

MEMO

TO: City of London – Transportation Advisory Committee

FROM: Stephen Brook P.Eng.

DATE: September 30, 2014

SUBJECT: The London Plan, May 22, 2014 Draft

- 1) Based upon a preliminary review of the May 22, 2014 draft document, The London Plan I would recommend that the Transportation Advisory Committee express its support for many of the London Plan's general principles and directions including:
- Identifying the "Critical Importance of Transportation"
 - Recognizing the explicit relationship between land use and transportation, and
 - The London Plan's emphasis on creating Transportation Choices

2. It is suggested that the City of London review the proposed Place Types, identified in Map 4, and consider expanding the limits of the lands designated as Rapid Transit Corridor adjacent to planned rapid transit stations noting that the proposed Mobility Policies (page 68) identify the City of London will:
- Link our land use plans and our transportation infrastructure plans so they are mutually supportive, and
 - Utilize rapid transit services to strategically promote and catalyze infill and intensification.

The greatest potential for intensification should be recognized to exist in the areas immediately adjacent to rapid transit stations. Consistent with those policies, an expansion of the lands designated as Rapid Transit Corridor adjacent to transit stations should help increase the potential return of an investment in rapid transit while still limiting the impacts on the local neighbourhoods.

3. In addition, it is noted that;

- a) The planned extension of Veterans Memorial Parkway as an Expressway to Wilton Grove Road was omitted from Map 5 – Street Classifications
- b) As part of providing a vision for the future, the Mobility Network presented as Map 2 should include Future Multiuse pathways. While this would be confirmed as part of an update of the Bicycle Master Plan it is suggested that this should include extensions of the Thames Valley Parkway along the area's original transportation corridor, the Thames River.
- c) The decision to provide turning lanes on major streets and rural thoroughfares should be context sensitive based on a variety of factors including traffic volumes, safety and intersection capacity and not restricted by the Official Plan as identified in Table 6 and Table 8.
- d) Apparent contradictions in Table 6 as part of the Mobility Policies include;
 - o divided vehicle zones are not permitted on Urban Thoroughfares but planted medians are permitted.
 - o Transit stop and related facilities are not permitted on rapid Transit Boulevards although the plan notes that it is implied rapid transit and non-rapid transit services will be accommodated on this street classification.

spb.

cc M. Marsman - Chair