

CHAPTER 18 – TRANSPORTATION OBJECTIVES

- 441. Amend subsection 18. by adding “A Progressive Transportation System is identified as a strategic priority in the 2007 – 2010 Council Strategic Plan.” at the end of the first paragraph.
- 442. Amend subsection 18.1. by deleting “s” from “toward” after “directed” in the second line.
- 443. Amend paragraph 18.1. iii) by adding “and sustainable” after “balanced” in the first line; by adding “,” and deleting “and” after “travel” in the second line; and by adding “and provides opportunities to minimize reliance on the automobile” at the end after “modes”.
- 444. Amend paragraph 18.1. xi) by adding “all modes of” after “convenience of” in the first line; and by deleting “disabled persons” from the end and replacing it with “persons with disabilities”.
- 445. Amend paragraph 18.1. xiv) by deleting “ages and health groups” from the end.
- 446. Amend paragraph 18.1. xv) by deleting the following table:

	Current	2001	2011
Walking	9%	10%	11%
Bicycling	1.5 %	2%	3%
Public Transit	8.5%	10%	12%
Auto Passenger	19%	20%	21%
Auto Driver	62%	57%	53%

and replacing it with the following:

	1987 (Actual)	2002 (Actual)	Target 2024
Walking	10.5%	6.9%	9%
Bicycling	1.5%	0.5%	2%
Public Transit	9.5%	6.9%	10%
Automobile	78.5%	83.6%	77%
Other	--%	2.2%	2%

- 447. Amend subsection 18.1. by adding the following at the end:
 - “xvi) Optimize the capacity, operational capabilities and Level of Service of the existing transportation system as the basis for future transportation planning;
 - xvii) Pursue measures and actions required to change trip-making characteristics and reduce travel demands in order to optimize use of the existing transportation system;
 - xviii) Select achievable plans for prioritized expansion, enhancement and improvement of the existing transportation system, with emphasis on roadway capacity and continuity, improved transit services and Transportation Demand Management (TDM) targets, and
 - xix) Provide a fiscally responsible plan that responds to the financial abilities of the City of London to invest in transportation system improvement and operation over the next twenty years.”
- 448. Amend subsection 18.2.1, by adding the following sentence: “The City shall prepare a Transportation Master Plan to provide a strategic framework for existing and future transportation needs.” after “needs.” in the third line.
- 449. Amend paragraph 18.2.1. iii) by deleting “medication” after “evaluation and” in the third line and replacing it with “mitigation”.
- 450. Amend subsection 18.2.1. by adding the following at the end:

“Level-of-Service (LOS) Standard” (in the sidebar)

- “viii) The City of London shall establish a target of LOS “D” conditions on all arterial and collector roadways in the PM Peak Hour. Once this LOS is measured or forecast to exceed LOS D, plans and actions will be taken to regain the minimum LOS “D” planning standard. Specific areas of the City may not be required to meet this target based upon other policies of this plan.”

“Shift Alternative” (in the sidebar)

- “ix) The use of innovative and strategic transportation alternatives to encourage behavioural change on the part of the travelling public shall be encouraged (Transportation Demand Management).”

“Arterial Capacity Optimization” (in the sidebar)

- “x) Capacity optimization as an essential element of transportation planning shall be encouraged. The Access Management Guidelines are to be followed in the review of all site plan and development permit applications. A review of all roadway and intersection design projects, signal timing changes, and Environmental Assessments, to ensure that the capacity of the arterial and collector roadway network is optimized and preserved to the fullest extent possible before major capacity enhancements are required.”

“Grade Separation” (in the sidebar)

- “xi) The design of any new or upgraded separations identified on Schedule “C” shall ensure that, where appropriate, transit movements and pedestrian movements are not hindered by the grade separation, and appropriate measures shall be provided to ensure pedestrian safety from vehicular traffic.”

451. Amend paragraph 18.2.2. i) (b) by adding “medium to” after “at” in the second line; by deleting “generally” after “access is “ in the second line; and by deleting “major roads” at the end and replacing it with “arterial roads”.

452. Amend paragraph 18.2.2. i) (c) by adding “controlled or” after “has” in the second line.

453. Amend paragraph 18.2.2. i) by adding the following new clause after “f”):

- “(g) Window Street – provides single loaded access to individual properties and connects neighbourhood destinations. Window streets shall serve local traffic only.”

454. Amend paragraph 18.2.5. ii) by deleting “land” and replacing it with “lane” after “triangles,” in the third line; by adding “/auxiliary turn lanes, increasing intersection capacity,” after “channelization” in the third line; and by adding “, and/or transit facilities and transit priority measures, including HOV lanes” at the end after “devices”.

455. Amend paragraph 18.2.5. iii) by adding “d” at the end of “require” in the second line; by adding “, and to accommodate transit facilities and transit priority measures, including HOV lanes,” at the end after “generators”.

456. Amend subsection 18.2.5. by inserting the following new clause:

- “iv) Road widening in excess of road allowance requirements may be required at an interchange for the purpose of providing ramps, structures, retaining walls, and transit facilities.”

457. Amend paragraph 18.2.5. “iv” by renumbering it “v”.

458. Amend paragraph 18.2.5. “v” by renumbering it “vi”); by adding “consent or development agreement” after “control,” in the second line; by deleting “in equal

amounts from both sides of the road, measured from the centreline of the road allowance. Where physical or other conditions or obstructions necessitate a widening on one side on excess of an equal amount, on the portion of required widening that represents an equal amount will be obtain by dedication.” and replacing it with “equidistant from the centreline as determined by:

- (a) The centreline of the original road allowance laid out by competent authority which has not otherwise been amended by a Council approved Environmental Assessment or By-law; or,
- (b) The centreline as established by a Council Approved Environmental Assessment or By-law; or
- (c) The centreline of construction of a road where no original road allowance was laid out by competent authority.”

459. Amend paragraph 18.2.5. “vi)” by renumbering it “vii).
460. Amend paragraph 18.2.5. “vii) by renumbering it “viii)” and making the following changes:

- by adding “and,” at the end of (a);
- by deleting (b) in its entirety;
- by relettering “(c)” to “(b)” and by deleting “property as a legal use” at the end of (c) and replacing it with “reduced standard”.

461. Amend paragraph 18.2.6. ii) by adding the following at the end: “The Zoning By-law may include minimum intersection separations to allow for the efficient operation of all modes of transportation at intersections.”

462. Amend paragraph 18.2.6. iii) by adding “or severed” after “subdivided” in the fourth line; by adding “or a system of common/joint access arrangements with adjacent properties,” after “collector,” in the ninth line; by inserting the following as a second paragraph:

“Council may adopt Access Management Guidelines to further control access along arterial and primary collector roads.”;

and by deleting from clause iii) the second paragraph and items (a) and (b) in their entirety.

463. Amend subsection 18.2.6. by adding the following new clause at the end:

“Access Management” (in the sidebar)

- “viii) Council shall adopt Access Management Guidelines pursuant to Section 19.2.2. of this Plan that are to be used in the review of all development applications that involve access to arterial and/or collector roads, including intersection separations.”

464. Amend subsection 18.2.7. by adding “/auxiliary turn lanes” after “channelization” in the eighth line; and by adding “/right” after “left” in the eighth line.

465. Amend paragraph 18.2.7. i) by deleting “Traffic” in the sidebar and replacing it with “Transportation”; by deleting the letter “i)” at the beginning; by deleting “traffic” after “prepare a” in the third line and replacing it with “transportation”; and by adding the following new paragraphs at the end:

“Council shall adopt Transportation Impact Study Guidelines pursuant to section 19.2.2. of this Plan. The preparation of a Transportation Impact Study shall be required at the following stages of the planning approval process.

“Area Plan & Secondary Plan” (in the sidebar)

“Identification of transportation infrastructure and operational improvements associated with area wide development potential.”

“Plan of Subdivision (in the sidebar)

- Arterial and collector roadway requirements and operations
- Phasing plan
- Transportation infrastructure improvements tied to phasing plan
- General description of access locations and operations
- Allocation of responsibility for funding and implementation of transportation infrastructure improvement

Site Plan (in the sidebar)

- Phasing Plan
- Transportation infrastructure improvements tied to phasing plan
- General description of access locations and operations
- Allocation of responsibility for funding and implementation of transportation infrastructure improvements
- Access location and operations, including joint accesses between adjacent properties
- Site specific impacts on road network including adjacent site operations

466. Amend paragraph 18.2.11. iii) (c) by adding “safe, accessible” after “establishment of” in the first line; and by deleting “with appropriate lighting” after “linkages” in the second line.

467. Amend paragraph 18.2.11. iii) (g) by adding “, as well as the routes to transit (transit access routes)” at the end after “transit”.

468. Amend paragraph 18.2.11. iv) by adding the following two new paragraphs at the end:

“Council shall consider the design of the road network in the context of existing and planned transit routes, and shall require that the road network be laid out to provide for ease of circulation and penetration of the neighbourhood for public transit. In the case of site specific development proposals Council will, where appropriate, consider the orientation of buildings, pedestrian access points/routes, location of bus bays and stops, on-site vehicle circulations, and parking layouts.

In the review of a plan of subdivision application or consent, the approval authority may impose conditions relating to the dedication of lands for commuter parking lots, transit situations and related infrastructure for the use of the general public using a public right-of-way.”

469. Amend paragraph 18.2.11. vi) Transit Nodes by deleting it in its entirety.

470. Amend paragraph 18.2.11. vii) and viii) by renumbering them “vi)” and “vii)” respectively.

471. Amend paragraph 18.2.11. ix) by deleting “Dependent” in the sidebar and replacing it with “Reliance”; by renumbering it “viii)” by deleting it in its entirety and replacing it with:

“viii) Council will promote increased mobility opportunities for all residents by encouraging the location of accessible transportation facilities on-site or in close proximity to major “trip generating” land uses, and through the implementation of policies 18.2.11. i) through x) with added consideration for those areas frequented by persons reliant on the public transit system.”

472. Amend paragraph 18.2.11. x) by renumbering it “ix)”.

473. Amend paragraph 18.2.11. xi) by renumbering it “x)” by deleting “transit friendly” after “promote a” in the first line; by adding “that increases access to and

opportunity for public transportation” after “pattern” in the first line; and by adding “accessible” after “provision of” in the fifth line.

474. Amend subsection 18.2.11. by adding the following new subsection at the end:

“18.2.11.1. Transit Nodes and Corridors” (in the sidebar)

“Council shall support the long term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors. The Downtown and the Transit Nodes and Transit Corridors as shown on **Figure 18.1** are target areas for growth, redevelopment and revitalization. Policies that support growth, redevelopment and revitalization in these areas are provided below and throughout the Plan.

- i) In the review and evaluation of development proposals located along identified transit nodes and corridors Council will discourage site-specific Official Plan Amendments and site-specific Zoning By-law Amendments which propose a lower intensity of use where a higher intensity of use has been planned to support compact urban form, discourage sprawl, and provide for efficient infrastructure and transportation.
- ii) Residential intensification and employment development will be encouraged adjacent to Transit Nodes and along Transit Corridors. In addition to these primary residential and employment land uses, other land uses which help create complete communities such as recreation, neighbourhood commercial, and public service facilities will be encouraged to integrate with these units.
- iii) Development or corridor improvements which may hinder the usage of the Transit Corridors identified on Figure 18.1 for full-size buses and/or HOV lanes will be discouraged.
- iv) The City of London shall establish a target of Level of Service “D” conditions on all arterial and collector roadways in the PM peak hour for general automobile traffic. Where these plans or actions have direct impact on a Transit Corridor as shown on Figure 18-1, mitigative measures may include implementation of transit priority measures in order to maintain efficient flow-through of transit vehicles, improve the level of transit service on these corridors, and increase the attractiveness of transit as a viable mode of travel.
- v) Where lands are within a Specific Residential Area identified under policy 3.5 of the Plan, the application of the transit nodes and corridor policies will supplement those specific policies, but will not supersede them.”

475. Amend subsection 18.2.12 by adding “and accessible,” after “safe,” in the second line; and by adding the following sentence at the end: “Council may consider a policy to limit the maximum amount of parking spaces to support a proposed development”.

476. Amend paragraph 18.2.12. i) by deleting “to” and replacing it with “of” after “condition” in the third line; by adding the following sentence: “With the exception of low density residential uses, any variance from the parking requirements of the Zoning By-law shall be supported by a Parking Study Report.” after “land uses.” in the fifth line; and by adding “,accessibility requirements” after ‘service levels” in the sixth line.

477. Amend paragraph 18.2.12 ii) by deleting it in its entirety and replacing it with:

“Design Standards” (in the sidebar)

- “ii) Design standards for off-street parking may be applied through the site plan approval process or the Zoning By-law. The intent of these standards is to achieve safe access, efficient usage, and improved aesthetics while reducing the impact of parking on adjacent land uses.

Design standards shall also provide for barrier-free and universally accessible parking requirements.”

478. Amend subsection 18.2.12 by adding the following new subsection at the end:

“Park-and-Ride Facilities” (in the sidebar)

“viii) The location of park-and-ride facilities on the periphery of the City will be sited based on discussion with the County of Middlesex, adjacent municipalities and the Ministry of Transportation of Ontario (MTO), in order to ensure that the location of these facilities optimizes their ability to encourage modal split by commuters and to improve transit accessibility to areas that are under-serviced through traditional transit routes.

In addition, the location of park-and-ride facilities shall be encouraged at other areas throughout the City, including Transit Nodes and Corridors.”

479. Amend subsection 18.2.14 by deleting “movement with” after “pedestrian” in the second line and replacing it with “infrastructure within”.

480. Amend paragraph 18.2.14 i) (f) by deleting “requiring pedestrian path lighting in open space areas and along transit routes where necessary” at the beginning and replacing it with “establishing a program to install pedestrian pathway lighting on City park lands where there is an appropriate after dusk use or a necessary street to street pedestrian connection. Pedestrian lighting shall also be established along transit routes where necessary;” and by deleting “and” at the end.

481. Amend paragraph 18.2.14 i) (g) by deleting “provide barrier-free access” after “facilities” at the end and replacing it with “are accessible; and,”.

482. Amend paragraph 18.2.14 i) by adding the following new clause t the end:

“(h) require pedestrian paths from the internal local roads of subdivision to collector or arterial roads where there is an existing or planned transit route.”

483. Amend paragraph 18.2.14 ii) by deleting “and” and by adding a comma after “Western Ontario” in the fourth line; and by adding “and Transit Nodes and Corridors as identified in Figure 18.1” after “College” in the fourth line.

484. Amend paragraph 18.2.14. ii) (b) by adding “accessible” at the beginning; and by adding “and standards” at the end after “design”.

485. Amend paragraph 18.2.14. ii) by renumbering “(i)” and “(j)” to “(h)” and “(i)” respectively.

486. Amend paragraph 18.2.14. iii) by deleting it in its entirety and replacing it with the following:

“Area Studies and Plans of Subdivision” (in the sidebar)

“Council, in the preparation and review of area studies, or in its evaluation of development proposals, shall consider the potential impact of the development on the safety, efficiency and ease of pedestrian movement within and adjacent to the subject lands. Pedestrian friendly internal routes and streets shall be required to link or extend to existing or proposed pedestrian circulation routes. The pedestrian circulation routes will include accessible pedestrian connections to existing and proposed transit stops.”

487. Amend subsection 18.2.16. by adding “International” after “London” in the last line of the first paragraph.

488. Amend paragraph 18.2.16. i) by adding “International” after “London” in the third line.

489. Amend paragraph 18.2.16 iii) by adding the following new item iii) as follows:

“Economic Role of Airport” (in the sidebar)

- “iii) The long-term operation and economic role of the London International Airport will be supported by encouraging compatible land uses such as airport related industrial development and associated infrastructure works in the vicinity of the airport lands. Measures that may be implemented to achieve this objective include land use designations and area-specific policies, special provision zoning, and the adoption of a Community Improvement Plan to support the aerospace industry.”
490. Amend subsection 18.2.20. by adding “Master” after “Transportation” in the first line; by deleting the second paragraph in its entirety and replacing it with “The City shall provide status reports as needed on transportation demand management initiatives implemented and the potential need to reassess, amend or update any component of the Transportation Master Plan.”; and by adding “Master” after “Transportation” in the first, third and fifth lines of the third paragraph.
491. Amend Chapter 18. by deleting the existing Table 18.1 and replacing it with the attached Table 18.1.
492. Amend Chapter 18. by adding the attached Figure 18.1 Transit Corridors and Nodes Network.