

18.

TRANSPORTATION

INTRODUCTION

The Transportation policies deal with the various elements of the transportation system in the City of London and the modes of travel that they support. The transportation system provides a major part of the framework for urban growth and development and influences the function and compatibility of land uses and the quality of life in the City. The policies contained in the Plan will guide future public investment in the development of transportation facilities and will inform the public of Council's intentions in this regard.

Since transportation planning is an ongoing process, it is anticipated that the City's Transportation Plan will be updated and the policies contained in this Chapter of the Plan may be refined or revised at various times during the planning period and that the horizon year for the Transportation Plan will be advanced accordingly.

(Introduction amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

18.1.

TRANSPORTATION OBJECTIVES

The development of the transportation system in the City of London shall be directed towards the following objectives:

- i) Meet the immediate and long-term requirements of all sectors of the community related to the safe and efficient movement of people and goods within and through the City.
- ii) Provide for appropriate linkages among local, regional and provincial transportation systems.
- iii) Provide for a balanced transportation system that integrates all modes of travel and minimizes the conflicts among these modes.
(Clause iii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- iv) Provide a plan for the development of a transportation system that will be responsive to development and economic trends that influence transportation patterns.
- v) Provide a public transit system that offers an effective and less costly alternative to travel by automobile and achieves a realistic share of the travel demand in the overall transportation system.
(Clause v) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- vi) Minimize the adverse effects of the transportation system on natural environments and communities, especially in established residential neighbourhoods.
(Clause vi) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- vii) Conserve energy and reduce transportation costs by such means as increasing the efficiency of traffic movements and promoting

public transit use and alternative modes of transportation.
 (Clause vii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

- viii) Promote land use planning and development that is conducive to the efficient operation and increased use of the public transit system and alternative modes of transportation.
 (Clause viii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- ix) Provide for motor vehicle and bicycle parking facilities that are appropriately located, adequate for the uses that they support, and compatible with adjacent land uses.
 (Clause ix) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- x) Provide a high level of accessibility to the Downtown, major institutions, industrial areas, major shopping areas and other areas where there is a significant concentration of employment.
 (Clause x) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- xi) Encourage accessibility to, and the convenience of, the transportation system for disabled persons.
 (Clause xi) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- xii) Support the planning and development of bicycle routes and pedestrian paths that provide linkages among open space areas, major activity centres, employment nodes and the public transit system and that enhance the convenience, safety and enjoyment of these modes of travel.
 (Clause xii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- xiii) Develop a transportation network that is conducive to the provision of emergency services to all areas of the City.
- xiv) Support the provision of safe and effective pedestrian movement within the City for all populations, ages and health groups.
- xv) Encourage, as an overall system performance objective, a 15% reduction in peak hour auto use by striving to achieve the following mode split targets:

	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%

(Clause xiv) amended by OPA NO. 88 - OMB Order No. 2314 -approved 99/12/23)

18.2. TRANSPORTATION PLANNING

18.2.1. It is intended that the transportation planning process in the City of

Scope of Transportation Planning

London shall be innovative, cost-effective and responsive to changing transportation needs. Elements of the transportation planning process will include:

- Short term i) short-term needs analysis and operational planning;
- Traffic ii) monitoring of traffic volumes and travel characteristics;
- Transit and Transportation iii) the analysis of traffic and public transit impacts associated with major development proposals and the input of transportation planning concerns in the evaluation and medication of these proposals;
- Long-term Alternatives iv) consideration of the projected demand and the potential costs and benefits of alternative measures for the long-term expansion and upgrading of the transportation system;
(Deferral #14 Under Section 17(10) of the Planning Act)
- Costs of Improvements v) the preparation of schedules, priorities and cost estimates for transportation improvements which are suitable for the development of priorities in the City's Capital Works Budget;
(Clause v) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- Road Requirements vi) consideration of the requirements contained in the Municipal Engineer's Association Class Environmental Assessment for Roads, where appropriate; and
- Land Use Requirements vii) consideration of transit-supportive land use planning principles and urban design principles which support the different modes of transportation which make up the transportation system.
(Clause vii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

18.2.2. Transportation Network Corridors

Streets must serve a number of functions such as providing transportation corridors for all kinds of users and vehicles and providing a right-of-way for underground utilities. Healthy communities will offer a broader range of mobility choices by continuing to work well for vehicles while making bicycling, walking and public transit viable options for many daily trips including the trip to work.

The network of public roads in the City of London shall be classified, upgraded and expanded upon in accordance with Schedule "C" - Transportation Corridors, and the policies contained in this Chapter of the Official Plan. Schedule C identifies the classification of existing roads as solid lines and the classification of proposed roads as dotted lines. It is anticipated that these road corridors will be required to meet the transportation needs associated with growth over the planning period.
(Introduction deleted and replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Classification of Roads by Function

- i) The road system shall be based on a functional classification of roads described as follows:
 - (a) Freeway - serves high volumes of inter-urban and long

distance traffic movements at high speeds with no direct access;

(Subclause (a) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

(b) Expressway - serves high volumes of inter-urban traffic movements at high speeds and access is generally limited to intersections with major roads;

(Subclause (b) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

(c) Arterial - serves high volumes of intra-urban traffic at moderate speeds, and has limited property access;

(d) Primary Collector - serves light to moderate volumes of inter-neighbourhood traffic at moderate speeds and has limited property access;

(Subclause (d) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

(e) Secondary Collector - serves light volumes of traffic for short distances between local and arterial streets, and provides access to individual properties;

(Subclause (e) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

(f) Local - provides access to individual properties and connects neighbourhood destinations. Local streets shall serve local traffic only.

(Subclause (f) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Roads categorized as freeway, expressway, arterial, primary collector and secondary collector are shown on Schedule "C" - Transportation Corridors.

(Clause i) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Development
Criteria

ii) Categories of roads which are under the jurisdiction of the City shall be developed in accordance with the criteria contained in Table No. 18.1., relating to road allowance requirements, number of lanes, operating speeds, access and parking policies, and intersection policies. Roads may be widened to their road allowance requirement in accordance with policy 18.2.6. of the Plan. Development which would interfere with the future widening of a road to its required road allowance shall be prevented where possible. Criteria for Provincial highways is under the jurisdiction of the Ministry of Transportation. Access to Provincial Highways is governed by the Ministry and requests for access may be subject to Ministry requirements such as a traffic impact analysis.

(Clause ii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Existing Roads

iii) Existing arterial and collector roads are shown as solid lines on Schedule "C" - Transportation Corridors, and are not necessarily fully developed. It is anticipated that these roads will be required

to meet future transportation needs associated with growth within and beyond the population horizon of the Plan. Minor modifications to a planned road alignment may be made without the necessity of an amendment to the Official Plan if it can be demonstrated to the satisfaction of Council that the modification will not diminish the function or capacity of the road.

(Clause iii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Protection of Existing Roads

- iv) Approved developments shall provide for the protection of the required road allowance for existing roads and, where applicable, for their construction and dedication as public roads. The required road allowance may also be acquired by the City through purchase or expropriation as appropriate.

(Clause iv) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Proposed Roads

- v) Proposed arterial and collector roads shown as dashed lines on Schedule "C" - Transportation Corridors, are anticipated to be required to meet future transportation needs associated with growth within and beyond the population horizon of the Plan. The alignment of the proposed roads shall be regarded as an approximation of their future alignment. Final alignments and right-of-way requirements shall be determined on the basis of corridor protection studies or functional planning studies which may address, but not be limited to, development patterns, land ownership, impact on existing land uses or natural features, and engineering studies.

(Clause v) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Protection of Proposed Roads

- vi) To ensure that the City's long term transportation needs can be met, the City will endeavour to protect proposed roads in the review of Area Studies, plans of subdivision, and Official Plan/Zoning By-law amendments. Where the alignment of a proposed road has been determined, the required road allowance shall be reserved for future road development. Where the alignment of the road has not been determined, proposals for the development of the lands that may be required for the future road allowance will be reviewed through corridor studies or functional planning studies, as described in policy 18.2.2.v), to determine which portion of the lands should be reserved to form part of the future road allowance. Lands reserved for a proposed road alignment may be acquired by whatever method is available to the City by statute and which is most appropriate under the particular circumstances.

(Clause vi) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

**18.2.3.
Proposals to
Add, Upgrade,
Delete or Re-
align Roads**

In the review of proposals to amend Schedule "C" - Transportation Corridors, to add, upgrade, delete, re-align or extend a freeway, expressway, arterial road, primary collector road or secondary road, consideration shall be given to traffic service or implications, or potential impacts that a proposed road development may have on existing land uses and natural features, and measures that may be taken to mitigate these impacts.

(Subsection 18.2.3. amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

**18.2.4.
Road Allowance
Requirements**

Specific road allowance requirements will be established for different roads, or section of roads, in accordance with the range described in Table 18.1. Road allowance requirements for specific roads, or section of roads, will be defined in the Zoning By-law.

(Subsection 18.2.4 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Exceeding
Allowance Range

- i) Road allowance requirements shall vary within the range described in Table 18.1. Where, on the basis of topographic constraints, site conditions or a transportation study, it is determined that a road allowance should exceed the specified range, an amendment to the Official Plan will be required.

Land Dedications
in the Downtown
Area

- ii) Land dedication requirements for road widenings in the Downtown Area, as defined on Schedule "A", of up to 3.05 metres (10 feet) may be required for developments and/or redevelopments in the Downtown Area. The exact dedication requirements will be determined by the City's Environmental and Engineering Services Department through the development review process.

(Clause ii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

**18.2.5.
Road Widening
Policies**

Council shall provide for the widening of existing road allowances to the road allowance requirements established under policy 18.2.4. Privately owned land needed for road allowance widening may be acquired by the City through purchase; expropriation; dedication as a condition of subdivision, land severance or site plan approval; or other appropriate means.

(Subsection 18.2.5 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Road Allowance
Requirements

- i) For the purposes of the *Planning Act*, dealing with road allowance widening as a condition to the approval site plans for development, any road that has less than the required road allowance established according to the provisions of policy 18.2.4. of this Plan shall be regarded as a road to be widened.

(Clause i) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Intersection
Requirements

- ii) Road widenings in excess of road allowance requirements may be required at an intersection for the purpose of providing daylight triangles, land channelization, or locations for traffic control devices.

Arterial Roads

- iii) Road widenings in excess of the road allowance requirement may be require along arterial roads to accommodate auxiliary turning lanes that will provide better access to land uses that are major traffic generators.

Constraints

- iv) Council may waive or accept less than the maximum road widening requirement where, in the opinion of Council, the nature of existing development, topographic and/or natural features or other constraints make it impractical to widen the road to the established road allowance requirement.

(Clause iv) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

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| Widening From a Dedication | v) | In those cases where the widening of a road is to be obtained by dedication through site plan control, adjacent land shall be obtained in equal amounts from both sides of the road, measured from the centerline of the road allowance. Where physical or other conditions or obstructions necessitate a widening on one side in excess of an equal amount, only the portion of required widening that represents an equal amount will be obtained by dedication. |
| Setbacks | vi) | The Zoning By-law shall provide for the measurement of setback requirements from the limit of the required road allowance. |
| Implementation | vii) | The implementation of the road widening policies will also take into consideration matters such as the following: <ul style="list-style-type: none">(a) where a parcel of land has been acquired by the City but the widening of the road is not imminent, Council may allow for the private interim use of the parcel;(b) where a road widening is not imminent, Council may enter into an agreement with the landowner to transfer title of a parcel of lands affected by a road widening at a future date when the road improvements are to be carried out; and(c) where, because of a road widening, the size of a property is reduced and the lot area or setbacks no longer conform to the Zoning By-law, Council may consider an amendment to the By-law to recognize the property as a legal use. |

**18.2.6.
Intersection and
Access Policies
for Arterial and
Primary
Collector Roads**

The efficiency, safety and traffic carrying capacity of freeways, expressways, arterial, and primary collector roads shall be protected by minimizing the number and spacing of intersecting streets and access points.

(Subsection 18.2.6. amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

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| Intersections with Local Streets | i) | The design of residential plans of subdivision shall discourage the intersection of local streets with freeways, expressways, arterial or primary collector roads.
<small>(Clause i) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</small> |
| Intersection Separation | ii) | To the extent feasible, the intersection of a new primary collector or secondary collector road with an arterial road shall provide sufficient separation from the nearest major intersection to allow for the efficient operation of traffic control devices. |
| Restricted Areas | iii) | Preferred land uses along arterial or primary collector roads are higher intensity uses with minimum access requirements. Nevertheless, where lands adjacent to an arterial or primary |

collector road are to be subdivided for the purpose of low density residential development, suitable measures that would prohibit vehicular access from individual properties to the arterial or primary collector road shall be provided. Such measures may include a system of service roads, or looped local roads located parallel to the arterial or primary collector, or where alternative land use or road layout options are not appropriate, reverse lotting.

Notwithstanding the above, where lands adjacent to an arterial or primary collector road are being severed for the purpose of single detached, semi-detached, or duplex development, individual access to these properties may be permitted where they can be safely accommodated and:

- (a) where such development occurs within the "Rural Settlement" designation; or,
- (b) where such development involves remnant parcels not readily integrated into a plan of subdivision and occurs in an area where numerous individual access points already exist.

(Clause (iii) replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23
Amended by OPA 211 - 01/02/05)

- Common Access iv) The subdivision or severance of land adjacent to an arterial or primary collector road, for purposes other than low density residential development, shall minimize the number of access points to the arterial or primary collector road through measures such as the provision of common driveways or a service road.
- Driveways v) Limitations on the number, spacing and design of driveways, and requirements for the development of common driveways may be applied to the development of lands adjacent to arterial or primary collector roads through the site plan approval process.
- Controlled Access By-law vi) Council may pass a by-law(s) for the purpose of designating sections of arterial or primary collector roads as controlled access roads.
- Transit Supportive Design vii) For residential lands abutting an arterial road, pedestrian access shall be provided at a maximum spacing of 500 metres with a maximum spacing of 1,000 metres between intersecting roads.
(Clause vii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

**18.2.7.
Road
Improvements
Associated with
Major
Development
Proposals**

Council, in its evaluation of major development proposals, shall consider the potential impact of the development on the safety, efficiency and volume of traffic flow on adjacent streets. Developers may be required to contribute to the cost of road improvements which, in the opinion of Council, are necessary to provide for safe vehicular turning movements to and from the site, and to minimize the disruption to traffic flow. Examples of such improvements may include, but not be limited to, road channelization to provide left turn lanes, and the construction of raised

medians.

(Subsection 18.2.7 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Traffic Impact
Assessment

- i) To assist Council in its consideration of traffic concerns and road improvement needs related to a major development proposal, an applicant may be required to prepare a traffic impact assessment.

**18.2.8.
Traffic
Management
Policies**

Traffic management strategies and measures that will provide for the safe and efficient use of existing facilities and minimize the potential impact of non-local traffic movements on low density residential areas shall be encouraged.

(Subsection 18.2.8 renumbered by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Efficient Use of
Existing Roads

- i) Traffic management strategies and operational improvements which promote a more efficient use of existing roads shall be encouraged. Examples include the promotion of staggered work hours, high occupancy vehicle lanes, lane control signals, queue-jumping lanes for transit vehicles, the channelization of intersections, the control of on-street parking, the management of the price and supply of long term parking spaces, and the optimization of traffic signal control for smooth continuous traffic flow.

(Clause i) replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Through Traffic

- ii) The road system shall be designed to facilitate convenient and efficient movement of motor vehicles, transit, bicycles and pedestrians within and between neighbourhoods; however, through vehicular traffic on local and secondary collector streets shall be discouraged in residential areas.

(Clause ii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Sidewalks,
Walkways

- iii) Pedestrian and vehicular traffic shall be separated, where appropriate, by using sidewalks and walkways.

Truck Routes

- iv) Truck routes shall be designated to provide for safe and efficient truck movement through and within the City and to provide for convenient access to industrial and commercial areas. Through truck traffic shall be discouraged on local and secondary collector roads in areas designated for residential use.

**18.2.9.
Traffic Noise
Attenuation**

The preparation and review of proposals for the development of residential units on lands adjacent to freeways, expressways and arterials shall take into consideration the potential impact of traffic noise on indoor and outdoor areas of the development, in compliance with provincial policy. Noise studies and attenuation measures will be required according to the provisions of policy 19.9.5., 19.9.6. and 19.9.7. of this Plan.

(Subsection 18.2.9 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

(Subsection 18.2.9 amended by OPA No. 348 - approved 2005/03/7)

**18.2.10.
Energy
Conservation/**

Council is committed to improving the quality of the environment by reducing the amount of energy consumed in transportation and the amount of pollution resulting from the use of the transportation system.

Air Quality

Council shall support and promote Transportation Demand Management Strategies which will not only be environmentally friendly, but also integral in the realization of P.M. peak hour mode split targets established in the Transportation Plan Review. Such strategies may include, but not be limited to:

- i) promoting ride sharing programs such as motor vehicle pooling;
- ii) supporting the development of central and common parking areas, where appropriate;
- iii) providing parking incentives that favour high occupancy vehicles;
- iv) considering, over the long term, the development of park and ride facilities;
- v) adopting a leadership role in promoting the use of transit by exploring such opportunities as employer subsidized transit passes;
- vi) developing educational and promotional programs which encourage the use of alternative modes of transportation before the use of the private automobile;
- vii) encouraging employers to implement trip reduction programs which may include telecommuting, ride sharing, transit subsidies, staggered work hours, transportation allowances, car pooling, and shower and bicycle facilities in places of employment;
- viii) increasing commuting by pedestrians and bicyclists through the preparation and implementation of the Bicycle Master Plan and the Pedestrian Path System as outlined in Sections 18.2.13. and 18.2.14. of the Official Plan; and
- ix) support measures which influence the availability and price of long term parking to encourage the use of alternative modes of transportation particularly during peak periods.

(Subsection 18.2.10 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

18.2.11. Public Transit Policies

The City of London shall be served by a public transit system that provides a convenient and less costly alternative to the private automobile as a means of travel within the City and thereby relieves some of the demand for road improvements and parking facilities. The public transit system must be integrated as a key component of community design.

(Subsection 18.2.11 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Downtown Accessibility

- i) Council promotes, as a goal of the Official Plan, the continued development of the Downtown as the primary business, office, cultural and administrative centre for the City of London. A public transit system shall be maintained and expanded according to a

system of routes that provide accessibility to the Downtown from all areas of the City, supplemented by a series of cross-town routes that link major employment and activity centres.

(Clause i) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Walking Distance

ii) Council shall promote the provision of public transit service within a 400 metre walking distance of all contiguous urban development.
(Clause ii) deleted and replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

iii) In the preparation and review of area studies and plans of subdivision, consideration shall be given to:

- (a) locating lands designated for the development of high density residential uses, office buildings, health care facilities, secondary schools, other community facilities, and regional or community shopping facilities, in areas that have convenient access to existing transit routes, or that can be efficiently served through the extension of existing transit services;
- (b) the alignment of arterial, primary and secondary collectors to link adjacent development with direct transit routings;
- (c) the establishment of sidewalks, walkways and/or other linkages, with appropriate lighting, to connect residential and employment areas to transit services;
- (d) the provision of a sidewalk on both sides of a street designed to carry transit;
- (e) the provision of temporary bus turnarounds at the end of partly constructed arterial, primary collector and secondary collector roads that have been identified as transit routes when phased development is proposed;
- (f) reducing pedestrian backtracking by developing street pattern designs and pedestrian circulation routes, which may include mid-block connections, to reduce walking and travel distances to transit stops; and
- (g) pedestrian safety in the design of streets designed to carry transit.

Development Applications

iv) In the review of development applications that involve projects which will generate significant demand for public transit service, consideration shall be given to the provision of on- or off-site facilities such as benches, rest areas and climate shelters, and other amenities, and to road improvements that will facilitate transit service and be conducive to its use. Consideration shall also be given to the siting of structures, parking lots, fencing and berming to ensure that development is oriented to the street and is

pedestrian and transit friendly.

(Clause iv) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

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| Transit Targets | v) Council, through the London Transit Commission, will promote transit ridership and shall strive to reach the targeted ridership levels identified in Section 18.1. of the Official Plan.
(Clause v) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |
| Transit Nodes | vi) Council shall support the long term development of compact, transit oriented and pedestrian friendly activity centres at such points as may be identified.
(Clause vi) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |
| Node Linkage | vii) Council shall support transit priority measures on designated routes linking major activity centres.
(Clause vii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |
| New Initiatives | viii) Council shall investigate and implement, together with the London Transit Commission, the business community, and the public, new initiatives for the cost-effective and energy efficient movement of people by public transit, primarily through and around the Downtown area but also major employment centres and activity nodes. These initiatives may include shuttle bus service, dial-a-bus service, the development of park-and-ride facilities and bicycle parking, as well as non-structural improvements to customer services, route services, and the introduction of new transit technologies.
(Clause viii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |
| Transit Dependant | ix) Council will promote increased mobility for all residents, particularly the transit dependant, by encouraging the location of transit stops near major trip generators and land uses frequented by transit dependant or mobility impaired persons.
(Clause ix) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |
| Public Safety | x) Council shall cooperate with the London Transit Commission to promote the design of public transportation facilities that take into account public safety and comfort.
(Clause x) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |
| Form of Development | xi) Council will promote a transit friendly development pattern by encouraging higher density, mixed use forms of development at major intersections. For existing and planned major shopping areas and community and regional facilities, Council will promote transit access, including the provision of on-site transit facilities, through the development review process. Council will also promote transit friendly land uses along major corridors which support a high frequency of transit service.
(Clause xi) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |

**18.2.12.
Parking Policies**

The provision of public and private parking and loading facilities that are safe, well integrated with the transportation system, adequate for the land uses they support, and developed to a standard which promotes

compatibility with adjacent land uses, shall be supported.
(Subsection 18.2.12 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

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| Parking and Loading Requirements | i) The Zoning By-law shall contain standards for the provision of private off-street parking and loading facilities to be required as a condition to the development and use of land. These standards may vary according to the parking demand normally associated with different types of land uses. Parking standards may also vary among areas of the City on the basis of public transit service levels and the availability of off-site parking. The development of parking in the Downtown shall be based on the provisions of policy 4.2.8. of this Plan. |
| Design Standards | ii) Design standards for the location, layout, construction, lighting, and buffering of off-street parking areas, shall be applied through the site plan approval process. The intent of such standards shall be to achieve safe access, efficient usage, improved aesthetics and reduced impact on adjacent land uses. Design standards shall also provide for the special parking requirements of vehicles driven by, or used to transport handicapped persons. |
| Development and Management of Public Parking | iii) Council shall prepare and implement a Parking Management Plan for the Downtown and adjacent areas based on a coordinated approach to the development and management of public on-street and off-street parking facilities. The Plan shall address such items as, but not be limited to, the supply and demand for parking, parking rates, the impact on the City's Transportation Demand Management Strategies, and the City's role in the provision of parking lots and structures. The development of public off-street parking may also be considered for Business Districts that are inadequately supported with private off-street parking facilities.
(Clause iii) deleted and replaced by OPA No. 88 - OMB Order 2314 - approved 99/12/23) |
| Parking on Roads | iv) Parking on public roads shall be governed by the provisions of Table No. 18.1. Parking on arterial and primary collector roads may be restricted, particularly during peak traffic periods, in order to increase the traffic-carrying capacity of these roads.
(Clause iv) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |
| Cash-in-Lieu of Parking | v) Exemptions from all or part of the required parking for a proposed development may be granted in exchange for cash in-lieu-of parking where an agreement to this effect has been entered into by the City and the developer. Unless otherwise specified in this Plan, the cash in-lieu provision should be used only in those areas where public off-street parking facilities have been or may be developed. |
| Downtown On-Street Transit Facilities | vi) Council will allocate up to 25% of its cash in-lieu-of parking from the Downtown area to improve on-street transit facilities and promote the use of transit for Downtown employees.
(Clause vi) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23) |

Bicycle Parking vii) Bicycle parking facilities shall be required in accordance with policy 18.2.13.v) and vi) of the Official Plan.
(Clause vii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

**18.2.13.
Bicycle Policies**

Council recognizes that the bicycle, during most times of the year, is a viable alternative to other modes of transportation, is environmentally sound, and supports active, healthy lifestyles. Wherever feasible, Council shall promote and initiate improvements to enhance bicycling as a means of transportation.
(Subsection 18.2.13 renumbered and replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Bicycle Master Plan i) Council shall prepare and adopt a Bicycle Master Plan to guide the development and implementation of a long-term, comprehensive, on and off-road commuter and recreational bicycling network. Portions of the system will be aligned along existing roads to provide linkages to major activity centres and employment nodes such as, but not limited to, the University of Western Ontario, Fanshawe College and the Downtown. Portions of the system will also be located within the public open space network such as the Thames River Valley so that the safety and enjoyment of its users will be enhanced.

The Master Plan shall serve to: advance a vision for cycling; detail a series of first principles to implement the London's cycling vision; define a strategic approach for the development of a primary and secondary commuter and recreational network that recognizes the distinct operational and design needs of the user; depict existing and proposed on and off-road facilities; advance minimum design standards for facility development; detail facility supportive amenities; and recommend mechanisms for implementation.

City-initiated Capital Transportation Projects ii) All City-initiated capital transportation projects shall incorporate bicycle facilities as directed by the Bicycle Master Plan. The prescribed facility shall be incorporated into the Environmental Assessment and budgeting process as required.

City Initiated Capital Open Space and Parks Projects iii) All City-initiated capital open space, parks and recreation projects will incorporate bicycle facilities as directed by the Bicycle Master Plan. The prescribed facility shall be incorporated into the Environmental Assessment process and budgeting process as required. Council shall support the expansion of off-road facilities through river valleys and parklands where such facilities will not adversely impact significant environmental features or functions.

Area Plans iv) All area plans shall incorporate bicycle infrastructure as provided for in the Bicycle Master Plan.

Development Applications v) All development applications, including, but not limited to, plans of subdivision, severances, plans of condominium, Official Plan Amendments, zoning by-law amendments, site plans, and Conservation Master Plans shall be reviewed to ensure that they

are consistent with, and implement, the Bicycle Master Plan.

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| Signage Program | vi) | A bicycle route signage program for existing roadways will be budgeted for and prioritized. Signage for identified commuter and recreational routes will be developed in accordance with recognized standards and best practices. |
| Ongoing Road Maintenance and New Road Construction | vii) | Ongoing road maintenance and new road construction and associated infrastructure shall have consideration for the bicycle in the design and placement of intersection treatments, sewer grates, manhole covers, signage and railway crossings. |
| Maintenance Requirements for Roadways | viii) | All of the maintenance requirements for roadways shall extend and apply to on-road bicycle lanes facilities as well including the maintenance of the lane delineation, pavement stenciling, and the maintenance and/or replacement of signage. |
| Maintenance Schedules | ix) | Care of on-road bicycle facilities shall mirror Council's approved summer and winter road maintenance schedule including provisions for snow removal, street sweeping and surface repairs. |
| Lead by Example | x) | Council shall provide accessible and sufficient bicycle parking facilities at all municipally owned and operated facilities in order to promote the use of the bicycle as an alternative mode of transportation. |
| Bicycle Parking Standards | xi) | Bicycle parking shall be provided in accordance with the requirements of the Z.-1 Zoning By-law. Council shall also encourage facilities such as showers and change rooms in places of employment to enhance the use of the bicycle for work-based travel. |
| Intersection Treatments and Facility Design | xii) | The City shall develop design and implementation guidelines for the creation of delineated on-road bicycle lanes and on-road bicycle routes having particular consideration for intersection treatments. |
| Supportive Programming | xiii) | The City shall develop educational programming to promote and encourage safe and viable cycling in London.
<small>(Subsection 18.2.13 renumbered and replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)(Section 18.2.13.i) - 18.2.13.vi) is deleted and replaced by Section 18.2.13.i) - 18.2.13.xiii) by O.P.A. No. 368)</small> |

**18.2.14.
Pedestrian
Policies**

Council shall support the provision of safe and effective pedestrian movement with the City for all populations, ages and health groups.
(Subsection 18.2.14 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

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| Safe Pedestrian Environment | i) | Council shall make the pedestrian environment safe and more effective to use by: <ul style="list-style-type: none">(a) requiring the provision of sidewalks in or adjacent to new residential development as follows: |
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1. both sides of all internal collector or arterial roads;
2. on both sides for the complete length of any block on which a school property fronts;
3. on both sides of a street designed to carry transit;
4. on one side of cul-de-sacs and streets containing 40 or more residential units; and
5. on one side of abutting arterial and primary collector streets or as otherwise specified by the City Engineer.

- (b) giving priority to the completion of the pedestrian network in areas where there is significant vehicular and pedestrian traffic and the above noted policy has not been met;
- (c) requiring that the existing pedestrian network be maintained and replaced where appropriate;
- (d) requiring suitable bicycle parking facilities at locations that minimize interference with the pedestrian network;
- (e) ensuring that, where appropriate, pedestrian and bicycle networks are separated from each other by distinct grade changes, landscaping and berming;
- (f) requiring pedestrian path lighting in open space areas and along transit routes where necessary; and
- (g) establishing a program for the elimination of existing barriers and requiring that new or replacement pedestrian facilities provide barrier-free access.

Pedestrian Path System

- ii) Council shall encourage the development of a pedestrian path system to link major open space areas and to improve the accessibility of large activity centres such as the Downtown, the University of Western Ontario and Fanshawe College. The path system shall be developed taking into account the following matters:
 - (a) priority areas identified for the development of new, or replacement of existing, sidewalks, pathways and footbridges including mid-block connections;
 - (b) sidewalk/pathway design;
 - (c) design and operational standards of roads which affect the

pedestrian environment;

- (d) amenities to enhance the pedestrian environment;
- (e) methods to increase pedestrian safety and security;
- (f) weather protection;
- (g) the location of bicycle parking facilities and bicycle routes;
- (h) maintenance; and
- (i) funding.

Area Studies and Plans of Subdivision iii) Consideration shall be given to the provision of pedestrian friendly internal routes and streets in the preparation and review of area studies and plans of subdivision, where such routes will contribute to the development of linkages or extensions to existing or proposed pedestrian circulation routes.

Traffic Calming iv) Council shall investigate various traffic-calming methods and implement them in both residential areas and major activity centres, where necessary, to increase pedestrian safety and improve the overall quality of the urban environment.
(Subsection 18.2.14 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

18.2.15. Rail Policies Council shall support the provision of rail services within the City of London that adequately meet the transport needs of industry; provide an attractive and convenient passenger service; minimize, to the extent feasible, the disruption to traffic flow on arterial and primary collector roads; and are compatible with adjacent land uses.

Grade Separations i) Financial assistance shall be sought from the senior levels of government for road/rail grade separations where appropriate.

Passenger Service ii) Council shall encourage and support measures that will enhance the level of passenger rail service available to City residents.

Extensions, Relocations, or Modifications of Rail Facilities iii) Council shall cooperate with the senior levels of government and the rail companies in the planning and development of new rail facilities, and the relocation or modification of existing facilities where such measures will improve the level of freight or passenger service, improve the safety and convenience of the road network, facilitate the redevelopment of railroad lands for appropriate uses, or improve upon the compatibility of existing facilities with adjacent uses.

Residential Development Adjacent to Rail Corridors iv) Development of lands adjacent to rail corridors shall be controlled to reduce the potential adverse impact of noise, vibration and safety associated with rail traffic. Appropriate setback, fencing, earth berm, and buffering requirements will be established in the

Zoning By-law and subdivision, consent and site-plan control policies and guidelines. Where applicable, noise and vibration attenuation measures and safety measures may also be required according to the provisions of policy 19.9.5. of this Plan.

(Clause iv) replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Abandoned Rail
Corridors

- v) Council shall monitor and cooperate with the rail companies to identify potential reuse of railway lands that become surplus to their needs. Council will consider abandoned railway lines for their possible use for transportation, utility, environmental, recreational or cultural purposes. The consideration of alternative uses shall have regard for environmental issues pursuant to the policies of Section 15.8.

(Clause v) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

**18.2.16.
Airport Policies**

Council shall encourage cooperation among the Municipality of Thames Centre (formerly West Nissouri Township), the County of Middlesex, the Federal Government and the air carriers to promote the development of air passenger and freight facilities and services at London Airport.

Control of Land
Use in Adjacent
Areas

- i) In keeping with federal and provincial policies on land use near airports the development of lands within the City in close proximity to London Airport shall be controlled so that it does not interfere with the operation of the Airport, limit the potential for the expansion of Airport facilities, or result in land uses that will be exposed to airport-related noise levels that exceed established guidelines. Policies pertaining to the control of land use to achieve noise control guidelines are contained in policy 19.9.5. of this Plan.

Access
Improvements

- ii) Continued development of municipal and regional roads and provincial highways to improve the accessibility of London Airport shall be encouraged.

**18.2.17.
Bus Services**

Council shall encourage measures that will enhance the level of inter-city and regional bus service available to area residents.

**18.2.18.
Integration of
Transit Modes**

Council shall encourage improved accessibility to inter-urban transportation facilities by all modes of transportation.

(Subsection 18.2.18 deleted and replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

**18.2.19.
Conflict Between
Modes of
Transportation**

Council shall cooperate with other agencies to identify where conflicts exist between rail, motor vehicles, bicycles and pedestrians, and adjacent land uses, to ameliorate the conflict.

(Subsection 18.2.19 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

**18.2.20.
Monitoring**

The achievement of the objectives of the Transportation Plan shall be monitored through the measurement of the various travel characteristics, including the modal split. These characteristics affect the demand for improvements or additions to transportation networks including public transit services and parking facilities. Such information shall be used to assist in the planning and scheduling of transportation improvements. The

transportation network shown on Schedule "C" - Transportation Corridors will be amended as required to meet the transportation needs of the City. Amendments to Schedule C may be undertaken for the upgrading of existing roads or rights-of-way, to serve a higher transportation function, or the identification of new roads, extensions or connections.

The City shall prepare an annual report which will address, but not be limited to, the status of transportation demand management initiatives implemented and the potential need to reassess, amend or update any component of the Transportation Plan.

The Transportation Plan shall also be reviewed on a five year interval or in conjunction with Official Plan updates. Council may also initiate studies, from time to time, to provide for the review of the Transportation Plan and related schedules. These studies may provide the basis for Official Plan amendments, where necessary, to update the Transportation Plan and policies, and shall be sufficient to maintain a transportation planning horizon of at least twenty years.

(Subsection 18.2.20 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)