

Appendix 1a)

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this amendment is to adopt the Bicycle Master Plan as a guideline document to the Official Plan. The amendment will also serve to update existing transportation policy pertaining to Council's stated intent to prepare a Bicycle Master Plan.

B. LOCATION OF THIS AMENDMENT

This amendment is to be applied on a City-wide basis.

C. BASIS OF THE AMENDMENT

The Transportation policies of the Official Plan underscore Council's commitment to the development of a balanced, safe and efficient transportation system that integrates all modes of travel and minimizes the conflicts among these modes. To this end, the Official Plan states that Council shall promote and initiate improvements to enhance bicycling as a means of transportation.

To promote increased bicycling, and with a mind to achieving a 3% modal split by 2011, Section 18.2.13 of the Official Plan states that Council shall prepare and implement a master plan for the development of a bicycle route system which would address such matters as location, priority linkages and extensions, and signage. The Official Plan anticipates an off-road component to this system that will be located within the open space network such that the safety and enjoyment of its users will be enhanced. The Official Plan also contemplates an on-road component to the network providing recreational and commuting linkages to major activity centres and employment nodes.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended by:

- 1) deleting the Section 18.2.13.i) – 18.2.13.vi) and replacing it with a new Section 18.2.13.i) – 18.2.13.xiii) as follows:

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. 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.
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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.
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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
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Assessment process and budgeting process as required.

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, ESA management plans, and park management plans shall be reviewed to ensure that they are consistent with, and implement, the Bicycle Master Plan.
Signage Program vi)	A bicycle route signage program for existing roadways will be budgeted for and prioritized as directed by the Bicycle Master Plan. 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 vi i)	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 stencilling, and the maintenance and/or replacement of signage.
First Priority for Bicycle Lanes ix)	On-going road maintenance schedules and budgets shall provide priority to primary commuter routes such that these routes are given: first priority for plowing; first priority for street sweeping; and high priority for regular maintenance on pot-holes, cracks and other degradation.
Lead by Example x)	All facilities operated by the City will incorporate appropriate bicycle facilities consistent with their location relative to the Bicycle Master Plan and in order to lead by example in promoting the usage of cycling in London.
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 specific 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.

- 2) Amend Section 19.2.2. to add a new part "()" that would state "Bicycle Master Plan".