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L. POMPILII
TRANSPORTATION POLICY REVIEW
2006 OFFICAL PLAN REVIEW

TO:	CHAIR AND MEMBERS – PLANNING COMMITTEE
FROM:	R. PANZER GENERAL MANAGER OF PLANNING AND DEVELOPMENT
SUBJECT:	2006 OFFICIAL PLAN REVIEW TRANSPORTATION POLICY REVIEW MEETING ON JULY 9, 2007

RECOMMENDATION

That, on the recommendation of the General Manager of Planning and Development, the following actions be taken with respect to the draft policies relating to Transportation:

- a) the attached Policy Review relating to Transportation and the draft policy amendments to Section 2.4.1, 2.5.5, 2.11, 18.1.,18.2., 19.2.2 and 19.4.4 of the Official Plan **BE RECEIVED** for information;
- b) the attached Policy Review relating to Transportation and the draft policy amendments **BE CIRCULATED** to the Official Plan Working Groups, advisory committees, relevant review agencies, and the general public for their input

It being noted that these policies will be incorporated into a comprehensive Official Plan Amendment to be considered by Planning Committee at a future public meeting.

PREVIOUS REPORTS

Report to Planning Committee meeting of February 13, 2006, presenting draft Terms-of-Reference for the 2006 Official Plan Review;

- Report to Planning Committee meeting of April 3, 2006, confirming the need for an update and recommending adoption of Terms-of-Reference for the 2006 Official Plan Review;
- Report to Planning Committee meeting of October 16, 2006 relating to policy modifications required to address provisions in the 2005 Provincial Policy Statement; and
- Report to Planning Committee meeting on August 3, 2006 that contained a series of issue summary reports that were circulated to Official Plan Working Groups, advisory committees and interested members of the public.

BACKGROUND

On April 10, 2006 Municipal Council approved the Terms-of-Reference for the 2006 Official Plan Review. The Terms-of-Reference identified six (6) primary issues to be addressed through the review process:

- Growth Forecasts & Land Needs
- Commercial Policies Review
- Residential Infill and Intensification
- Affordable Housing
- Urban Design/Creative Cities Task Force
- **Transportation Policies Review**
- Environmental Policies Review (was added to the list of issues to be considered).

A series of issue summary reports were presented to Planning Committee, and subsequently circulated to the Official Plan Working Groups, advisory committees, and interested members of the public over the past several months. These reports provided general direction and preliminary recommendations on the policy modifications that should be considered in the Official Plan Review.



Future Public Consultation:

Upon presentation to Planning Committee and confirmation by Council, copies of the proposed policy modifications will be provided to the Official Plan Working Groups, community groups, development industry representatives, advisory committees and public review agencies. Notice will also be advertised in “Living in the City”, with copies of the report being made available to the general public:

- From the Planning Division, located on the 6th floor at City Hall;
- At public library branches across the City; and
- As a downloadable pdf image on the Official Plan Review website at:

After considering feedback on the proposed policy modifications, revisions will be made, as required, and a final draft of the policy modifications will be included in a comprehensive Official Plan Amendment, which will be considered by Planning Committee at a future public meeting

PROPOSED TRANSPORTATION POLICY MODIFICATIONS

The Transportation Master Plan

The 2004 Transportation Master Plan delivers two main outputs, namely, a “Capacity Enhancement Strategy” and a “Transportation Strategy”.

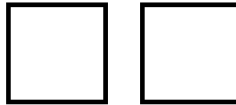
“The Capacity Enhancement Strategy” identifies the need for 37 roadway capacity enhancement projects over 20 years. This list has been developed on the premise that, despite the best of intentions, Londoners have not demonstrated a willingness to reduce automobile use and, therefore, prudent financial planning should proceed on the basis of the current modal choices for travel.

“The Transportation Strategy” represents the basis upon which the Civic Administration and the London Transit Commission will endeavour to influence the public in choosing forms of transportation that reduce the dependency on automobiles and that correspondingly enhance the health of humans and the natural environment. Critical to the success in this endeavour is a heightened emphasis on transportation demand management through the “SHIFT” program.

Key Topics from the City of London’s Issues Summary relating to Transportation

A report prepared for the Official Plan Review was tabled by City Planning Staff at the City’s Planning Committee meeting on August 21, 2006. The report is an issues summary addressing, among other things, transportation policies in the Official Plan. These matters are important to implementing the Transportation Master Plan (TMP) as well as assisting the London Transit Commission in achieving its transit modal split target. The following represents some key policy topics that are addressed in the TMP:

- Endeavour to maintain a Level of Service “D” on all arterial and collector roadways in the PM peak hour;
- Modifications Schedule ‘C’ of the Official Plan;
- Formulate a policy which recognizes the need for collaboration and co-operation with the County of Middlesex and adjacent municipal jurisdictions, to ensure that area-wide transportation issues are addressed on a comprehensive and co-ordinated manner;
- The modal split targets in Section 18.1 need to be revised to reflect the updated TMP modal split targets identified in Exhibits ES.2 and 3.6 of the TMP;
- Regarding SHIFT (Solutions to Help Individuals Find Transportation), add new policy under Section 18.2 which encourages the use of innovative and strategic transportation alternatives to promote behaviour change on the part of the traveling public;
- Add a new policy under Section 18.2 (Transportation Planning) which encourages capacity optimization as an essential element of transportation planning (before major capacity enhancements are required);



- Modify Section 18.2.7 to more clearly articulate the criteria and requirements that may trigger the preparation of Traffic Impact Studies at various stages of the Planning approval process (specific items referenced for Area Plan / Secondary Plan, Plan of Subdivision, Rezoning, and Site Plan); and,
- Determine whether grade separations should be identified as a feature in the Official Plan.

The attached matrix contains the proposed transportation modifications to the Official Plan that are intended to implement some of the key recommendations identified above and in the TMP.

The London Transit Long Term Transit Growth Plan

In 2005, the London Transit Commission (LTC) undertook a Long-Term Transit Growth Strategy (LTTGS). The LTTGS recommended actions to assist the City of London and the LTC in meeting the 10% transit modal share target by 2024. The report recognized that meeting the 10% transit modal split target requires the strong support of the City of London, including a re-examination of existing land use and parking policies and practices that influence transit usage.

The Long-Term Transit Growth Strategy identified a total of 28 key topics that were to be considered through policy updates to the City of London’s Official Plan. These topics, organized by theme include:

General Growth Management

- Identify target areas for growth and rational phasing for 20-year build out
- Phase out the Urban Works Reserve Fund
- Avoid pre-servicing areas outside of the urban boundary
- Establish a Floor Space Index (FSI) target¹
- Discourage site-specific amendments that are not transit-supportive, or suggest lower intensity of use where a higher intensity of use is purposefully planned to support transit

Planning for Nodes and Corridors

- Identify corridors and nodes in the Official Plan and put in place policies to support these nodes and corridors
- Encourage higher densities of development with a mix of uses, oriented at key nodes and corridors
- Establish population and employment targets for a 1 km radius surrounding transit nodes
- Encourage intensification around regional facilities and transit corridors that connect those facilities (e.g. hospitals, universities, government buildings) to help create nodes that draw transit ridership
- Establish an overall minimum density in employment areas which will help support transit
- Encourage a fine grain of employment and housing uses

Urban Design

- Encourage pedestrian access from internal subdivisions to collector / arterial roads
- Discourage reverse lotting on arterial and collector roads
- Ensure that sidewalks are provided in all new development
- Encourage mid-block collector roads in new areas to connect these areas to adjacent neighbourhoods

Transportation Planning

- Identify road rights-of-way that can handle full size buses
- Include policies addressing design of grade separations, if appropriate, as they relate to busways or maintaining pedestrian movement
- Encourage collaboration and co-operation with the County of Middlesex and adjacent municipal jurisdictions, to ensure that area-wide transportation issues are addressed on a comprehensive and co-ordinated manner
- Plan for a Level of Service “D” on arterial and collector roads
- Set modal split targets
- Encourage innovative and behaviour changes on the part of the travelling public
- Encourage capacity optimization before capacity enhancements

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Development Review

- Prepare a pedestrian plan to ensure pedestrian accessibility is maximized
- Provide for 90% of new development to be within an actual 5-minute walk (400 metres) to a transit route and 65% of new development to be within a 2-3 minute (250 metres) walk of a transit route
- Ensure that secondary plans and traffic impact studies consider the design of the road network with direct links that are transit-supportive
- Require development adjacent to transportation corridors to include mitigation of negative impacts

Incentives for Development

- Provide enabling polices for Community Improvement Plans
- Provide enabling policies for bonusing (of development that provides on-site transit amenities)

The majority of these transit supportive policy edits are included in the attached Matrix of Proposed Transportation Policy Modifications. The main modification attached includes the identification a key Transit Nodes and Corridors and supporting policies in Chapter 18 and policies that are intended to assist the City and the LTC in achieving its target of 10% transit ridership modal share. Planning staff have also included draft policy to encourage bonus zoning for transit amenities/facilities. Suggested provisions to introduce an approach to add Community Improvement Plan policies for the transit nodes and corridors have not been included in the proposed transportation policy modifications at this stage. Encouraging the provision of transit related facilities and improvements is more appropriately addressed through the bonusing provisions of the Plan.

PREPARED BY:	SUBMITTED BY:
LOU POMPILII PLANNER II- LAND USE PLANNING POLICY	GREGG BARRETT, AICP MANAGER OF LAND USE PLANNING, POLICY
RECOMMENDED BY:	
R. W. PANZER, MCIP, RPP GENERAL MANAGER OF PLANNING AND DEVELOPMENT	

July 9, 2007