

# Agenda Including Addeds

## Integrated Transportation Community Advisory Committee

The 4th Meeting of the Integrated Transportation Community Advisory Committee

March 15, 2023, 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](mailto:advisorycommittee@london.ca).

	Pages
<b>1. Call to Order</b>	
1.1 Disclosures of Pecuniary Interest	
<b>2. Scheduled Items</b>	
2.1 3:00 PM - I. de Ceuster, Planner I, Planning & Development - Street Width Policy Review	2
2.2 3:15 PM - E. Guil, Technologist II and P. Yanuchuk, Transportation Design Engineer - Oxford Street West Municipal Class Environmental Assessment	5
<b>3. Consent</b>	
3.1 3rd Report of the Integrated Transportation Community Advisory Committee	33
3.2 Southdale Road West and Colonel Talbot Road Roundabout - Follow-up to the Presentation at the November 16, 2022, ITCAC Meeting	35
3.3 Public Meeting Notice - Zoning By-law Amendment - 455 Highbury Avenue North	40
<b>4. Sub-Committees and Working Groups</b>	
4.1 <i>(ADDED) Active Transportation Sub-Committee Update</i>	
4.2 <i>(ADDED) Mobility Master Plan Sub-Committee Update</i>	
<b>5. Items for Discussion</b>	
<b>6. Adjournment</b>	



# NOTICE OF PLANNING APPLICATION

## Official Plan and Zoning By-law Amendments

### Street Width Policy Review



**File: OZ-9584**

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

#### What is Proposed?

The Street Width Policy Review will consider Official Plan and Zoning amendments to:

- Add alternative street widths in the London Plan, and clarify the planned street widths for the Main Street Classification; and modify the requirements for alternative street widths.
- Delete Section 4.21, 4.21.1 and 4.21.2 of Section 4 - General Provisions of Zoning By-law Z.-1.



## LEARN MORE & PROVIDE INPUT

Please provide any comments by **February 21, 2023**

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 PO BOX 5035 N6A 4L9

File: OZ-9584

[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 (New Official Plan)

- Add alternative street widths in the London Plan, and clarify the planned street widths for the Main Street Classification; and,
- Modify the requirements for alternative street widths.

## Requested Zoning By-law Amendment

- Delete Section 4.21, 4.21.1 and 4.21.2 of Section 4 - General Provisions of Zoning By-law Z.-1.

## 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 Planning & Development staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

### Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the [Neighbourgood](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 and/or zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at [docservices@london.ca](mailto:docservices@london.ca). You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the 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.

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 do so.

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**

Alternative accessible formats or communication supports are available upon request. Please contact [plandev@london.ca](mailto:plandev@london.ca) for more information.



# Oxford Street West Municipal Class Environmental Assessment



**Integrated Transportation Community Advisory Committee Meeting**  
March 15, 2023


## Purpose of this Package



Introduce the study



Outline the Class EA process and study schedule



Review background information and existing conditions



Review problems / opportunities and solutions



Present potential road cross-section alternatives



Obtain community feedback and identify next steps

## Upcoming Public Consultation

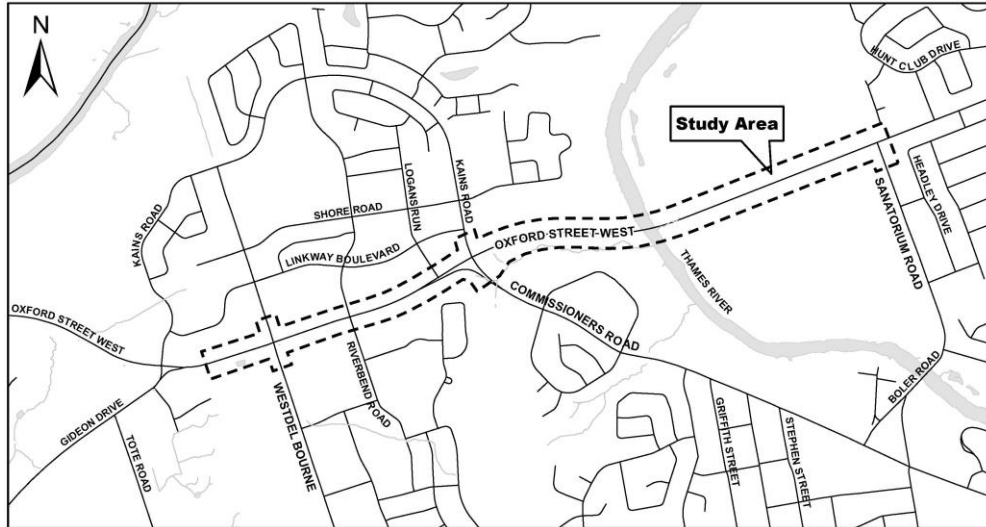


Live virtual meeting on  
April 5, 2023



Meeting recording and  
package will be available  
online for review





- Identify corridor improvements to address area growth including movement of vehicles, pedestrians and cyclists over the next 25 years
- Consider opportunities to improve intersection operations, including consideration of roundabouts
- Improve pedestrian and cycling facilities and meet accessibility needs (i.e., AODA) throughout the corridor
- Create an attractive streetscape environment through landscape design
- Assess and achieve roadway drainage and stormwater management requirements
- Understand and plan for rehabilitation / replacement of existing sewers and watermains
- Consider the City's Declaration of a Climate Emergency and the Climate Emergency Action Plan (CEAP)



## Phase 1: Problem and Opportunity

- Review natural, social and cultural environments
- Review planning context
- Consider problems / opportunities
- Establish need and justification

Notice of Study  
Commencement  
**December 2022**

## Phase 2: Alternative Solutions

- Identify alternative solutions to address problems and opportunities
- Consult with agencies and the public
- Assess and confirm Preferred Solutions

Public Information  
Centre 1  
**April 5, 2023**

## Phase 3: Design Alternatives

- Develop, assess and evaluate design alternatives

Public Information Centre 2  
**Late Spring 2023**

- Complete technical work
- Confirm Preferred Design in consultation with agencies and the public

Public Information Centre 3  
**Fall 2023**

## Phase 4: Environmental Study Report

- Document decision-making process and public feedback
- Minimum 30-day public review period

Notice of Study  
Completion  
**Winter 2024**

## Phase 5: Implementation

- Proceed to detailed design
- Property acquisition and utility relocation
- Initiate construction

Detailed Design &  
Construction\*  
**Currently schedule to start in 2025**

\*Subject to Council approval and funding

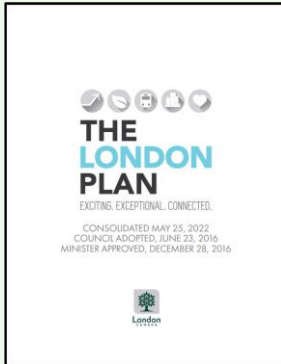


## Local Planning Documents

## Purpose

## Key Takeaways for Oxford Street W

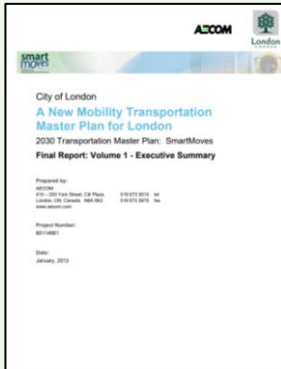
### Official Plan



Provides planning direction for London's future growth to 2035

- Predominately Neighbourhood Place Type with some areas of Green Space and Shopping Area
- Urban Thoroughfare Street Classification
- Cycling and Walking Route

### 2030 Transportation Master Plan



Guides transportation and land-use decisions with a focus on improving mobility for residents

- Identifies need to improve Oxford Street from two to four lanes to accommodate growth

## Local Planning Documents

## Purpose

## Key Takeaways for Oxford Street W

### Cycling Master Plan

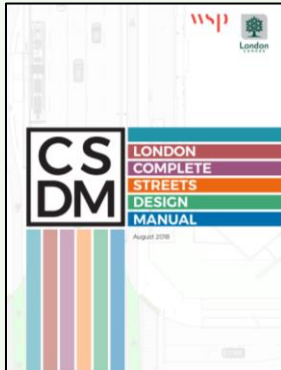


Provides a blueprint for the future of the City's cycling network



- Proposed facility types include:
- Buffered paved shoulder (Westdel Bourne to Logans Run)
  - Buffered bike lane (Logans Run to Thames River)

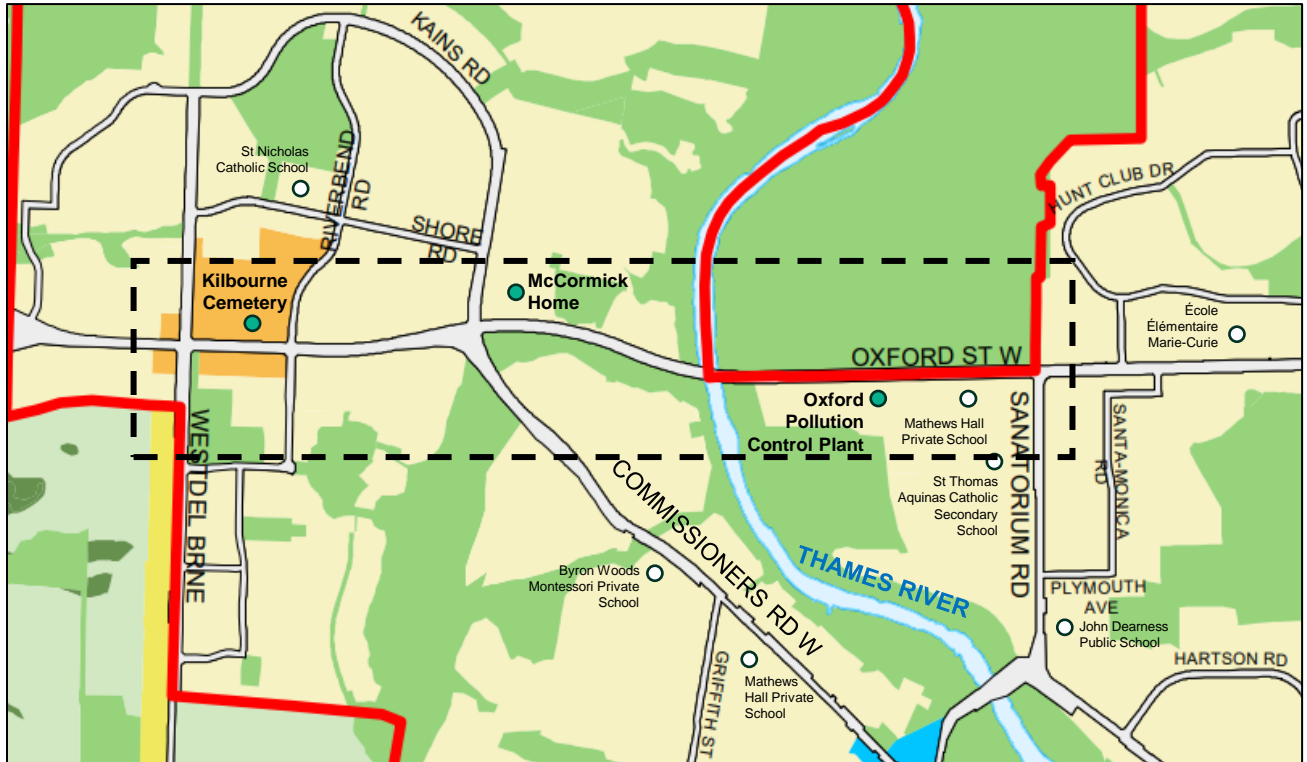
### Complete Streets Design Manual



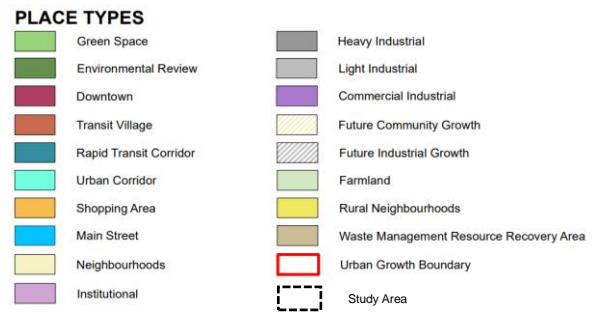
Guides street design to meet the needs of a wide variety of roadway users



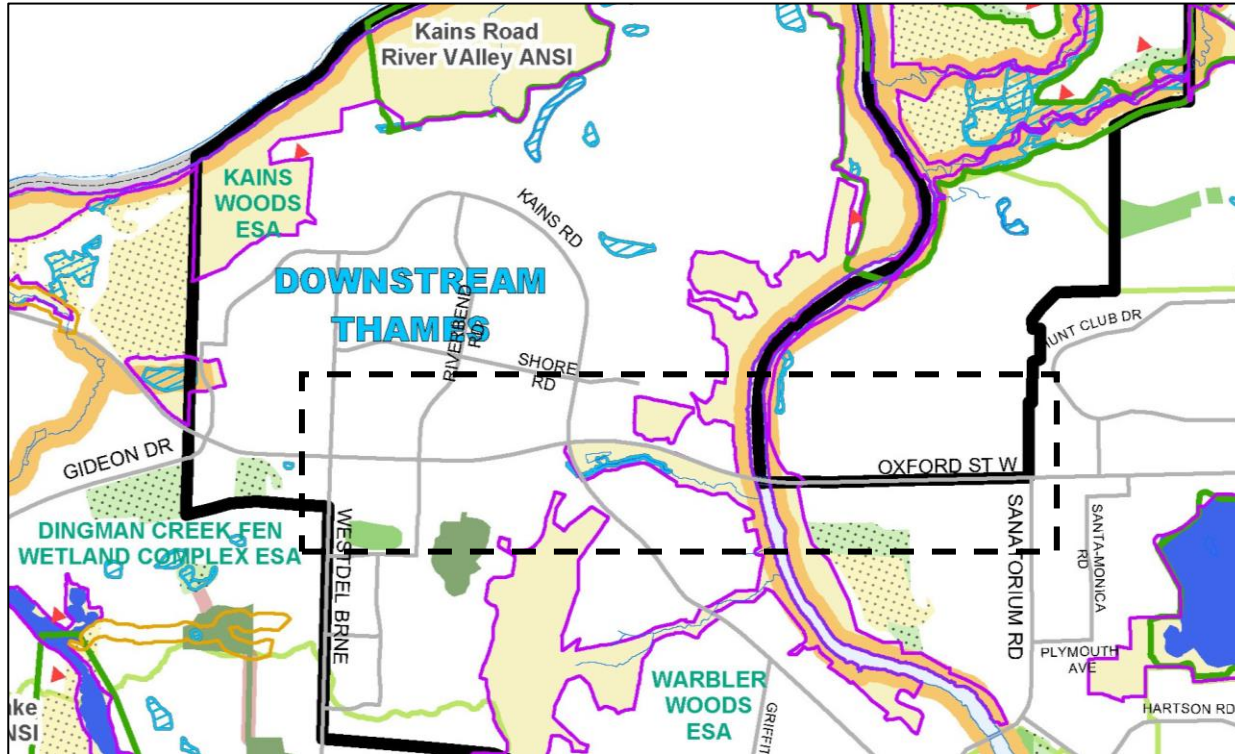
- Urban Thoroughfares are intended to accommodate:
- High volume of through traffic
  - Goods movement
  - Diverse land uses (residential, employment, retail, institutional, recreational)
  - Moderate density development and active street frontages



Place Types support a broad range of residential uses, neighbourhood-oriented commercial and public facilities, and open space.

















Excerpt from The London Plan Map 1 – Place Types



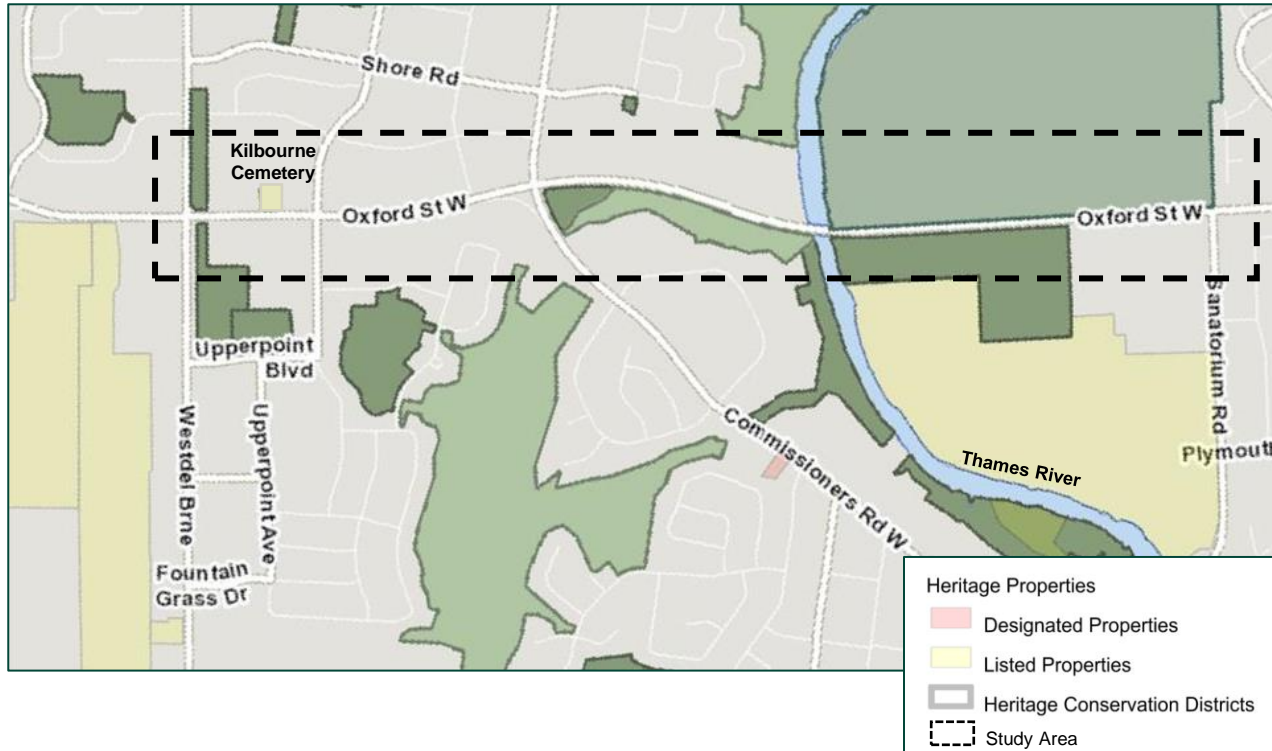
- The Thames River valley, its tributaries, and adjacent tableland areas have significant natural heritage value.
- Significant natural features and functions, including habitat for Species at Risk are present.
- An Environmental Impact Study (EIS) is being undertaken to build a strong understanding of the area and ensure features and functions are protected.

## LEGEND

### NATURAL HERITAGE SYSTEM

	Provincially Significant Wetlands		Areas of Natural and Scientific Interest
	Wetlands		Environmentally Significant Areas (ESA)
	Unevaluated Wetlands		Potential ESAs
	Significant Woodlands		Upland Corridors
	Woodlands		Potential Naturalization Areas
	Significant Valleylands		Unevaluated Vegetation Patches
	Valleylands		Study Area

Excerpt from The London Plan Map 5 – Natural Heritage



- The Thames River valley and adjacent areas have significant cultural heritage value.
- A Cultural Heritage study is being undertaken to inventory known and potential built heritage resources and cultural heritage landscapes.
- A Stage 1 Archaeological Assessment is being completed to assess archaeological potential and confirm where additional study is required.
- Burial locations will be protected.



- Study area is approximately 2.7 km from Westdel Bourne to Sanatorium Road
- Existing 36 m right-of-way
- Classified as an 'Urban Thoroughfare'
- Posted speed limit 60 km/h
- Two-lanes (one lane in each direction)
- Four signalized intersections
- Thames River Bridge
- No current transit routes



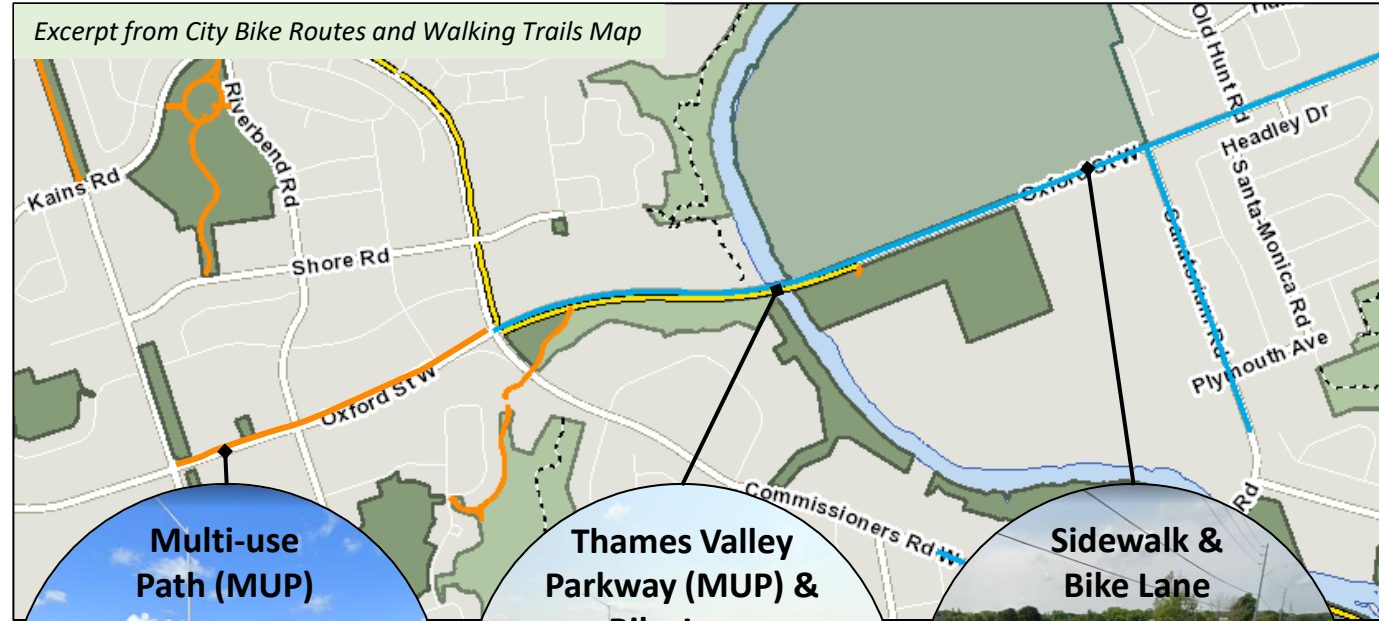
**Oxford Street West at Westdel Bourne, looking east**



**Oxford Street West east of Thames River Bridge, looking west**



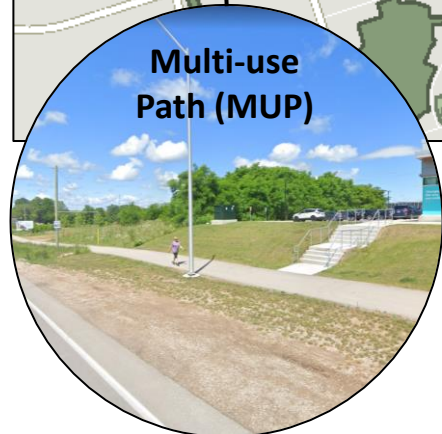
Excerpt from City Bike Routes and Walking Trails Map



- Existing active transportation facilities include:
  - Sidewalks
  - Bike Lanes
  - Multi-Use Pathways (including Thames Valley Parkway)
  - Walking Trails
- On-road bike lanes do not conform to current design guidelines

**LEGEND**

- Walking Trails - Unpaved
- Thames Valley Parkway
- Other Multi-use Pathways
- Bike Lane



## Multi-Modal Level of Service Analysis

- Assesses performance of all modes (walking, cycling, using transit & driving) against target level of service (LOS)
- Analysis identified opportunities for improvements in the active transportation network at intersections, for example:
  - Delineated facilities through intersections
  - Design consideration (i.e., reduced corner curves)
  - Shorter cycle lengths
  - AODA push buttons
  - Tactile plates

## Traffic Analysis

- The Transportation Master Plan considered overall travel demand and identified that 4-lanes is required to accommodate growth
- In this study, we took a closer look at intersection and corridor operations to better understand future needs in 2047
- By 2047, all study area intersections are expected to operate over capacity with long delays and queues exceeding the available storage length
- Traffic analysis confirmed the need for four lanes to accommodate growth and improve traffic operations in the future

## Safety Assessment

- Undertaken to review existing traffic safety in the study area and identify opportunities to enhance safety. The scope includes:
  - Collision Analysis
  - Field Investigation (conducted November 28, 2022)
- Recommendations to enhance safety will be considered in preliminary design, where feasible



## Key Findings

- Majority of collisions were rear-end collisions
- Approximately 50% of rear-end collisions occurred during dusk or dark
- Speeds over the posted speed limit were observed along corridor
- Issues with sidewalk condition and maintenance

## Oxford Street West and Commissioners Road / Kains Road



Sample Field Observations

- Traffic volumes on Oxford Street West are increasing with growth both within west London and in communities outside of the City. In future, the roadway will operate over-capacity and with long delays. In addressing infrastructure needs for these growing areas, there is also an opportunity to improve facilities and accessibility for pedestrians, cyclists and mobility device users.
- These observations are in line with the City's 2030 Transportation Master Plan and Cycling Master Plan that recommended widening Oxford Street West from two to four lanes and improve intersection operations, including consideration of roundabouts.
- In addition to addressing transportation requirements, there is an opportunity to integrate necessary upgrades and/or replacement of underground services (watermain, storm and sanitary sewer) along the corridor, into the roadway improvements.

1

**Do Nothing:** maintain existing condition of Oxford Street West.

2

**Manage Transportation Demand:** implement strategies that encourage people to modify their travel habit (e.g. make fewer trips, travel outside peak periods), or use sustainable modes of transportation to reduce vehicular demand.

3

**Active Transportation Facility Improvements:** improve active transportation facilities to create continuous, safe, and attractive facilities for pedestrians and cyclists.

4

**Intersection Improvements:** improve traffic operations through intersection modifications that could include reconfiguration and consideration of roundabouts, dedicated turn lanes, and improved signal timing and phasing.

5

**Provide Additional Travel Lanes:** increase vehicular capacity by introducing additional travel lanes. Corridor widening and intersection improvements are required to accommodate additional lanes providing an opportunity to integrate upgrades to underground services.

6

**Upgrade Parallel Roads Beyond Planned Improvements:** undertake capital improvements to provide additional vehicular capacity on other east-west roads



## Socio-Economic Environment

- Community input and feedback
- Consistency with City Planning Policies
- Potential property impacts
- Opportunities for streetscape enhancements



## Climate Change / Natural Environment

- Climate change considerations
- Potential impact to fish and fish habitat
- Potential to impact significant natural features
- Potential to impact significant wildlife, wildlife habitat, and Species at Risk (SAR)



## Cultural Environment

- Potential to impact archaeological resources
- Potential to impact built heritage resources or cultural heritage landscapes
- Indigenous Community interests and rights



## Transportation and Technical

- Ability to accommodate future travel demand
- Ability to accommodate active transportation facilities and improve overall network connectivity and accessibility
- Consideration of municipal services and utilities



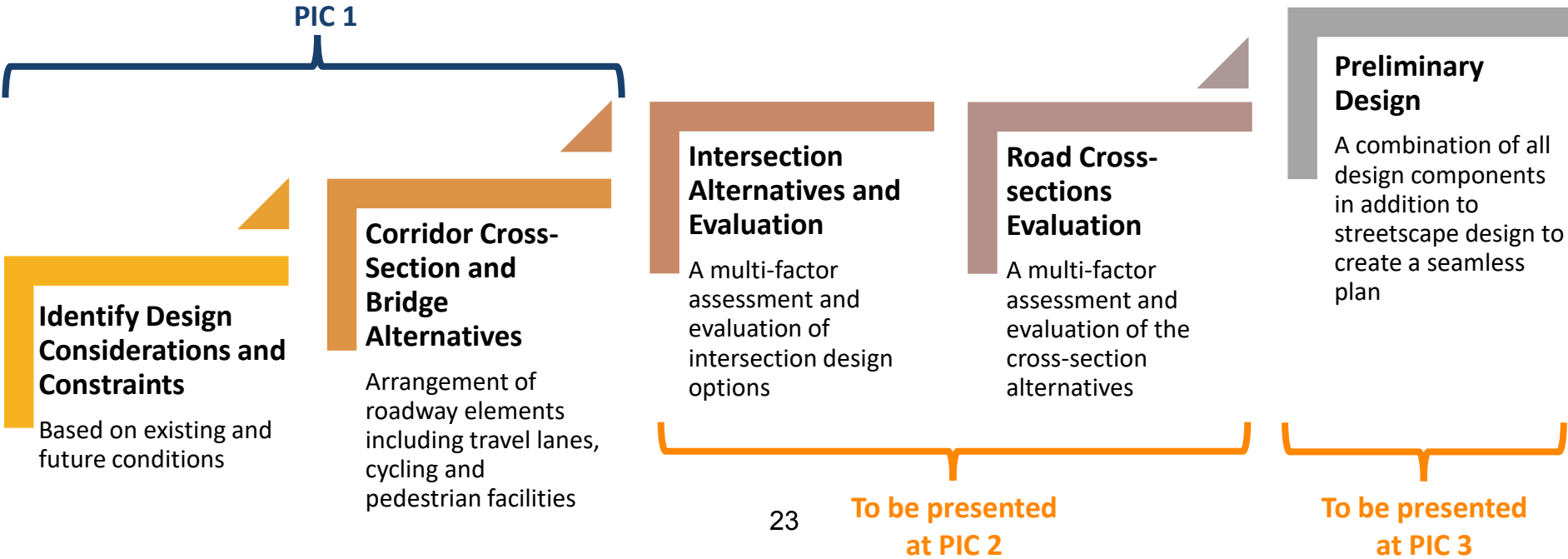
Alternative Solutions	Key Considerations	Address Problems and Opportunities?
<b>Alternative 1: Do Nothing</b>	<ul style="list-style-type: none"> <li>Does not address future multi-modal transportation network needs</li> <li>Not consistent with City planning policies</li> </ul>	✘
<b>Alternative 2: Transportation Demand Management (TDM)</b>	<ul style="list-style-type: none"> <li>Actively managing transportation demand is a core element of the City's 2030 Transportation Master Plan</li> <li>Other alternatives support implementation of TDM strategies</li> </ul>	<b>Already being implemented through other City programs and initiatives</b>
<b>Alternative 3: Active Transportation Facility Improvements</b>	<ul style="list-style-type: none"> <li>Opportunity to improve existing facilities and address gaps in network to create a comfortable, safe and convenient pedestrian and cycling network</li> <li>Supports multi-modal transportation in the corridor</li> </ul>	✔
<b>Alternative 4: Intersection Improvements</b>	<ul style="list-style-type: none"> <li>Intersections are expected to operate with long delays and queues in future</li> <li>Improves efficiency and safety of transportation network</li> </ul>	✔
<b>Alternative 5: Provide Additional Travel Lanes</b>	<ul style="list-style-type: none"> <li>Addresses need by providing additional capacity on Oxford Street West to accommodate increasing travel demand due to growth of surrounding community</li> </ul>	✔
<b>Alternative 6: Upgrade Parallel Roads</b>	<ul style="list-style-type: none"> <li>Parallel roads do not provide the same function and east-west connectivity as Oxford Street West</li> <li>Does not address future transportation needs on Oxford Street West</li> </ul>	✘



The recommended solution for Oxford Street West consists of a combination of the following three alternative solutions:

- **Widen Oxford Street West to provide additional travel lanes**
- **Improve facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel including meeting current design and accessibility requirements (i.e., AODA)**
- **Improve intersections to enhance operations and efficiency, including incorporating accessibility requirements for non vehicular users**

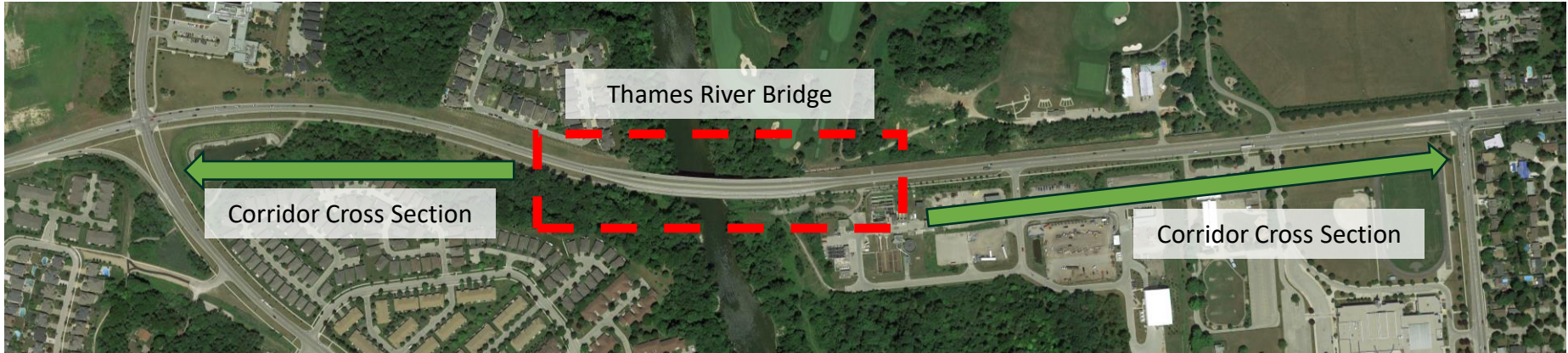
Following the selection of the Preferred Solution(s), the design process consists of a number of decision points for different components of the roadway. As the design progresses and our knowledge of conditions and constraints evolve, there may be design iterations.






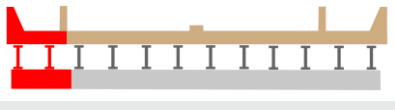
- Conserve significant built heritage resources, cultural heritage landscapes, and archaeological resources
- Protect burial locations
- Avoid or minimize works in the Thames River valley and other natural areas
- Avoid or minimize impacts to private property
- Meet current accessibility design requirements
- Create an efficient cycling and pedestrian environment including at intersections
- City's Climate Emergency Action Plan

- Meet all current standards in terms of design and safety
- Future maintenance and cost of all components including cycling facilities, sidewalks, streetscape
- Improve operations at the access to Enviro Depot
- Stormwater management and integration with development
- Future maintenance requirements for water and wastewater servicing
- Integrate with future redevelopment including access to future developments





- The Thames River valley and existing bridge is a key focus area in the design process due its significant from cultural and natural heritage perspectives.
- Design considerations for Oxford Street West prioritized the technical feasibility screening for any modifications to the bridge:
  - Existing bridge originally designed for four lanes and multi-use path on the south side
  - Modifications to the bridge are required to provide for additional pedestrian and cycling facilities
- Typical corridor cross section alternatives are developed for Oxford Street West beyond the bridge crossing.

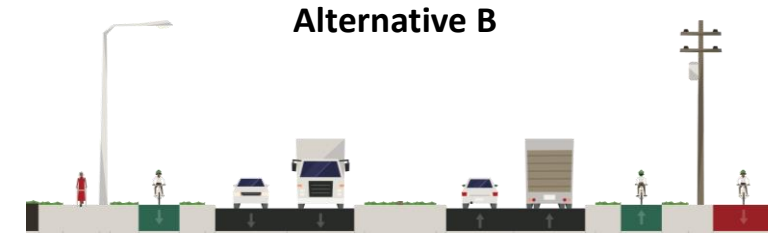
Options		High Level Screening	Next Step
<b>Existing Structure</b>	<ul style="list-style-type: none"> <li>No change to existing structure</li> </ul>	 <ul style="list-style-type: none"> <li>MUP on south side only</li> <li>No impact to bridge and river valley</li> </ul>	<b>Carried Forward</b>
<b>Minor Modification (Retrofit)</b>	<ul style="list-style-type: none"> <li>Minor shift of median</li> <li>Additional barrier on north side</li> </ul>	 <ul style="list-style-type: none"> <li>Provides for active transportation facilities on both sides</li> <li>No impact to river valley</li> </ul>	<b>Carried Forward</b>
<b>Cantilever</b>	<ul style="list-style-type: none"> <li>Main structure remain as existing</li> <li>New cantilever structure off exterior steel girder of the westbound structure (i.e., north side)</li> </ul>	 <ul style="list-style-type: none"> <li>Provides for active transportation facilities on both sides (using the cantilevered section)</li> <li>Minor impact to river valley during construction</li> </ul>	<b>Carried Forward</b>
<b>Widening</b>	<ul style="list-style-type: none"> <li>Widen structure to increase deck width, including widening of the pier heads</li> </ul>	 <ul style="list-style-type: none"> <li>Provides for active transportation facilities on both sides</li> <li>Greater impact to river valley than cantilevered option; not desirable</li> <li>Very expensive when compared to other options</li> </ul>	<b>Screened Out</b>



## Road Cross Section (General):

- 36 m right-of-way, urban cross section with curb and gutter
- Widening to four lanes (two lanes in each direction), turn lanes at intersections
- Active transportation facilities to accommodate cycling and walking

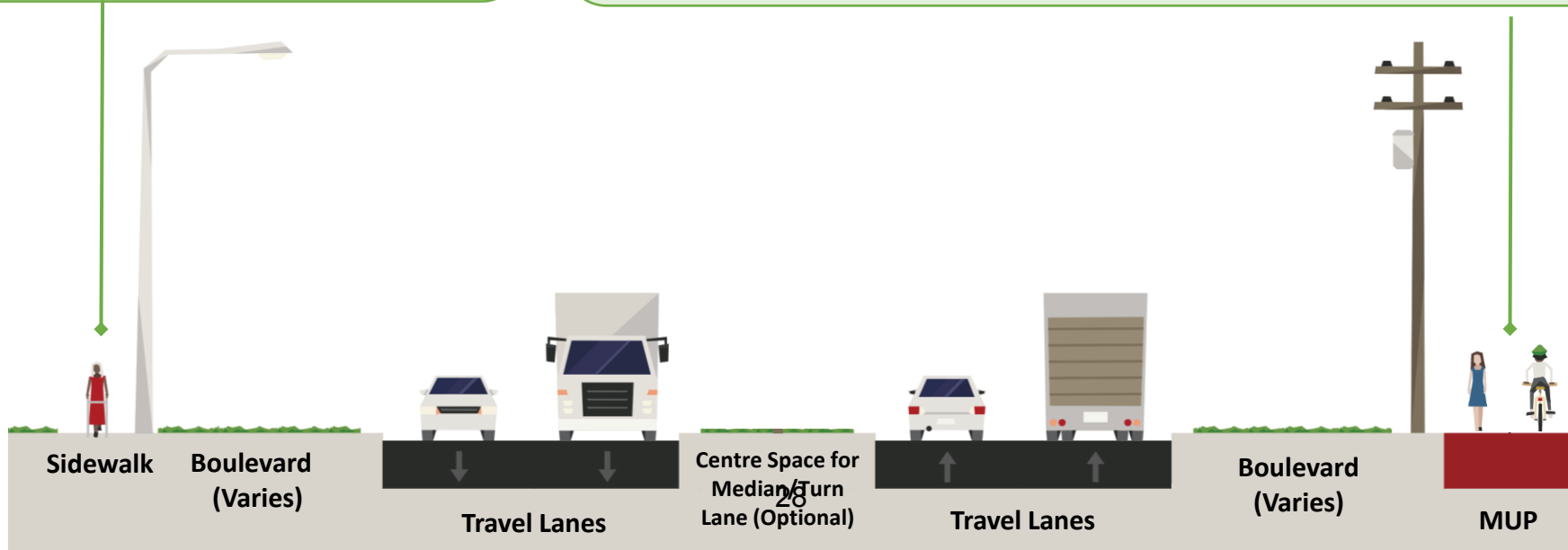
Alternative	Features
<b>Alternative A</b>	<ul style="list-style-type: none"> <li>• Multi-use path (MUP) (alternates north / south)</li> <li>• Sidewalk opposite side to MUP*</li> <li>• Cyclists to use MUP</li> </ul>
<b>Alternative B</b>	<ul style="list-style-type: none"> <li>• Multi-use path (MUP) (alternates north / south)</li> <li>• Sidewalk opposite side to MUP*</li> <li>• Cyclists to use in-boulevard cycle track</li> </ul>
<b>Alternative C</b> (Only applicable between Westdel Bourne and Commissioners Road / Kains Road)	<ul style="list-style-type: none"> <li>• Existing MUP replaced with sidewalk</li> <li>• Sidewalk both sides of road*</li> <li>• Cyclists to use in-boulevard cycle track</li> </ul>



\*North side between Commissioners Road / Kains Road and Sanatorium Road to be confirmed

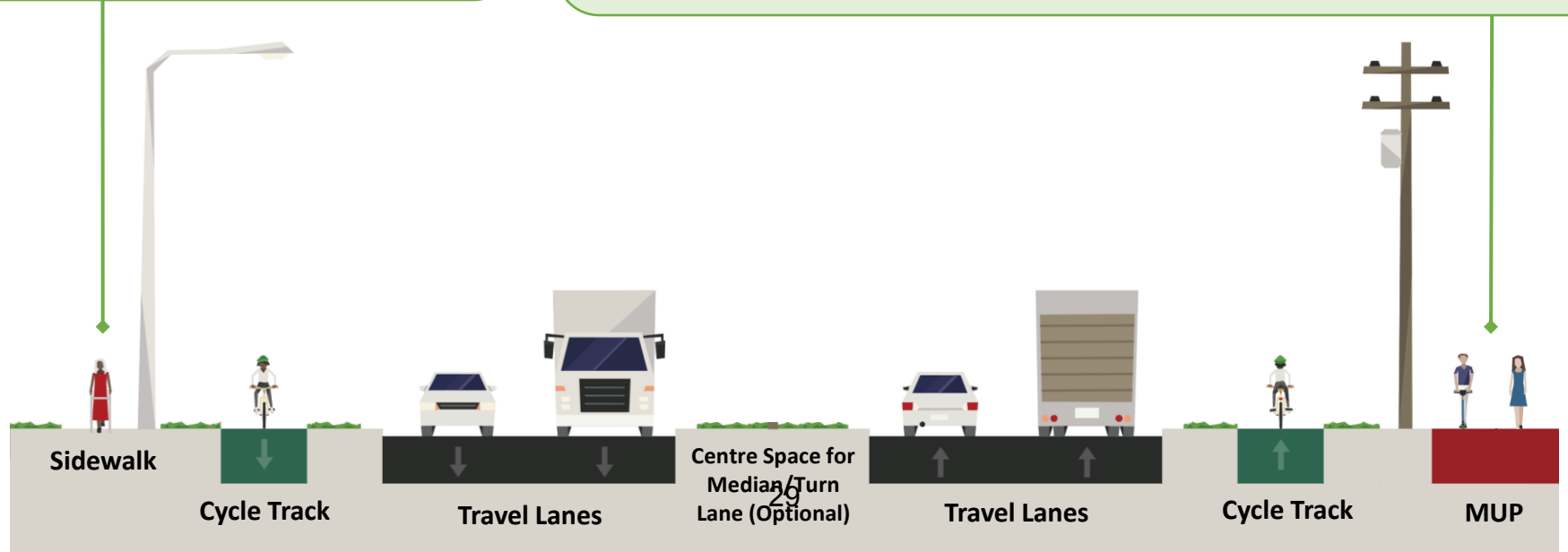
- **Sidewalk** from Westdel Bourne to Commissioners Road / Kains Road
- Sidewalk on the north side between Commissioners Road / Kains Road and Sanatorium Road to be confirmed

- Continuous **multi-use path (MUP)** between Westdel Bourne and Sanatorium Road
  - Existing MUP extends from Westdel Bourne to east of Thames River Bridge
  - Extension of MUP required from east of Thames River Bridge to Sanatorium Road
  - Cyclists accommodated on MUP rather than on-road facilities

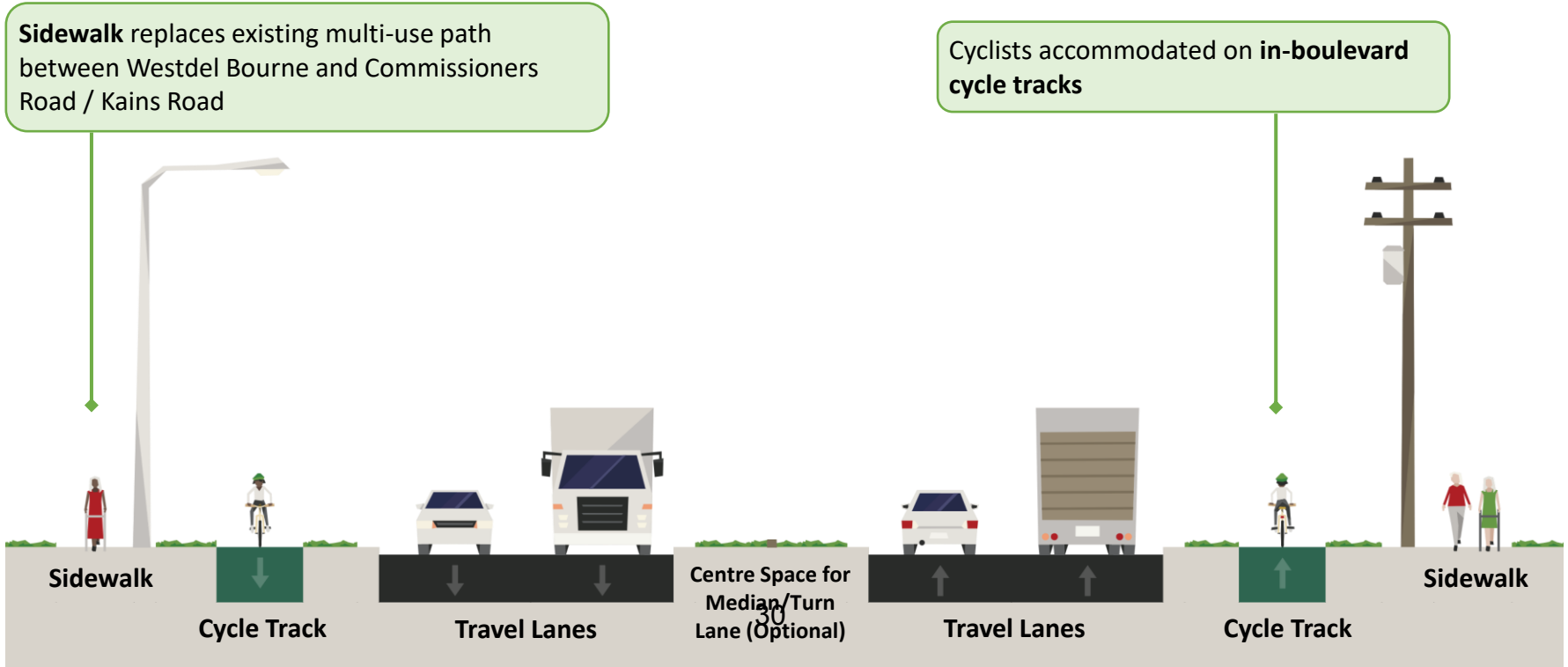


- **Sidewalk** from Westdel Bourne to Commissioners Road / Kains Road
- Sidewalk on the north side between Commissioners Road / Kains Road and Sanatorium Road to be confirmed

- Continuous **multi-use path (MUP)** between Westdel Bourne and Sanatorium Road
  - Existing MUP extends from Westdel Bourne to east of Thames River Bridge
  - Extension of MUP required from east of Thames River Bridge to Sanatorium Road
  - Cyclists accommodated on MUP and in-boulevard cycle track



This cross-section is only applicable between Westdel Bourne and Commissioners Road / Kains Road



The cross-section alternatives consider different types of active transportation facilities, what are your thoughts on how cyclists, pedestrians and mobility device users are to be accommodated?

## Cycling

- Existing on-road cycling lanes on Oxford Street West, between Commissioners Road / Kains Road and Sanatorium Road do not meet current design guidance. Latest guidance recommends a separated cycling facility.
- Existing on-road use can be shifted to the multi-use path or to new cycle tracks.
- ***What are your thoughts?***

## Walking

- There is no existing north sidewalk between Commissioners Road / Kains Road and Sanatorium.
- The consideration of new sidewalk will be based on adjacent land use and connections to the existing network.
- ***What are your thoughts?***



Existing On-Road Cycling Lanes



## Next Steps...

- Host Public Information Centre (PIC) #1
- Review and consider feedback from agencies, Indigenous Nations and the public
- Confirm preferred solution
- Develop and assess design alternatives which will be shared with the public at PIC #2 in late Spring 2023

## How to Stay In Touch



### Contact the City Project Manager, Erik Guil

Reach out to by email at [eguil@london.ca](mailto:eguil@london.ca)



Review Study Materials at <https://getinvolved.london.ca/oxfordwest>



# Integrated Transportation Community Advisory Committee Report

The 3rd Meeting of the Integrated Transportation Community Advisory Committee  
February 15, 2023

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

ABSENT: J. Collie

ALSO PRESENT: J. Ackworth, P. Adams, J. Bos, S. Corman, J. Dann, A. Dennome, J. Fullick, J. Gardiner, D. Hall, J. Michaud, A. Miller, J. Pucchio, A. Rosebrugh, K. Scherr, J. Stanford, R. Wilcox

The meeting was called 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 Developing the 2023-2027 Strategic Plan

That it BE NOTED that the presentation, as appended to the Added Agenda, from R. Wilcox, Director, Strategy and Innovation, with respect to the Development of the 2023-2027 Strategic Plan, was received.

### 2.2 Kensington Bridge Municipal Class Environmental Assessment Presentation

That it BE NOTED that the presentation, as appended to the Added Agenda, from P. Adams, AECOM and J. Pucchio, AECOM, with respect to the Kensington Bridge Municipal Class Environmental Assessment, was received.

### 2.3 New Sidewalk Program

That it BE NOTED that the presentation, as appended to the Agenda, from J. Bos, Senior Technologist, Transportation Planning and Design Division, with respect to the New Sidewalk Program, was received.

### 2.4 Central Avenue Bike Lanes

That it BE NOTED that the presentation, as appended to the Agenda, from D. Hall, Program Manager, Active Transportation, Transportation Planning and Design, with respect to the Central Avenue Bike Lanes, was received.

### 2.5 Cheapside Street Bike Lanes

That it BE NOTED that the presentation, as appended to the Agenda, from J. Gardiner, Transportation Technologist, Environment and Infrastructure, with respect to the Cheapside Street Bike Lanes, was received.

**3. Consent**

- 3.1 2nd Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 2nd Report of the Integrated Transportation Community Advisory Committee, from the meeting held on January 18, 2023, was received.

- 3.2 Notice of Planning Application - London plan and Zoning By-law Amendments - City-Wide/Additional Residential Unit Review in Response to Bill 23 (More Homes Built Faster Act)

That it BE NOTED that the Notice of Planning Application, dated February 1, 2023, from C. Parker, Senior Planner, related to the London Plan and Zoning By-law Amendments, City-Wide/ Additional Residential Unit Review in Response to Bill 23 (More Homes Build Faster Act), was received.

- 3.3 Notice of Planning Application - Official Plan and Zoning By-law Amendments - Street Width Policy Review

That it BE NOTED that the Notice of Planning Application, dated February 1, 2023, from I. de Ceuster, Planner I, related to the Official Plan and Zoning By-Law Amendments for the Street Width Policy Review, was received.

- 3.4 Notice of Planning Application - Zoning By-law Amendment - 129-131 Base Line Road West

That it BE NOTED that the Notice of Planning Application, dated January 25, 2023, from N. Pasato, Senior Planner, related to the Zoning By-Law Amendment for the properties located at 129-131 Base Line Road West, was received.

- 3.5 Notice of Planning Application - Zoning By-law Amendment - h-5 Holding Zone

That it BE NOTED that the Notice of Planning Application, dated February 1, 2023, from S. Filson, Site Development Planner, related to the Zoning By-Law Amendment for h-5 Holding Zone, was received.

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

None.

**5. Items for Discussion**

None.

**6. Adjournment**

The meeting adjourned at 4:58 PM.



# MEMO

**To:** Integrated Transportation Community Advisory Committee (ITCAC)

**From:** Michelle Morris, P.Eng., MPlan  
Transportation Design Engineer,  
Transportation Planning and Design

**Date:** March 3, 2023

**Re:** Follow-up to the presentation at the November 16, 2022 ITCAC Meeting

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## Southdale Road West and Colonel Talbot Road Roundabout

This memo is being provided to ITCAC in response to the December 2022 Council resolution in support of *Integrated Transportation Community Advisory Committee* (ITCAC)'s request for an update regarding the pre-construction consultation associated with the Southdale Road West and Colonel Talbot Road roundabout project.

This memo has been prepared with the support of AECOM Canada Ltd. (AECOM). AECOM has been retained by the City of London to prepare preliminary and detailed engineering design drawings and to prepare the Contract Documents in association with the two lane roundabout and municipal servicing improvements project to occur at the intersection of Southdale Road West and Colonel Talbot Road. This project is commonly identified as the *Southdale Road West Improvements – Phase 2* project.

On November 16, 2022, AECOM provided a presentation during the *Integrated Transportation Community Advisory Committee* (ITCAC) Zoom meeting to communicate the project background, project status, and project design details associated with the design, tendering, and construction of the future two lane roundabout to be constructed at the intersection of Southdale Road West and Colonel Talbot Road. Representatives from the City of London's Transportation Planning and Design Division also attended the meeting to address any questions and comments received from the ITCAC.

In addition, on November 23, 2022, the City hosted an online public update meeting, in a webinar format. A subsequent 'in-person' drop-in session was hosted on November 24, 2022 at the Bostwick Community Centre to allow members of the ITCAC and the public a further opportunity to discuss the scope of the project with the project team. A recording of the online public update meeting, questions that were submitted by the public, and responses provided by the project team are available for viewing on the project webpage: [getinvolved.london.ca/southdaleroundabout](https://getinvolved.london.ca/southdaleroundabout)

The presentations provided to ITCAC and the public included the following topics:

- Project representatives and contact information
- Project overview and construction schedule
- Project background
- Construction limits
- Existing conditions
- Proposed improvements
- Traffic impacts during construction
- Stages of construction
- Summary of next steps

Coloured, rendered drawings were presented that identified the following:

- conceptual layout and configuration of the roundabout and the approximate limits of the work
- location of existing and future concrete sidewalks
- location of future in-boulevard bike paths
- the location and limits of the future centre island and medians
- future pavement markings
- conceptual landscaping design elements and limits of grading, earthworks, and site restoration.

Following the presentation to ITCAC, there was a discussion period where questions and comments were verbally provided by members of the ITCAC to AECOM and the City of London representatives who attended the meeting.

The following generally documents the comments and responses and further explains how these items have been addressed:

**Comment #1:** ITCAC requested confirmation of the design alternatives that were identified within the Schedule C, Municipal Class Environmental Assessment (EA) / Environmental Study Report that was previously prepared for the Southdale Road West improvements.

**Response:** In 2019, City Council approved the Southdale Road West Improvements Environmental Study Report which identified the future improvements of Southdale Road West between Pine Valley Boulevard and Colonel Talbot Road. Alternative design solutions were identified and evaluated during the EA study. The EA study included public and stakeholder consultation including involvement from the Transportation Advisory Committee at that time. In

summary there were two alternatives that were identified in the EA to address future improvements at the Southdale Road West and Colonel Talbot Road intersection:

1. Reconstruct the intersection and install new traffic signals
2. Reconstruct the intersection and construct a two-lane roundabout

The roundabout option was identified as the recommended alternative at the intersection to address traffic and safety needs. A roundabout is better able to accommodate the high volume of left turning vehicles experienced at the Southdale Road West and Colonel Talbot Road intersection. At roundabouts, there are fewer potential conflict points, resulting in less collisions and, due to the roundabout design, the collisions tend to be less serious in nature when compared to a signalized intersection. Studies have shown that collision rates involving pedestrians are lower and injuries are less serious at roundabouts. Roundabouts have also been shown to result in less delay, less vehicle idling, and generate less green house gas emissions when compared to signalized intersections.

**Comment #2:** ITCAC requested that the City of London record the audio and video from the Public Update Meeting that was to be held on November 23, 2022.

**Response:** The recording of the Public Update Meeting held on November 23, 2022 can be viewed on the project webpage: [getinvolved.london.ca/southdaleroundabout](https://getinvolved.london.ca/southdaleroundabout)

**Comment #3:** ITCAC requested that the City of London provide additional information that identifies the overall plan for the future construction of bike paths to be constructed along Southdale Road West and Colonel Talbot Road.

**Response:** New in-boulevard bike paths will be constructed on Southdale Road West and Colonel Talbot Road. The new cycling infrastructure will provide connectivity to the existing cycling infrastructure to the east and west, the near-term future cycling infrastructure to the south, and the longer-term future cycling infrastructure to the north.

**Comment #4:** ITCAC identified their concern with respect to pedestrian movements at the two lane roundabout due to the removal of the existing traffic signals. A question was asked about the specific provisions that are incorporated into the design that would assist the public to traverse the intersection.

**Response:** Since the ITCAC meeting occurred, the design has been revised to include a higher level of pedestrian crossing treatment. The initially proposed pedestrian cross-over (PXO) design (as provided in Ontario Traffic Manual Book 15 Type D PXO) has been upgraded to a design with additional features known as a Type B PXO design. The design of the pedestrian cross-overs include a pedestrian push button, flashing beacons, overhead and ground mounted signage, and pavement markings. The roundabout design includes these enhanced pedestrian crossings on all four legs of the intersection. The

pedestrian crossings will meet the current accessibility requirements to support safe crossing.

The pedestrian cross-over details (known as a Type B PXO) were presented to the public at the online public update meeting and at the in-person drop in session. An excerpt from Ontario Traffic Manual (OTM) Book 15 showing the features of a Type B PXO is included as an attachment to this memo.

OTM Book 15 can be found here:

<https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAY&record=fa5caef1-9963-4786-b3c9-4b5e50e70321>

**Comment #5:** ITCAC requested that consideration be given to set the pedestrian crossings through the centre medians located as far away from the centre island as possible.

**Response:** The locations of the designated pedestrian crossings through the centre medians was reviewed and slight modifications were made. The locations are consistent with provincial guidelines to promote safe pedestrian crossing locations considering vehicle speeds and balancing traffic operations within the roundabout.

**Comment #6:** ITCAC advised that residents are often observed illegally 'jay-walking' across Southdale Road West to access the LTC stop that is located on the south side of Southdale Road West, approximately 50 metres west of Pomeroy Lane.

A request was made to identify and integrate a new designated pedestrian crossing on Southdale Road West opposite this LTC stop. The pedestrian access path from the residential subdivision is located on the north side of Southdale Road West, between MN 1422 and MN 1414 Thornley Street.

**Response:** A pedestrian crossing at this location is located beyond the east limit of this project, however, a study will be initiated by the Traffic Engineering Division.

Attachment: OTM Book 15 Figure 29, Pedestrian Crossover Level 2 Type B – Double-Lane Roundabout

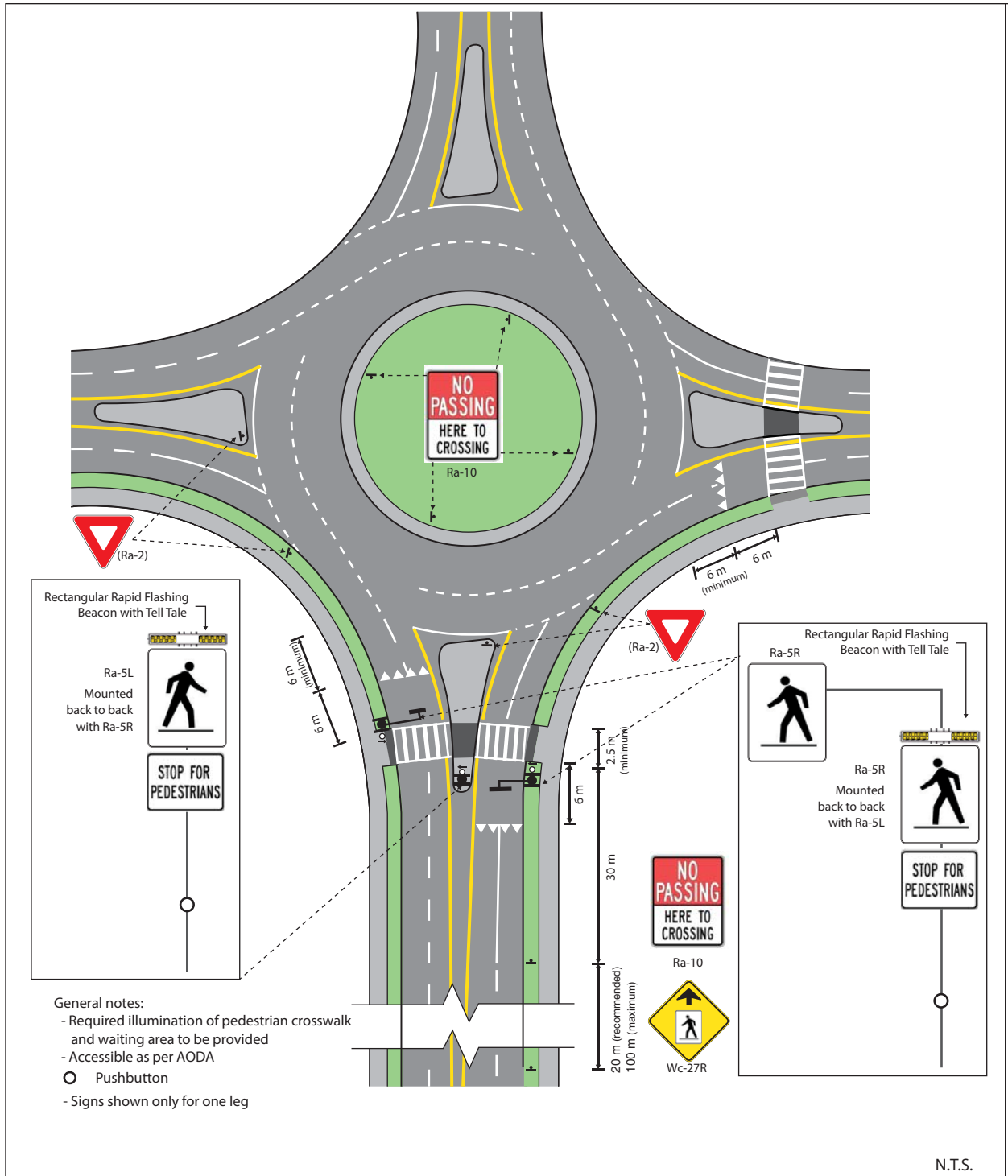
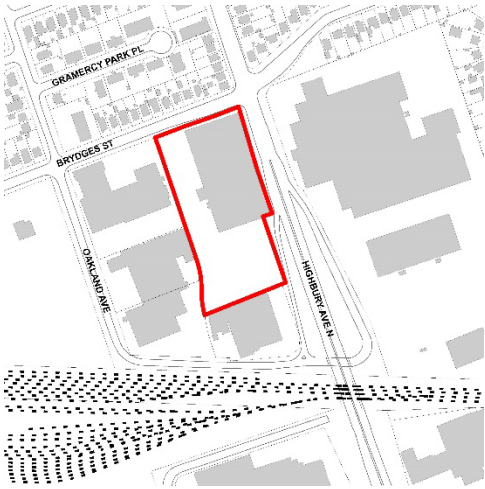


Figure 29: Pedestrian Crossover Level 2 Type B – Double-Lane Roundabout



## Zoning By-Law Amendment

### 455 Highbury Avenue North



**File: Z-9564**

**Applicant: Highbury Self Storage Equities Ltd.  
(c/o Zelinka Priamo Ltd.)**

#### What is Proposed?

Zoning amendment:

- To permit a self-storage establishment within the existing building.
- Conceptual exterior changes to modernize the appearance of the existing building are proposed.
- Special provisions are requested to permit the proposed use and the existing front yard setback of 0.64 metres, whereas 1.5 metres is required



## YOU ARE INVITED!

Further to the Notice of Application you received on November 23, 2022, you are invited to a public meeting of the Planning and Environment Committee to be held:

**Meeting Date and Time:** Monday, March 20, 2023, 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:

Michaella Hynes  
[mhynes@london.ca](mailto:mhynes@london.ca)  
 519-661-CITY (2489) ext. 4753  
 Planning & Development, City of London  
 300 Dufferin Avenue, 6<sup>th</sup> Floor,  
 London ON PO Box 5035 N6A 4L9  
 File: Z-9564

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

To speak to your Ward Councillor:

Councillor Susan Stevenson  
[sstevenson@london.ca](mailto:sstevenson@london.ca)  
 519-661-CITY (2489) ext. 4005

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

# Application Details

## Requested Zoning By-law Amendment

To change the zoning from a *General Industrial (GI1)* to a *Light Industrial Special Provision (LI1(\_))* Zone to permit a self-storage establishment within the existing building. Conceptual exterior changes to modernize the appearance of the existing building are proposed. Special provisions are requested to permit the proposed use and the existing front yard setback of 0.64 metres, whereas 1.5 metres is required. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at [london.ca](http://london.ca).

### Current Zoning

**Zone:** General Industrial (GI1) Zone

**Permitted Uses:** Bakeries; Business service establishments; Laboratories; Manufacturing and assembly industries; Offices support; Paper and allied products industries excluding pulp and paper and asphalt roofing industries; Pharmaceutical and medical product industries; Printing, reproduction and data processing industries; Research and development establishments; Warehouse establishments; Wholesale establishments; Custom workshop; Brewing on premises establishments; Service Trade; Existing Self-storage Establishments; Artisan Workshop; Craft Brewery; and Tow Truck Business.

**Height:** 24.0 metres

### Requested Zoning

**Zone:** Light Industrial Special Provision (LI1(\_)) Zone

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

**Special Provision(s):** To a permit a self-storage establishment use; and a minimum front yard setback of 0.64 metres, whereas 1.5 metres is required.

The City may also consider additional special provisions.

## Planning Policies

Any change to the Zoning By-law must conform to the policies of The London Plan, London's long-range planning document. The subject lands are in the Light Industrial Place Type at the corner of an Urban Thoroughfare and Neighbourhood Connector. The Light Industrial Place Type is intended to facilitate a broad range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions such as noise, odour, particulates, and vibration.

## 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](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 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 [Neighbourhood](http://Neighbourhood) 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](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 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/>.

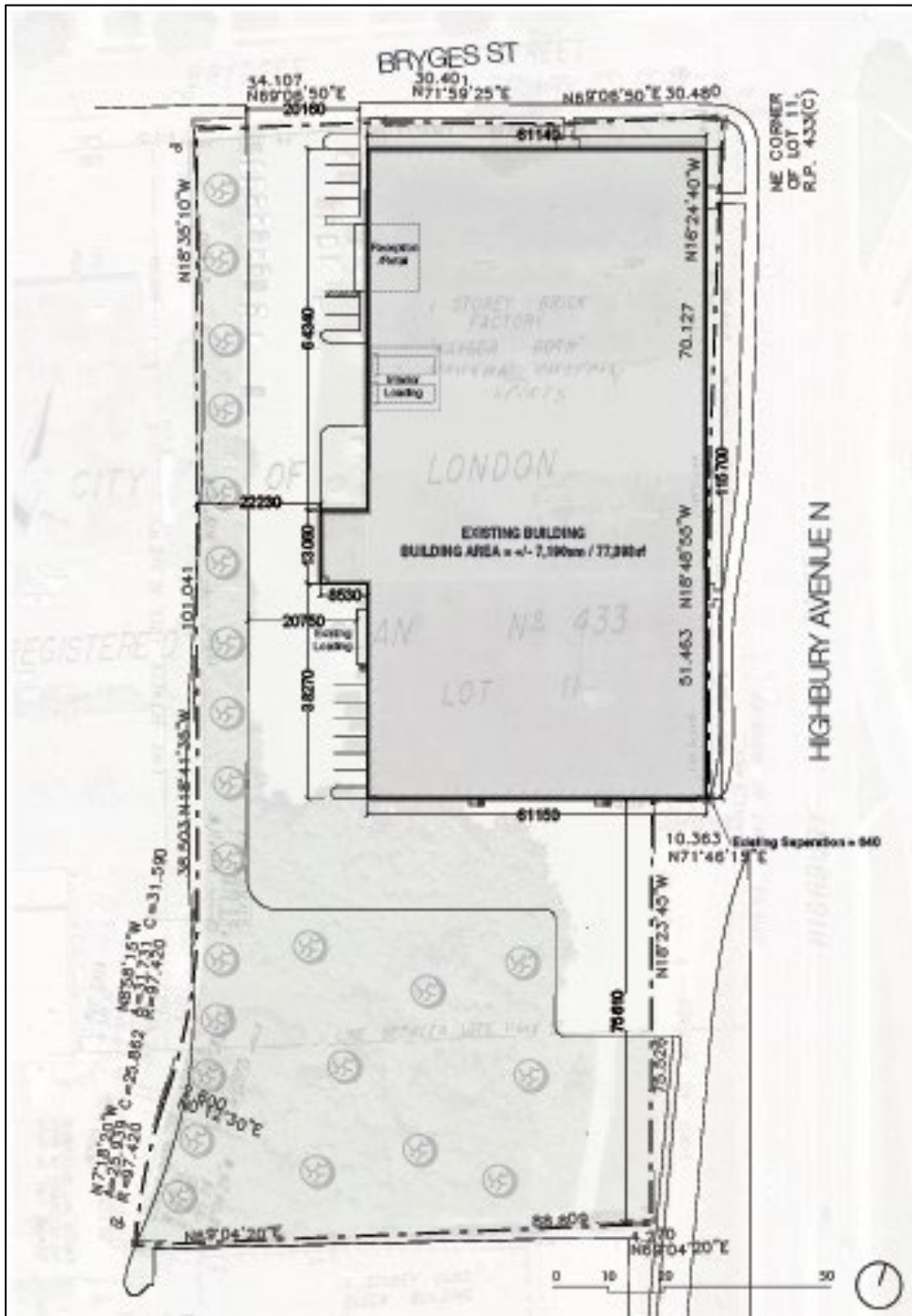
### **Notice of Collection of Personal Information**

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](mailto:plandev@london.ca) by March 17, 2023 to request any of these services.

# Site Concept



## Building Renderings (revised)



Conceptual Rendering (Brydges Street looking southeast towards retail entrance and loading))





***Conceptual Rendering (looking southwest from Brydges Street and Highbury Avenue N)***

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