

Chapter/Policy/Section																									
18.	<p>Introduction</p> <p><i>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. <u>A Progressive Transportation System is identified as a strategic priority in the 2007 – 2010 Council Strategic Plan.</u></i></p> <p><i>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.</i></p> <p><small>(Introduction amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</small></p>																								
18.1 Transportation Objectives	The development of the transportation system in the City of London shall be directed towards the following objectives:																								
	<p>iii) Provide for a balanced <u>and sustainable</u> transportation system that integrates all modes of travel, <u>and</u> minimizes the conflicts among these modes <u>and provides opportunities to minimize reliance on the automobile.</u></p> <p><small>(Clause iii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</small></p>																								
	xi) Encourage accessibility to, and the convenience of <u>all modes of</u> the transportation system for <u>persons with disabilities.</u> disabled persons.																								
	xiv) The development of the transportation system in the City of London shall support the provision of safe and effective pedestrian movement for all populations. ages and health groups.																								
	xv) Encourage, as an overall system performance objective, a 45% reduction in peak hour auto use by striving to achieve the following mode split targets:																								
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	<p><u>xvi) Optimize the capacity, operational capabilities and Level of Service of the existing transportation system as the basis for future transportation planning;</u></p> <p><u>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;</u></p> <p><u>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,</u></p> <p><u>xix) Provide a fiscally responsible plan that responds to the financial abilities of the City of London to invest in</u></p>																								

	<u>transportation system improvement and operation over the next twenty years.</u>
18.2 18.2.1 Scope of Transportation Planning	Transportation Planning It is intended that the transportation planning process in the City of London shall be innovative, cost-effective and responsive to changing transportation needs. <u>The City shall prepare a Transportation Master Plan to provide a strategic framework for existing and future transportation needs.</u> Elements of the transportation planning process will include:
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 mitigation <u>mitigation</u> of these proposals;
<u>Level-of-Service (LOS) Standard</u>	viii) <u>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.</u>
<u>SHIFT Alternative</u>	ix) <u>the use of innovative and strategic transportation alternatives to encourage behavioural change on the part of the traveling public shall be encouraged. (Transportation Demand Management)</u>
<u>Arterial Capacity Optimization</u>	x) <u>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</u>
<u>Grade Separation</u>	xi) <u>the design of any new or upgraded grade 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</u>
18.2.2 Transportation Network Corridor	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)

	<p>(b) Expressway - serves high volumes of inter-urban traffic movements at <u>medium to high speeds</u> and access is <u>generally</u> limited to intersections with <u>major roads</u> <u>arterial roads</u>;</p> <p>(Subclause (b) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p> <p>(c) Arterial - serves high volumes of intra-urban traffic at moderate speeds, and has <u>controlled or</u> limited property access;</p> <p>(d) Primary Collector - serves light to moderate volumes of inter-neighbourhood traffic at moderate speeds and has limited property access;</p>
	<p>(Subclause (d) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p> <p>(e) Secondary Collector - serves light volumes of traffic for short distances between local and arterial streets, and provides access to individual properties;</p> <p>(Subclause (e) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p> <p>(f) Local - provides access to individual properties and connects neighbourhood destinations. Local streets shall serve local traffic only.</p> <p>(Subclause (f) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p> <p><u>(g) Window Street - provides single loaded access to individual properties and connects neighbourhood destinations. Window streets shall serve local traffic only.</u></p> <p>Roads categorized as freeway, expressway, arterial, primary collector and secondary collector are shown on Schedule "C" - Transportation Corridors.</p> <p>(Clause i) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>18.2.5 Road Widening Policies</p>	<p>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.</p> <p>(Subsection 18.2.5 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>Intersection Requirements</p>	<p>ii) Road widening in excess of road allowance requirements may be required at an intersection for the purpose of providing daylight triangles, <u>lande channelization/auxiliary turn lanes, increasing intersection capacity</u>, locations for traffic control devices, <u>and/or transit facilities and transit priority measures, including HOV lanes.</u></p>
<p>Arterial Roads</p>	<p>iii) Road widenings in excess of the road allowance requirement may be required <u>along arterial roads to accommodate auxiliary turning lanes that will provide better access to land uses that are major traffic generators, and to accommodate transit facilities and transit priority measures, including HOV lanes.</u></p>
<p><u>Interchange Requirements</u></p>	<p><u>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.</u></p>
<p>Constraints</p>	<p>iv) <u>v) 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</u></p>

	<p>impractical to widen the road to the established road allowance requirement.</p> <p>(Clause iv) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
Widening from a Dedication	<p>vi) <u>vi)</u> In those cases where the widening of a road is to be obtained by dedication through site plan control, <u>consent or development agreement</u>, 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 equidistant from the centerline as determined by:</p>
	<p><u>(a) The centerline 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,</u></p> <p><u>(b) The centerline as established by a Council Approved Environmental Assessment or By-law; or,</u></p> <p><u>(c) The centerline of construction of a road where no original road allowance was laid out by competent authority.</u></p>
Setbacks	<p>vi) <u>vii)</u> The Zoning By-law shall provide for the measurement of setback requirements from the limit of the required road allowance.</p>
Implementation	<p>vii) <u>viii)</u> The implementation of the road widening policies will also take into consideration matters such as the following:</p> <p>(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; <u>and,</u></p> <p>(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</p> <p>(c) <u>(b)</u> 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 <u>property as a legal use- reduced standard.</u></p>
	<p>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.</p> <p>(Subsection 18.2.6. amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
Intersections with Local Streets	<p>i) The design of residential plans of subdivision shall discourage the intersection of local streets with freeways, expressways, arterial or primary collector roads.</p> <p>(Clause i) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
Intersection Separation	<p>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. <u>The Zoning By-law may include minimum intersection separations to allow for the efficient operation of all modes of transportation at intersections.</u></p>
Restricted Access	<p>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 <u>or severed</u> 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, <u>or a system of common/joint access arrangements with adjacent</u></p>

	<p><u>properties</u>, or where alternative land use or road layout options are not appropriate, reverse lotting.</p> <p><u>Council may adopt Access Management Guidelines to further control access along arterial and primary collector roads.</u></p> <p>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:</p> <p>(a) where such development occurs within the "Rural Settlement" designation; or,</p> <p>(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.</p> <p>(Clause (iii) replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23 Amended by OPA 211 - 01/02/05)</p>
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.
<u>Access Management</u>	viii) <u>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.</u>
18.2.7 Road Improvements Associated with Major Development Proposals	<p>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/<u>auxiliary turn lanes</u> to provide <u>left/right</u> turn lanes, and the construction of raised medians.</p> <p>(Subsection 18.2.7 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p><u>Traffic Transportation Impact Assessment</u></p> <p><u>Area Plan & Secondary Plan</u></p> <p><u>Plan of Subdivision</u></p>	<p>ix) 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 <u>traffic-transportation impact assessment</u>.</p> <p><u>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:</u></p> <p><u>Identification of transportation infrastructure and operational improvements associated with area wide development potential</u></p> <ul style="list-style-type: none"> • <u>Arterial and collector roadway requirements and operations</u> • <u>Phasing plan</u> • <u>Transportation infrastructure improvements tied to phasing plan</u> • <u>General description of access locations and operations</u> • <u>Allocation of responsibility for funding and implementation</u>

<p><u>Site Plan</u></p>	<p style="text-align: center;"><u>of transportation infrastructure improvement</u></p> <ul style="list-style-type: none"> • <u>Phasing plan</u> • <u>Transportation infrastructure improvements tied to phasing plan</u> • <u>General description of access locations and operations</u> • <u>Allocation of responsibility for funding and implementation of transportation infrastructure improvements</u> • <u>Access location and operations, including joint accesses between adjacent properties</u> • <u>Site specific impacts on road network including adjacent site operations</u>
<p>18.2.11 Public Transit Policies</p>	<p>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.</p> <p>(Subsection 18.2.11 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>Downtown Accessibility</p>	<p>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.</p> <p>(Clause i) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>Walking Distance</p>	<p>ii) Council shall promote the provision of public transit service within a 400 metre walking distance of all contiguous urban development.</p> <p>(Clause ii) deleted and replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
	<p>iii) In the preparation and review of area studies and plans of subdivision, consideration shall be given to:</p> <ul style="list-style-type: none"> (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 <u>safe, accessible</u> 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;
	<ul style="list-style-type: none"> (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, <u>as well as the routes to transit (transit access routes).</u>

<p>Development Applications</p>	<p>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.</p> <p><u>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 transit vehicle circulation, and parking layouts.</u></p> <p><u>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 stations and related infrastructure for the use of the general public using a public right-of-way.</u></p> <p>(Clause iv) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>Transit Targets</p>	<p>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.</p> <p>(Clause v) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>Transit Nodes</p>	<p>vi) Council shall support the long term development of compact, transit oriented and pedestrian friendly activity centres at such points as may be identified.</p> <p>(Clause vi) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>Node Linkages</p>	<p>vii)vi) Council shall support transit priority measures on designated routes linking major activity centres.</p> <p>(Clause vii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>New Initiatives</p>	<p>viii)vii) 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.</p> <p>(Clause viii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
<p>Transit Dependent Reliance</p>	<p>ix)viii) 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.</p> <p>(Clause ix) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p> <p><u>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.</u></p>
<p>Public Safety</p>	<p>x)ix) Council shall cooperate with the London Transit Commission to</p>

	<p><u>requirements of the Zoning By-law shall be supported by a Parking Study Report.</u> Parking standards may also vary among areas of the City on the basis of public transit service levels, <u>accessibility requirements</u> 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.</p>
Design Standards	<p>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.</p> <p><u>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.</u></p>
<u>Park-and-Ride Facilities</u>	<p><u>viii) The location of park-and-ride facilities on the periphery of the City will be sited based on discussions 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.</u></p> <p><u>In addition, the location of park-and-ride facilities shall be encouraged at other areas throughout the City, including Transit Nodes and Corridors.</u></p>
18.2.14. Pedestrian Policies	<p>Council shall support the provision of safe and effective pedestrian movement <u>with infrastructure within</u> the City for all populations, ages and health groups.</p> <p>(Subsection 18.2.14 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>
Safe Pedestrian Environment	<p>i) Council shall make the pedestrian environment safe and more effective to use by:</p> <p>(a) requiring the provision of sidewalks in or adjacent to new residential development as follows:</p> <ol style="list-style-type: none"> 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.
	<p>(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;</p> <p>(c) requiring that the existing pedestrian network be maintained and replaced where appropriate;</p>
	<p>(d) requiring suitable bicycle parking facilities at locations that minimize interference with the pedestrian network;</p> <p>(e) ensuring that, where appropriate, pedestrian and bicycle networks are separated from each other by distinct grade changes, landscaping and berming;</p>

	<p>(f) requiring pedestrian path lighting in open space areas and along transit routes where necessary <u>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</u></p> <p>(g) establishing a program for the elimination of existing barriers and requiring that new or replacement pedestrian facilities <u>are accessible; and, provide barrier-free access</u></p>
	<p><u>(h) require pedestrian paths from the internal local roads of subdivisions to collector or arterial roads where there is an existing or planned transit route.</u></p>
Pedestrian Path System	<p>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 <u>Fanshawe College and Transit Nodes and Corridors as identified in Figure 18.1.</u> The path system shall be developed taking into account the following matters:</p> <p>(a) priority areas identified for the development of new, or replacement of existing, sidewalks, pathways and footbridges including mid-block connections;</p> <p>(b) <u>accessible</u> sidewalk/pathway design <u>and standards</u>;</p> <p>(c) design and operational standards of roads which affect the pedestrian environment;</p> <p>(d) amenities to enhance the pedestrian environment;</p> <p>(e) methods to increase pedestrian safety and security;</p> <p>(f) weather protection;</p> <p>(g) the location of bicycle parking facilities and bicycle routes;</p> <p>(f)-(h) maintenance; and</p> <p>(j) <u>(i) funding.</u></p>
Area Studies and Plans of Subdivision	<p>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 <u>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.</u></p>
18.2.16. Airport Policies	<p>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 <u>International</u> Airport.</p>
Control of Land Use in Adjacent Areas	<p>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 <u>International</u> 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.</p>

<p>Access Improvements</p>	<p>ii) Continued development of municipal and regional roads and provincial highways to improve the accessibility of London Airport shall be encouraged.</p>
<p><u>Economic Role of Airport</u></p>	<p>iii) <u>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.</u></p>
<p>18.2.20 Monitoring</p>	<p>The achievement of the objectives of the Transportation <u>Master</u> 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.</p> <p>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 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</p> <p>The Transportation <u>Master</u> 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 <u>Master</u> Plan and related schedules. These studies may provide the basis for Official Plan amendments, where necessary, to update the Transportation <u>Master</u> Plan and policies, and shall be sufficient to maintain a transportation planning horizon of at least twenty years.</p> <p>(Subsection 18.2.20 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</p>