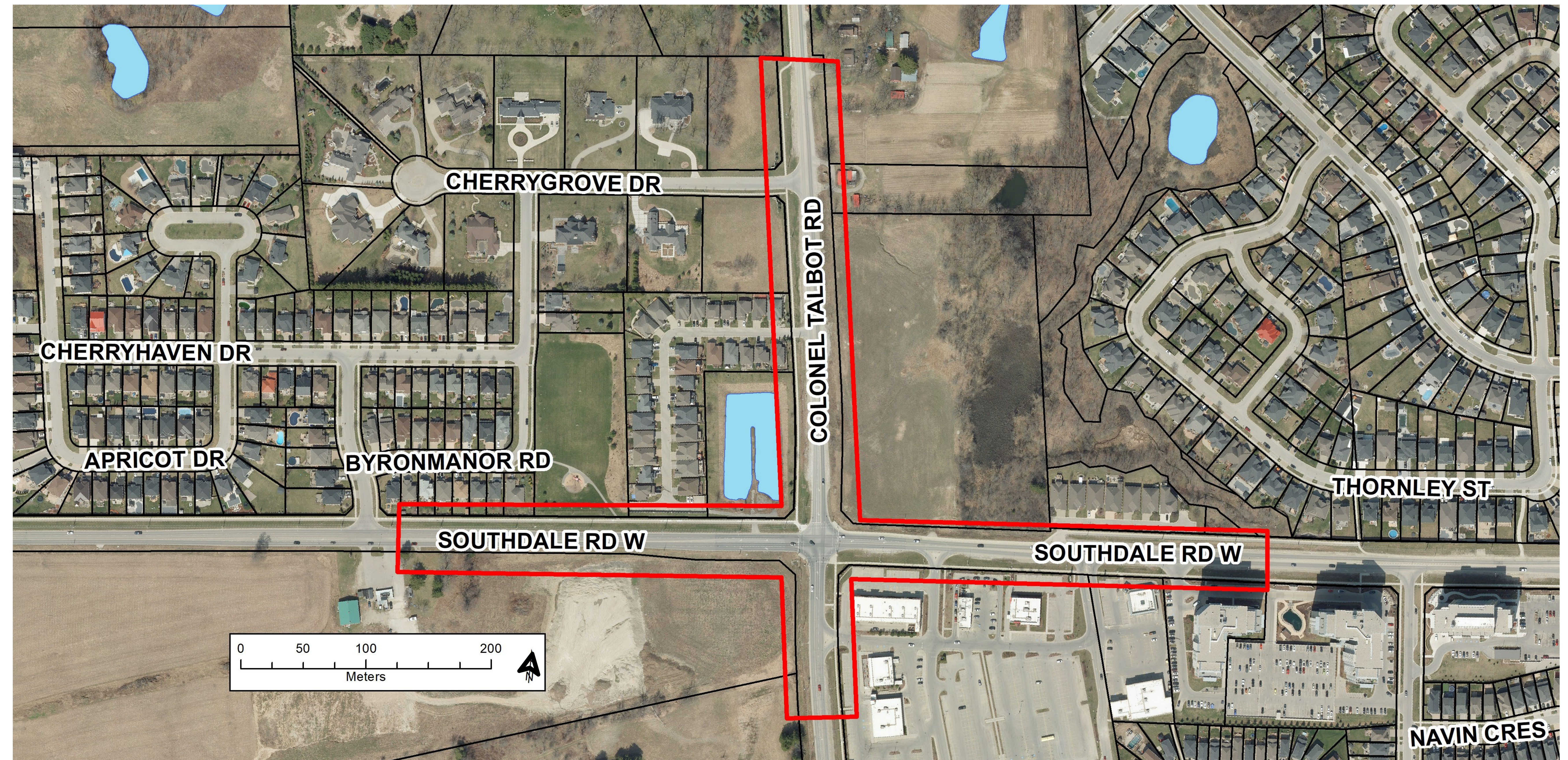
Project background

A 2019 study recommended a two-lane roundabout at this intersection to address current traffic delays during peak periods and increased future traffic volumes from significant urban growth



Construction limits

- Southdale Road –
Approximately 330m west of Colonel Talbot Road and 340m east of Colonel Talbot Road
- Colonel Talbot Road –
Approximately 120m south of Southdale Road and 370m north of Southdale Road

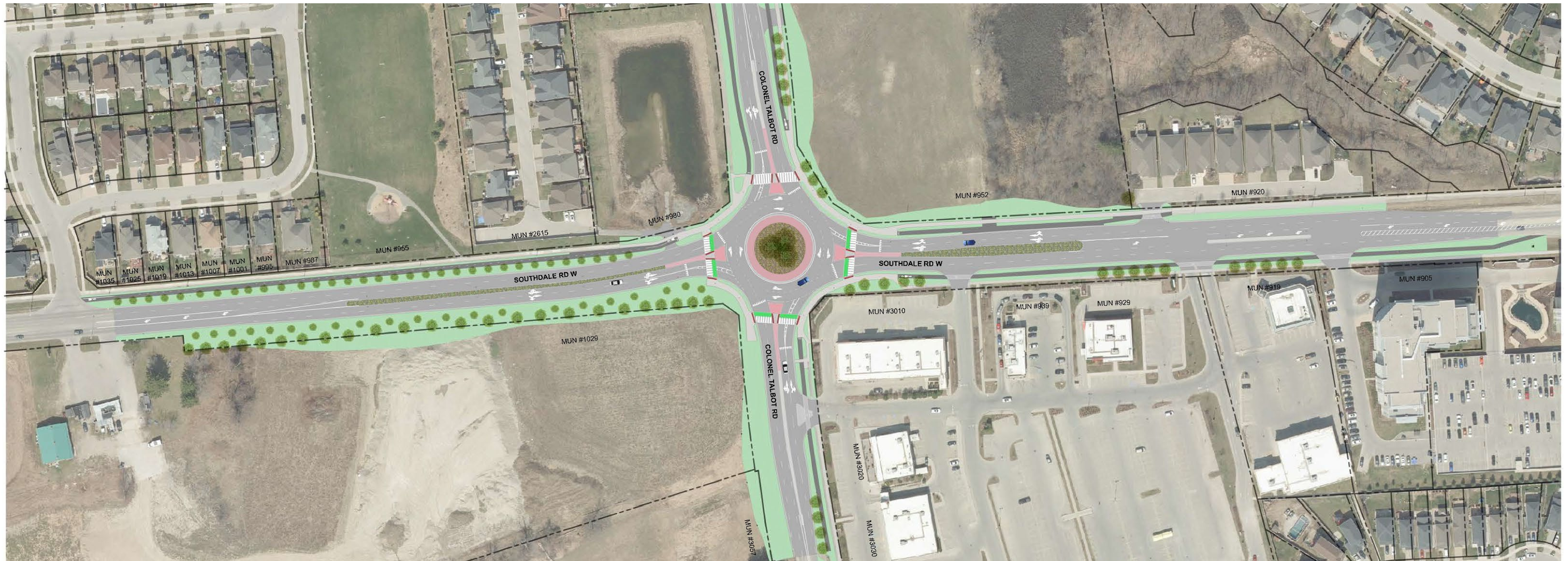


Existing conditions

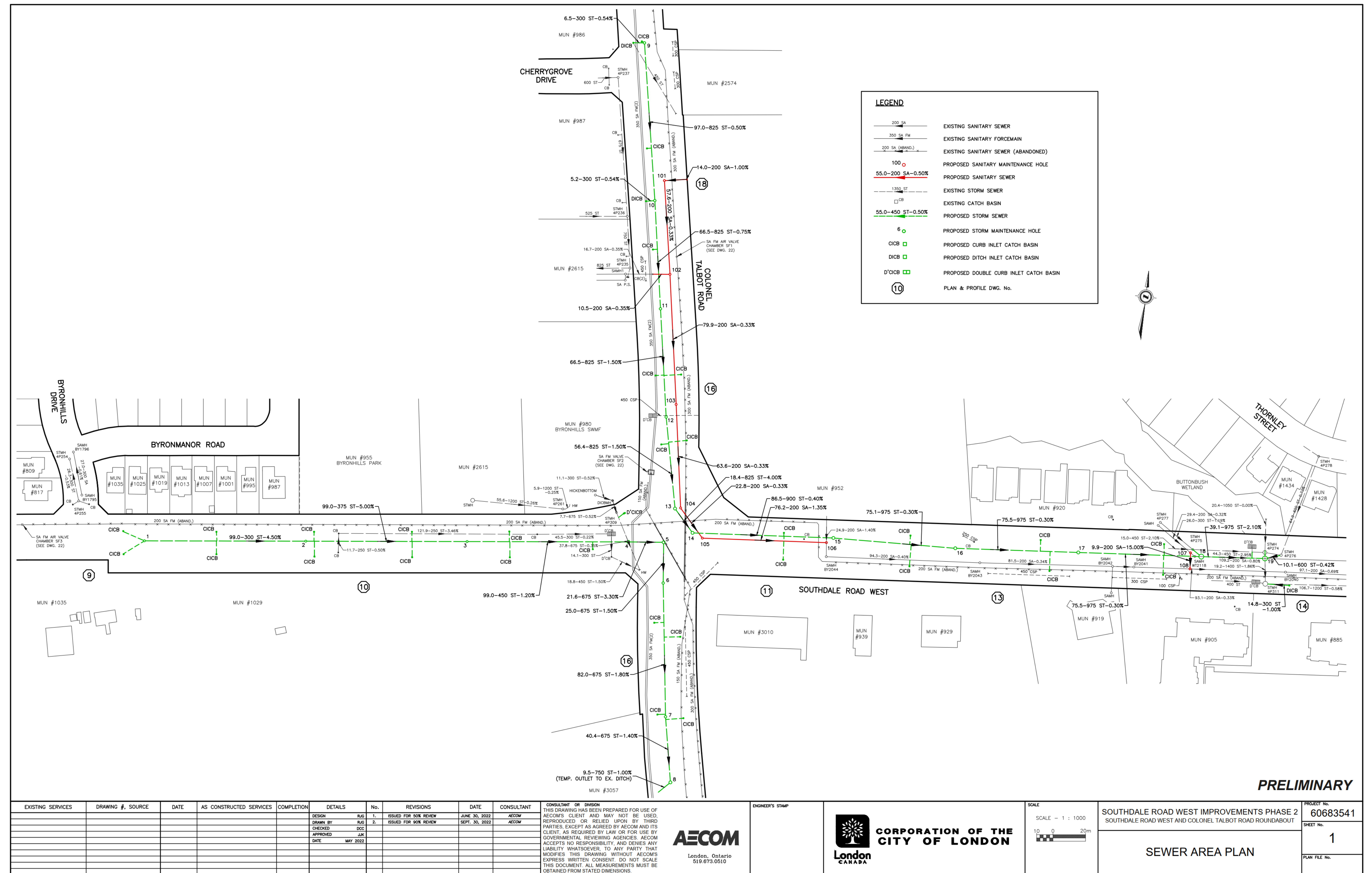
The existing intersection is a signalized stop intersection with one through lane in each direction, with left and right turn lanes.



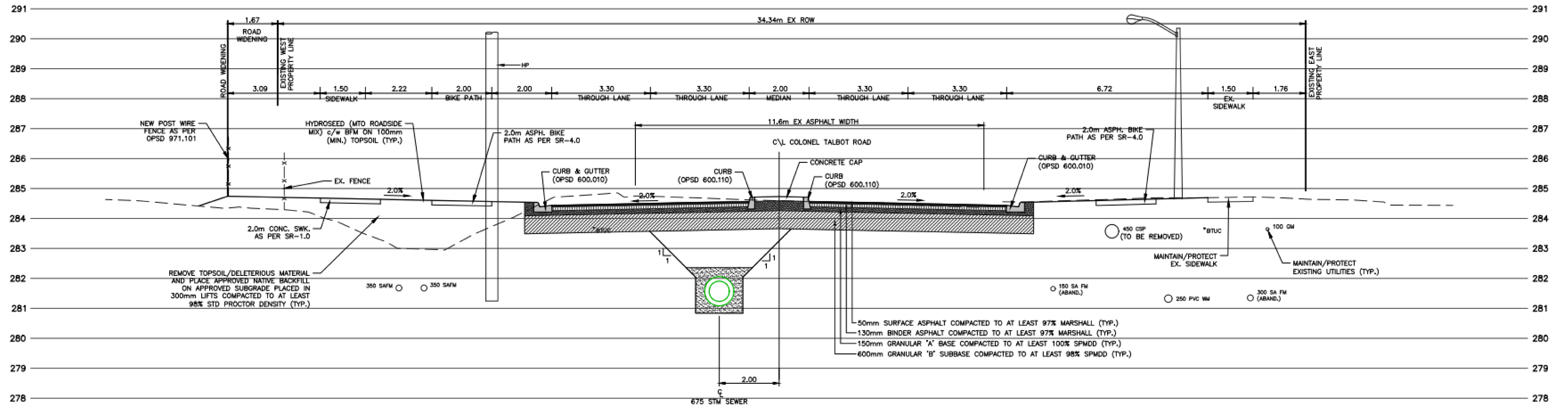
Proposed conditions and scope of work



Underground servicing details

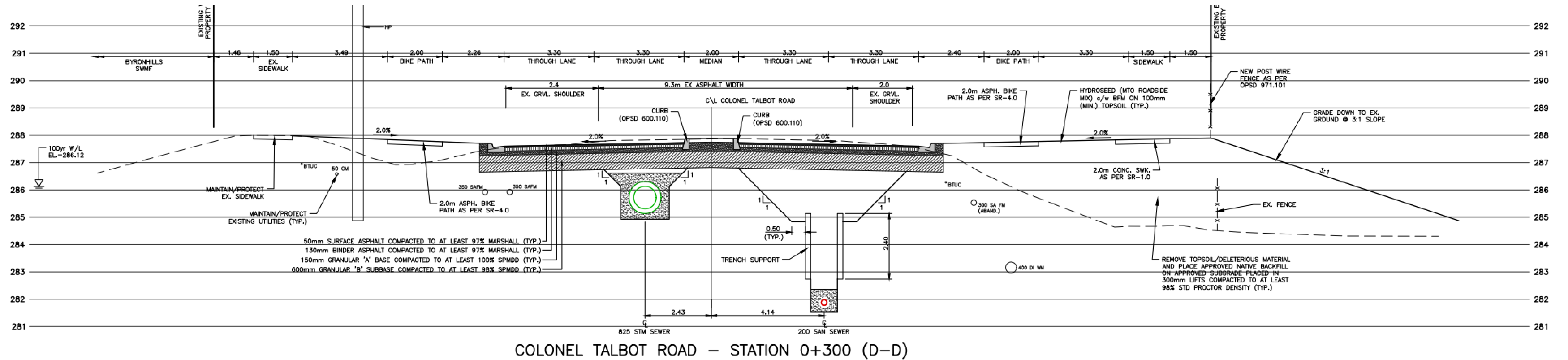


Cross Sections



COLONEL TALBOT ROAD – STATION 0+150 (C-C)

Cross Sections



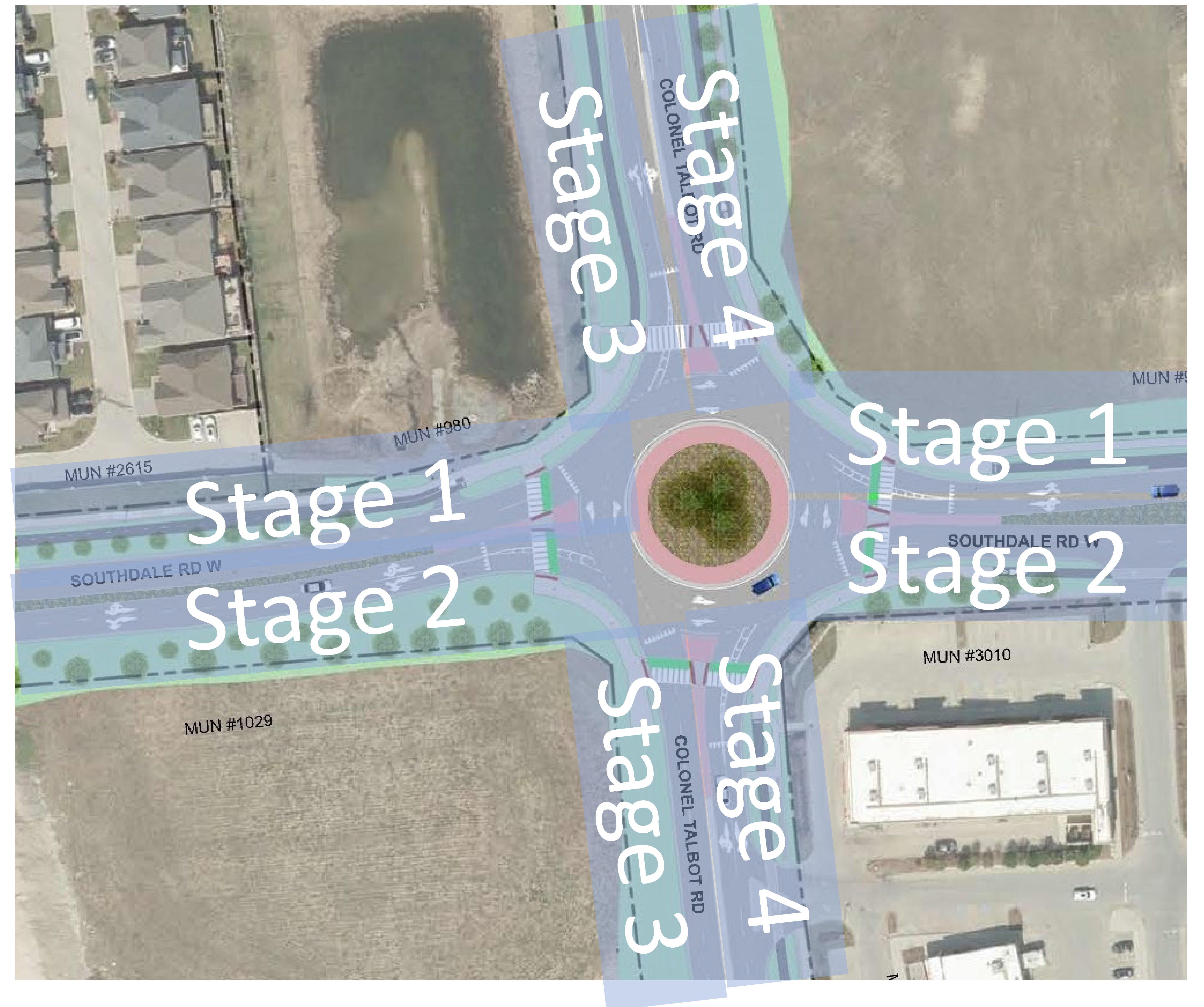
Detour route during temporary full closure(s)

* Access to all properties will be maintained during construction



Stages of construction

- Construction will be planned and implemented in stages to maintain access throughout the intersection, but some turns may be restricted as the project progresses
- Individual construction stages will involve restricted turning movements



Working hours & garbage / recycling collection

Construction Activity

- Working hours will typically be limited to the hours between 7 a.m. – 7 p.m.
- Weekend work / overnight work may be required within the intersection

Garbage and Recycling Collection

- Collection of all waste and recycling will be maintained throughout the duration of construction

Next steps

- Finalize project drawings and contract specifications, including public input where applicable
- Tree removals, in advance of construction
- Project tendering – Spring 2023
- Contract award – March 2023
- London Hydro pole / cable relocations and other utility pre-work – Winter 2022 / 2023
- Electronic message display boards will be placed at the limits of the project area prior to commencement of construction to inform the public of construction impacts
- Approximate construction duration - May 2023 to end of 2023
- Surface asphalt placement – Spring 2024

Thank You

Rapid Transit in London

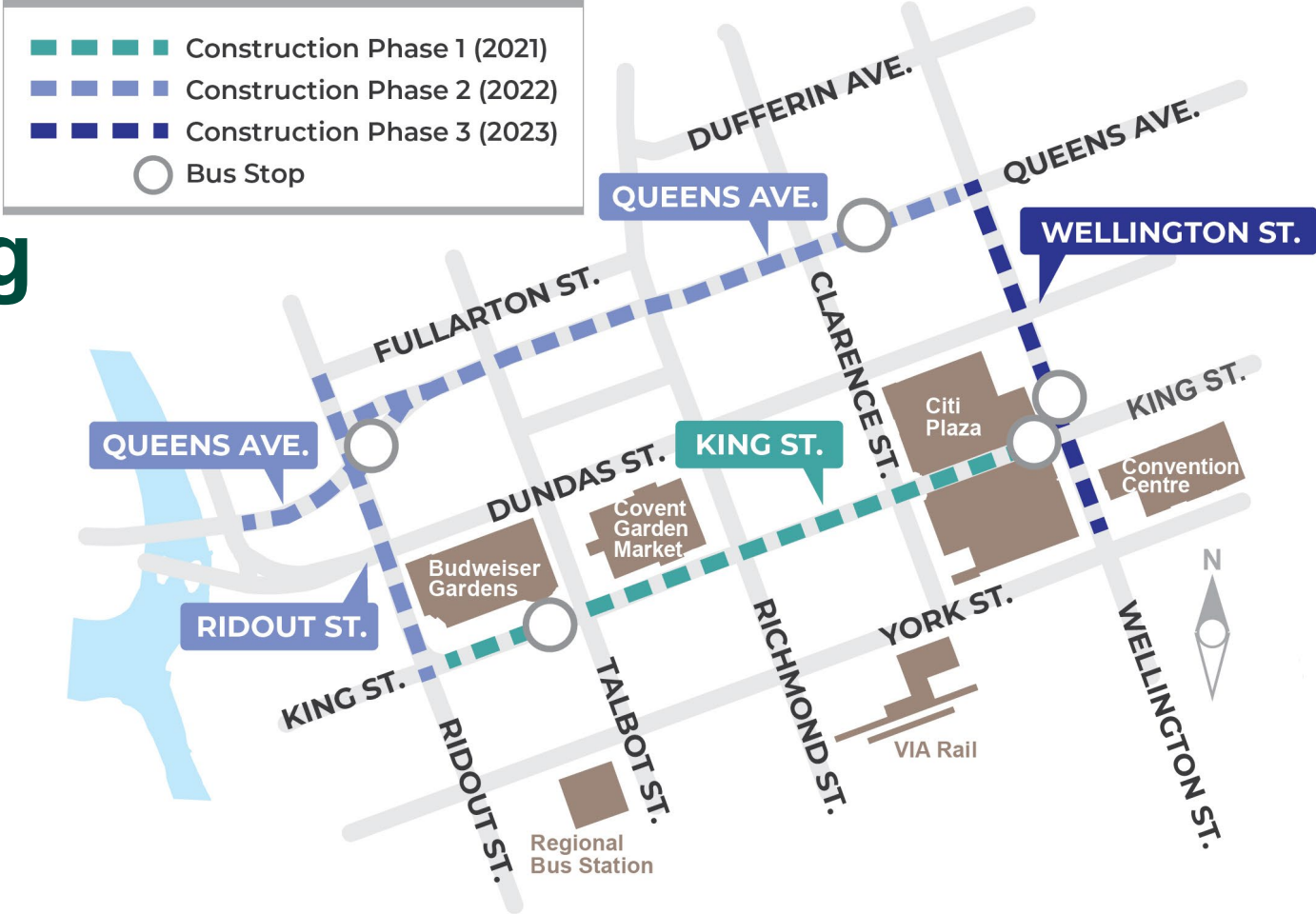
1 The Downtown Loop (2021 – 2023)

2 East London Link (East Corridor) (2022 – 2024)

3 Wellington Gateway (2023 – 2026)



Downtown Loop Construction Phasing



Downtown Loop Phase 2 Construction

Phase 1 built in 2021 on King Street
Phase 2 construction is underway on Queens Avenue and Ridout Street North



East London Link

The project will revitalize more than 6 km of road from Downtown to Fanshawe College



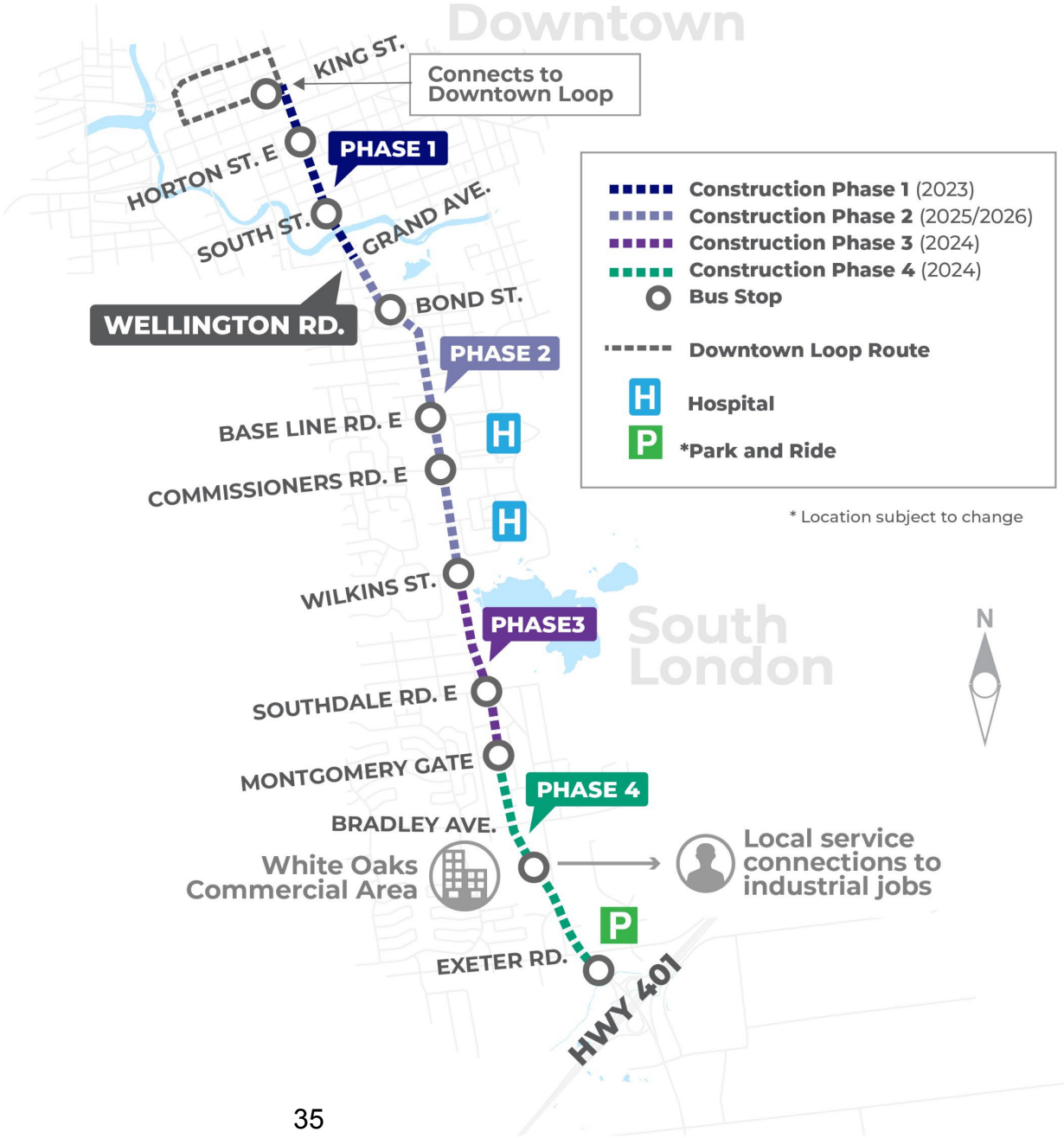
East London Link Phase 1 Construction

Phase 1 construction is nearing completion.



Wellington Gateway

The project will revitalize approximately 6 km of key arterial road between Downtown and Highway 401.



Integrated Transportation Community Advisory Committee

Report

The 4th Meeting of the Integrated Transportation Community Advisory Committee
September 21, 2022

Attendance PRESENT: T. Khan (Chair), R. Buchal, E. Eady, D. Foster, A. Husain, T. Kerr, S. Leitch, V. Lubrano III, D. Luthra, M. Malekzadeh and J. Vareka; J Bunn (Committee Clerk)

ABSENT: J. Collie and A. Santiago

ALSO PRESENT: J. Dann, M. Fontaine, S. Grady, M. Kharbeche and B. Westlake-Power

The meeting was called to order at 3:00 PM.

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 Mobility Master Plan - Progress Update

That the following actions be taken with respect to the presentation, dated September 21, 2022, from S. Grady, Traffic and Transportation Engineer and M. Fontaine, Manager, Public Engagement, with respect to a progress update related to the Mobility Master Plan:

a) it BE NOTED that the Integrated Transportation Community Advisory Committee (ITCAC) requested that the staff report, from the Civic Works Committee meeting held on March 1, 2022, with respect to the Mobility Master Plan Appointment of Consultant, be included on the next ITCAC agenda for review;

b) a Mobility Master Plan Sub-Committee BE ESTABLISHED to review materials related to this matter; and,

c) the above-noted presentation BE RECEIVED and BE REFERRED to the above-noted sub-committee.

3. Consent

3.1 3rd Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 3rd Report of the Integrated Transportation Community Advisory Committee, from its meeting held on August 17, 2022, was received.

3.2 Letter of Resignation - R. Cabunoc

That it BE NOTED that the Letter of Resignation from the Integrated Transportation Community Advisory Committee, as appended to the Agenda, from R. Cabunoc, was received.

3.3 Initiation of the Mobility Master Plan Development - RESUBMITTED

That it BE NOTED that the staff report, dated November 21, 2022, and the presentation, dated November 30, 2021, from the Deputy City Manager, Environment and Infrastructure, with respect to the Initiation of the Mobility Master Plan, were received.

4. Sub-Committees and Working Groups

4.1 Integrated Transportation Advisory Committee Active Transportation Sub-Committee - Motions

That the following actions be taken with respect to the Integrated Transportation Community Advisory Committee (ITCAC) Active Transportation Sub-Committee:

a) the Civic Administration BE REQUESTED to consult with the ITCAC during all "Advisory Committee Consultation Phases" of the Mobility Master Plan process and identify specific areas of the process where the ITCAC may provide its input, expertise and support to the Mobility Master Plan Project Team and/or the Community Engagement Panel; and,

b) the Civic Administration BE REQUESTED to consult with the ITCAC during the development of the proposed draft by-law related to E-Scooters.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 4:19 PM.



London
CANADA

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

October 18, 2022

K. Scherr
Deputy City Manager, Environment and Infrastructure

I hereby certify that the Municipal Council, at its meeting held on October 17, 2022, resolved:

That the following actions be taken with respect to the 4th Report of the Integrated Transportation Community Advisory Committee (ITCAC), from its meeting held on September 21, 2022:

- a) the following actions be taken with respect to the Integrated Transportation Community Advisory Committee (ITCAC) Active Transportation Sub-Committee:
 - i) the Civic Administration BE REQUESTED to consult with the ITCAC during all “Advisory Committee Consultation Phases” of the Mobility Master Plan process and identify specific areas of the process where the ITCAC may provide its input, expertise and support to the Mobility Master Plan Project Team and/or the Community Engagement Panel; and,
 - ii) the Civic Administration BE REQUESTED to consult with the ITCAC during the development of the proposed draft by-law related to E-Scooters;
- b) clauses 1.1, 2.1 and 3.1 to 3.3 BE RECEIVED. (4.1/13/CWC)

M. Schulthess
City Clerk
/nk

cc: D. Macrae, Director, Environment and Infrastructure
J. Friesen, Administrative Assistant II, Environment and Infrastructure
Chair and Members, Integrated Transportation Community Advisory Committee



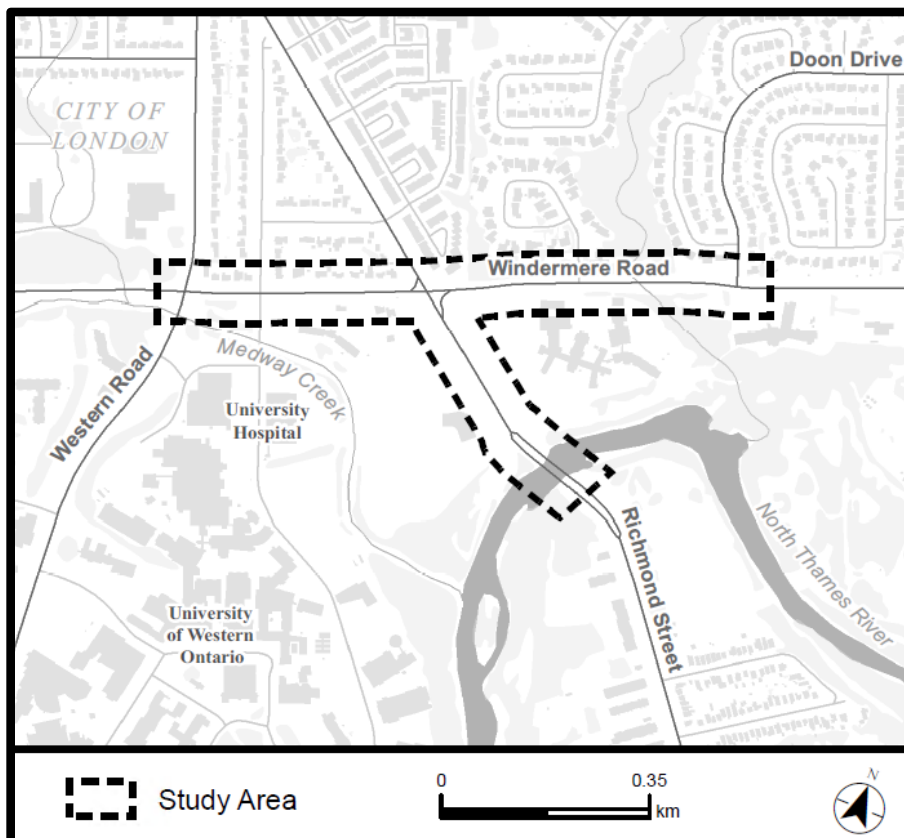
300 Dufferin Avenue
P.O. Box 5035
London, ON, N6A 4L9

Windermere Road Improvements, City of London Municipal Class Environmental Assessment Study Notice of Study Completion

The Study

The City of London has completed the 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 ultimate recommended design addresses accessibility, safety and operational improvements along the corridor and intersections to accommodate all modes of transportation (pedestrians, cyclists, transit vehicles and motorists) and users of all ages and abilities. The proposed improvements include:

- One-Way Raised Cycle Track on both sides of Windermere Road, and a Two-Way Raised Cycle Track on Richmond Street, connecting the cycling facilities on Windermere Road and providing cycling connection to the Thames Valley Parkway Trail System
- Intersection Improvements to increase capacity and improve accessibility and safety for cyclists, pedestrians and vehicular movements
- Improvements to existing municipal infrastructure (watermains, storm sewers, sanitary sewers) identified for replacement



The study was completed 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.

Environmental Study Report

An Environmental Study Report (ESR) summarizing the study process and recommendations will be available for public review for 30 calendar days from October 14, 2022 to November 14, 2022.

The City of London is committed to informing and engaging the public about this study and will be providing the ESR for review online, on the City of London's Get Involved website, at getinvolved.london.ca/windermere. A hardcopy of the ESR will also be available for review at the London Public Library – Masonville Branch – 30 N Centre Road, London, ON N5X 3W1 during regular hours and at the London City Hall – City Clerk's Office 3rd Floor (300 Dufferin Ave) during

regular hours of operation Monday to Friday. If you require any accommodation to access the project information or online material, please contact the City of London Project Manager listed below.

Interested persons may provide written comments to the project team by November 14, 2022.

Erik Guil, C.E.T.
Project Manager
City of London
Tel: 519-661-2489 ext. 5467
Email: eguill@london.ca

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

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e., requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate, or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate, or remedy those potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request. The request should be sent in writing or by email to:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON, M7A 2J3
minster.mecp@ontario.ca

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
125 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Requests should also be copied to the City of London by mail or by e-mail. Please visit the ministry's website for more information on requests for orders under section 16 of the *Environmental Assessment Act* at: <https://www.ontario.ca/page/class-environmental-assessments-section-16-order>

NOTICE OF COLLECTION OF PERSONAL INFORMATION

All personal information included in your request to MECP such as name, address, telephone number and property location is collected under the authority of section 30 of the *Environmental Assessment Act*, R.S.O. 1990, c. E.18, and will be used to create a record that is available to the public unless you request that your personal information remain confidential.

Personal information collected from the direct written inquires to the project manager 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 6, 2022.



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

RE: Notice of Study Completion: Addendum to the Bradley Avenue Extension Municipal Class Environmental Assessment

Dear Sir/Madam,

The City of London (City) has completed an Addendum to the Municipal Class Environmental Assessment (MCEA) study for improvements to Bradley Avenue from White Oak Road to Jalna Boulevard (west leg). In 2005, the City completed a MCEA that recommended a preferred alignment to extend Bradley Avenue from White Oak Road to Bostwick Road, but the original 2005 study did not include the associated improvements to Bradley Avenue from White Oak Road easterly to Jalna Boulevard (west leg).

This Addendum to the MCEA study documents the investigations and recommendations that will support the continued residential growth and transportation needs in the City. The Notice of Study Completion has been attached for your reference.

The planning, consultation, and preliminary design process is documented in the Environmental Study Report (ESR) Addendum. The ESR Addendum will be available for public review on the project website (<https://getinvolved.london.ca/bradley-ave>), at City Hall, and at the London Public Library – Jalna Branch for 30 calendar days starting on October 13, 2022 and ending on November 14, 2022.

Should you have any questions or require additional information about this project, please do not hesitate to contact the undersigned.

Sincerely,

Michelle Morris, P.Eng.

Project Manager

City of London

300 Dufferin Ave, P.O. Box 5035

London, ON N6A 4L9

Tel: 519-661-2489 ext. 5806

E-mail: mmorris@london.ca

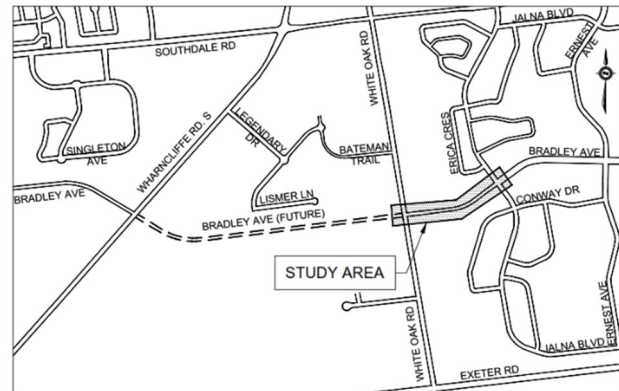
Attachments: Notice of Study Completion

cc: Michelle Morris, City of London
Jiten Patel, City of London
Aniqa Shams, WSP E&I Canada Limited
Councillor Elizabeth Peloza (Ward 12), City of London

Notice of Study Completion Addendum to the Bradley Avenue Extension Municipal Class Environmental Assessment (MCEA)

The Study

The City of London has completed an Addendum to the Bradley Avenue Extension Municipal Class Environment Assessment. The subject area is Bradley Avenue, between White Oak Road and Jalna Boulevard (west leg). The current Transportation Master Plan for London - 2030 Transportation Master Plan: SmartMoves (2030 TMP), identified the need for extension of Bradley Avenue, from Bostwick Road east to White Oak Road and widening of Bradley Avenue from White Oak Road to Jalna Boulevard (west leg), to manage continued growth in the city's southwest. This was also identified in order to reprioritize the growth management implementation strategy for transportation projects. The Transportation Development Charges Background Study recommended to construct the subject segment of Bradley Avenue. This satisfied Phase 1 and 2 of the Municipal Class Environmental Assessment Process.



In 2005, the City completed a MCEA to determine the preferred alignment to extend Bradley Avenue between Bostwick Road and White Oak Road. The preferred alternative recommended that the phase of Bradley Avenue Extension, between Wharncliffe Road South and White Oak Road, be constructed to a four (4) lane cross-section, with bicycle facilities, localized turning lanes and urbanized with curbs, sidewalks, illumination, and noise attenuation where warranted.

The 2005 study did not include the associated widening of Bradley Avenue from White Oak Road easterly to Jalna Boulevard (west leg). The associated widening is needed to allow for continuous motorist, cyclist, and pedestrian infrastructure along the Bradley Avenue corridor.

As the need for these improvements has been confirmed, the City has completed an Addendum to the 2005 MCEA to include the widening of Bradley Avenue, from White Oak Road to Jalna Boulevard (west leg), as part of the overall Bradley Avenue extension project. The Addendum considered existing and future conditions, assessed alternate designs, identified potential impacts and mitigations, and provided recommendations for the section of Bradley Avenue between White Oak Road and Jalna Boulevard (west leg). The final recommendation included widening Bradley Avenue between White Oak Road and Jalna Boulevard (west leg) along the centerline (both north and south). The previously approved recommendations for Bradley Avenue from Wharncliffe Road South to White Oak Road to was not reconsidered.

The Process

This study was led by the City of London and was undertaken as an Addendum to the 2005 MCEA in accordance with the process outlined in the Municipal Engineers Association's MCEA document (October 2000, as amended in 2007, 2011, and 2015), which is approved under the Ontario *Environmental Assessment Act*. The City has now completed the Addendum. Subject to comments received as a result of this Notice, and the receipt of necessary approvals, the City intends to proceed with the detailed design and construction for the recommended improvements to Bradley Avenue between White Oak Road and Jalna Boulevard (west leg).

We want your input!

The planning, consultation, and preliminary design process is documented in the Environmental Study Report (ESR) Addendum. The ESR Addendum will be available for public review for 30 calendar days starting on October 13, 2022 and ending on November 14, 2022. All comments and concerns should be sent directly to the City of London project management team (contact information is included at the bottom of this letter).

Copies of the ESR Addendum will be made available at the following locations:

City of London's project website: <https://getinvolved.london.ca/bradley-ave>

London City Hall

City Clerk's Office, 3rd Floor

300 Dufferin Ave,

London, ON N6A 4L9

Phone: 519-661-2489

Hours: Monday – Friday: 8:30 am to 4:30 pm

London Public Library, Jalna Branch

1119 Jalna Blvd,

London, ON N6E 3B3

Phone: (519) 685-6465

<https://www.londonpubliclibrary.ca/>

Hours:

Tuesday – Thursday: 9:00 am – 9:00 pm

Friday: 10:00 am – 6:00 pm

Saturday: 9:00 am – 5:00 pm

Sunday – Monday: Closed

Section 16 Orders

A request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. requiring further studies) on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal or Treaty rights, and any information in support of the statements in the request. Requests should also include the requester contact information. This will ensure that the Ministry is able to efficiently begin reviewing the request.

Requests should be sent by November 14, 2022, in writing or by email to:

Minister of the Environment, Conservation and Parks

777 Bay Street, 5th Floor

Toronto, ON M7A 2J3

minister.mecp@ontario.ca

AND

Director, Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

135 St. Clair Avenue West, 1st Floor

Toronto, ON M4V 1P5

EABDirector@ontario.ca

Requests should also be copied to the City of London project management team by mail or e-mail (contact information is included at the bottom of this letter).

Please visit the Ministry's website for more information on requests for orders under section 16 of the Environmental Assessment Act at: <https://www.ontario.ca/page/class-environmental-assessments-section-16-order>

Notice of Collection of Personal Information

All personal information included in your section 16 request to the Ministry of Environment, Conservation and Parks – such as name, address, telephone number and property location – is collected, under the authority of section 30 of the Environmental Assessment Act and is collected and maintained for the purpose of creating a record that is available to the general public. As this information is collected for the purpose of a public record, the protection of personal information provided in the Freedom of Information and Protection of Privacy Act (FIPPA) does not apply (s.37). Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.

All personal information included in direct inquiries to the City of London is collected under the authority of the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA). With the exception of personal information, all comments will become part of the public record and may be included in project documentation.

For further information on this study or to provide comments, please contact one of the following members of the City of London project management team:

Michelle Morris, P.Eng.

Project Manager
City of London
300 Dufferin Ave, P.O. Box 5035
London, ON N6A 4L9
Tel: 519-661-2489 ext. 5806
E-mail: mmorris@london.ca

Felix Wong, P.Eng.

Consultant Project Manager
WSP E&I Canada Limited (Formerly Wood
Environment & Infrastructure Solutions)
3450 Harvester Road
Burlington, ON L7N 3W5
Tel: 905-335-2353
E-mail: felix.wong@wsp.com

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: Mobility Master Plan Appointment of Consultant

Date: March 1, 2022

Recommendation

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

- (a) IBI Group Professional Services (Canada) Inc. **BE APPOINTED** the Consulting Engineer to complete the Mobility Master Plan project per their submitted proposal, in the total amount of \$898,495, excluding HST; in accordance with Section 15.2(e) of the Procurement of Goods and Services Policy;
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix A;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,
- (e) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

Purpose

This report seeks the approval of the Municipal Council to appoint IBI Group Professional Services (Canada) Inc. as the engineering consultant to assist City staff to undertake the Mobility Master Plan project.

Context

The City of London transportation network requires 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 (MMP) that 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 (CEAP).

Linkage to the Corporate Strategic Plan

The Mobility Master Plan will advance and support numerous strategies under the City's Strategic Plan 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

1.1 Previous Reports Related to this Matter

- November 2, 2021, Civic Works Committee, Initiation of the Mobility Master Plan Development

2.0 Discussion and Considerations

2.1 Project Description

The current Smart Moves London 2030 Transportation Master Plan (TMP) was approved by Council in 2012. The TMP identified 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 (CMP) was approved in 2016 and provides similar strategies for cycling infrastructure, policies and programs.

In 2016, Council adopted The London Plan (Official Plan), and it was approved by the Province in December 2016. The London Plan sets out a new approach for planning in London. It emphasizes growing inward and upward, so that we can reduce the ongoing costs of growth, create walkable communities, revitalize our urban neighbourhoods and business areas, protect our farmlands, and reduce greenhouse gas emissions and energy consumption. 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. Continued growth requires forward-thinking mobility planning to ensure that all Londoners have viable mobility options to allow them to move throughout the city safely and efficiently.

The purpose of this project is to create a new integrated MMP that identifies the policy framework, infrastructure and programs with a 25-year horizon. The MMP will focus on environmentally sustainable and affordable movement of people and goods that supports economic growth and development. The plan will be created through a comprehensive consultation process, technical analysis, and consideration of Council's Strategic Plan and related initiatives such as the Climate Emergency Action Plan.

2.2 Consultant Procurement Process

The consultant selection process for this study has been undertaken in accordance with the City's Procurement of Goods and Services Policy. The procurement process followed the two-stage process with the first stage being an open, publicly advertised pre-qualification stage (RFQUAL) that commenced in August 2021. The RFQUAL evaluation team consisted of City staff from Transportation and Mobility, Strategic Communications and Government Relations, Planning and Development, Climate Change, Environment, and Waste Management, Parks and Forestry and London Transit Commission with assistance of Purchasing and Supply. Three consultants were short-listed and were invited to submit detailed proposals and work plans through a Request for Proposal (RFP).

In November 2021 Council endorsed the draft Vision and Guiding Principles for the MMP. The scope of the RFP for the Mobility Master Plan was developed upon these guiding principles and was approved by Council. The key areas in the terms of reference included the Municipal Class Environmental Assessment (MCEA) process, equity and inclusion, engagement, data collection and modelling, transportation demand management policies and programs, financial considerations and measures of success. The RFP evaluation team consisted of City staff from Transportation and Mobility, Strategic Communications and Government Relations, Planning and Development, Climate Change, Environment, and Waste Management, Parks and Forestry, London Transit Commission and Anti-Racism and Anti-Oppression with assistance of Purchasing and Supply. Proposals were received from three consultants, Dillon Consulting Ltd., IBI Group and WSP Canada Inc. on January 21, 2022. Each consultant also participated in a presentation and interview. The evaluation committee reviewed the proposals against an established evaluation criteria which included an understanding of project objectives, team member's qualifications and work plan.

The evaluation committee determined that the submission from IBI Group provides the best value for the City. IBI Group has experienced project team members with the required qualifications. Their proven experience on similar projects combined with a project proposal that demonstrated a thorough understanding of the project goals and objectives determined their suitability for this assignment.

3.0 Financial Impact/Considerations

Funds are identified in the capital budget for the creation of the Mobility Master Plan per the source of financing attached as Appendix A.

Conclusion

It is recommended that IBI Group be appointed the consultant to complete the Mobility Master Plan in the amount of \$898,495 (excluding HST). IBI Group provides an experienced team with the skills and abilities to create a plan that aligns the draft vision statement that was introduced to Civic Works Committee in November 2, 2021.

Early progress on the MMP has begun. Council endorsed the MMP Vision Statement and Guiding Principles for further consultation. Since that endorsement, introductory presentations and discussions have occurred with the advisory committees for accessibility, cycling, diversity and inclusion, environment, environment and ecology, heritage and transportation with community safety pending at the time of writing. Discussions with the Community Diversity and Inclusion Strategy (CDIS) working group have also occurred. Initial planning and data analysis and development of additional Phase 1 engagement activities is also underway. The award of this assignment will add resources to the project team. Extensive public consultation and engagement are planned for the project. Future reports to Civic Works Committee will be submitted to

ensure that Council members are both engaged and informed about the Mobility Master Plan as it progresses.

Prepared by: Garfield Dales, P. Eng, Division Manager, Transportation Planning and Design

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

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

Attach: Appendix A – Sources of Financing

c: Sarah Grady, City of London
Mobility Master Plan Internal Steering Committee
Bruce Mori, IBI Group Professional Services (Canada) Inc.

Appendix "A"

#22021

March 1, 2022
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: Mobility Master Plan Appointment of Consultant
(Subledger NT22RD01)
Capital Project TS1040 - Transportation Master Plan Update 2022
Capital Project TS1044 - Cycling Master Plan
IBI Group Professional Services (Canada) Inc. - \$898,495.00 (Excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
TS1040 - Transportation Master Plan Update 2022				
Engineering	714,308	0	714,308	0
City Related Expenses	35,692	8,141	0	27,551
TS1040 - Total	750,000	8,141	714,308	27,551
TS1044 - Cycling Master Plan				
Engineering	200,000	0	200,000	0
Total Expenditures	\$950,000	\$8,141	\$914,308	\$27,551

Sources of Financing

TS1040 - Transportation Master Plan Update 2022				
Drawdown from City Services - Corporate Growth Studies Reserve Fund (Development Charges) (Note 1)	750,000	8,141	714,308	27,551
TS1044 - Cycling Master Plan				
Capital Levy	100,000	0	100,000	0
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	100,000	0	100,000	0
TS1044 - Total	200,000	0	200,000	0
Total Financing	\$950,000	\$8,141	\$914,308	\$27,551

Financial Note:	TS1040	TS1044	Total
Contract Price	\$701,954	\$196,541	\$898,495
Add: HST @13%	91,254	25,550	116,804
Total Contract Price Including Taxes	793,208	222,091	1,015,299
Less: HST Rebate	-78,900	-22,091	-100,991
Net Contract Price	\$714,308	\$200,000	\$914,308

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Jason Davies
Manager of Financial Planning & Policy

HB

Zoning By-Law Amendment

6092 Pack Road



File: Z-9493

Applicant: Magnificent Homes and Royal Premier Homes

What is Proposed?

Zoning amendment to allow:

- The retention of 20th-Century single detached unit;
- Five (5) 2.5-storey townhouses totaling 33 dwelling units;
- A 3.5-storey back-to-back townhouse building containing six (6) dwelling units;
- A maximum density of 45uph; and
- Reduced yard setbacks.



YOU ARE INVITED!

Further to the Notice of Application you received on May 12, 2022, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, November 28, 2022, no earlier than 4:30 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:

Stuart Filson
sfilson@london.ca
519-661-CITY (2489) ext. 4847
Development Services, City of London
300 Dufferin Avenue, 6th Floor,
London ON PO Box 5035 N6A 4L9
File: Z-9493

london.ca/planapps

To speak to your Ward Councillor:

Councillor Anna Hopkins
ahopkins@london.ca
519-661-CITY (2489) ext. 4009

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

Application Details

Requested Zoning By-law Amendment

To change the zoning from an Urban Reserve (UR3) Zone to a Holding Residential R6 Special Provision (h*R6-5(_)) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

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

Current Zoning

Zone: UR3

Permitted Uses: Private outdoor recreation clubs; and Riding stables. Private outdoor recreation clubs; and Riding stables. Private outdoor recreation clubs; and Riding stables. Private outdoor recreation clubs; and Riding stables.

Height: 15.0 metres

Requested Zoning

Zone: Holding Residential R6 Special Provision (h-_*R6-5(_))

Permitted Uses: include the permitted uses of the R5 zone here

Special Provision(s): exclude apartment buildings as a permitted use; permit a minimum front yard setback of 15.8 metres; permit a minimum rear yard setback of 6.0 metres; permit a minimum interior side yard setback of 1.8 m for buildings under two storeys in height where the end wall of a unit contains no windows to habitable rooms; permit a minimum interior side yard setback of 3.0 metres for buildings over two storeys where the end wall of a unit contains no windows to habitable rooms, or 6.0 metres where the wall of a unit contains windows to habitable rooms; permit a minimum separation distance from the single detached dwelling to new development of 5.0 metres; permit a maximum density of 45 units per hectare; and prohibit dwelling(s) from being constructed within the interior side yard beside the single detached dwelling that contains the access driveway.

Residential Density: 45 Units per Hectare (whereas 35 is the maximum permitted)

Height: 2.5-storey townhouses and 3.5-storey back-to-back townhouse building to a maximum of 12.0 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 Low Density Residential and Multi-Family Medium Density Residential in the 1989 Official Plan, which permits a range of low and medium 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.

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

See More Information

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

- Contacting the City's Planner listed on the first page of this Notice; or
- Viewing the application-specific page at london.ca/planapps
- 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 zoning changes at this meeting, which is required by the Planning Act. You will be invited to provide your comments at

this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the [Neighbourgood](#) website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

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

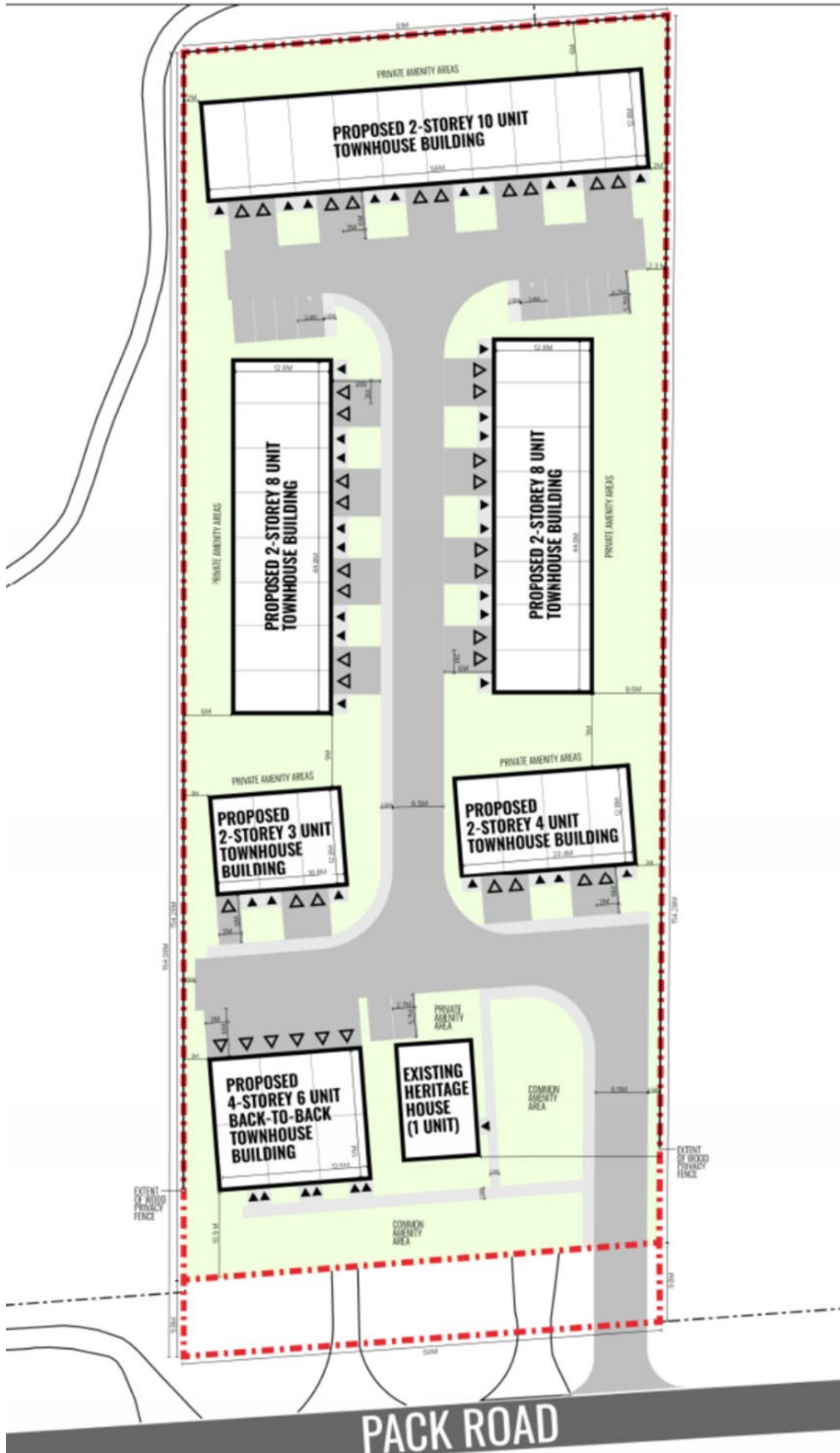
Notice of Collection of Personal Information

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) interpretation, live captioning, magnifiers and/or hearing assistive (t coil) technology. Please contact us at plandev@london.ca by November 21, 2022 to request any of these services.

Site Concept



Site plan concept

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

Building Renderings



Conceptual Rendering 1



Conceptual Rendering 2

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