

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. A Progressive Transportation System is identified as a strategic priority in the 2007 – 2010 Council Strategic Plan.

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)

(Introduction amended by OPA 438 Dec. 17/09)

18.1.

TRANSPORTATION OBJECTIVES

The development of the transportation system in the City of London shall be directed toward 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 and sustainable transportation system that integrates all modes of travel minimizes the conflicts among these modes and provides opportunities to minimize reliance on the automobile.
(Clause iii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23
(Clause iii) amended by OPA 438 Dec. 17/09)
- 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 all modes of, the transportation system for persons with disabilities.
(Clause xi) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
(Clause xi) amended by OPA 438 Dec. 17/09)
- 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.
(Clause xiv) amended by OPA 438 Dec. 17/09)
- 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:

	1987 (Actual)	2002 (Actual)	Target 2024
Walking	10.5%	6.9%	9%
Bicycling	1.5%	0.5%	2%
Public Transit	9.5%	6.9%	10%

Automobile	78.5%	83.6%	77%
Other	--%	2.2%	2%

(Clause xiv) amended by OPA NO. 88 - OMB Order No. 2314 -approved 99/12/23)
(Clause xiv) amended by OPA 438 Dec. 17/09)

- xvi) Optimize the capacity, operational capabilities and Level of Service of the existing transportation system as the basis for future transportation planning;
- xvii) Pursue measures and actions required to change trip-making characteristics and reduce travel demands in order to optimize use of the existing transportation system;
- xviii) Select achievable plans for prioritized expansion, enhancement and improvement of the existing transportation system, with emphasis on roadway capacity and continuity, improved transit services and Transportation Demand Management (TDM) targets, and
- xix) Provide a fiscally responsible plan that responds to the financial abilities of the City of London to invest in transportation system improvement and operation over the next twenty years.

(Clauses xvi), xvii), xviii) and xix) added by OPA 438 Dec. 17/09)

18.2.

TRANSPORTATION PLANNING

18.2.1. Scope of 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. The City shall prepare a Transportation Master Plan to provide a strategic framework for existing and future transportation needs. Elements of the transportation planning process will include:

(Section 18.2.1. amended by OPA 438 Dec. 17/09)

- 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 mitigation of these proposals;
(Clause iii) amended by OPA 438 Dec. 17/09)
- 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)

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|---------------------------------|-------|--|
| 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.
<small>(Clause vii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</small> |
| Level-of-Service (LOS) Standard | viii) | The City of London shall establish a target of LOS "D" conditions on all arterial and collector roadways in the PM Peak Hour. Once this LOS is measured or forecast to exceed LOS D, plans and actions will be taken to regain the minimum LOS "D" planning standard. Specific areas of the City may not be required to meet this target based upon other policies of this plan. |
| Shift Alternative | ix) | The use of innovative and strategic transportation alternatives to encourage behavioural change on the part of the travelling public shall be encouraged (Transportation Demand Management)." |
| Arterial Capacity Optimization | x) | Capacity optimization as an essential element of transportation planning shall be encouraged. The Access Management Guidelines are to be followed in the review of all site plan and development permit applications. A review of all roadway and intersection design projects, signal timing changes, and Environmental Assessments, to ensure that the capacity of the arterial and collector roadway network is optimized and preserved to the fullest extent possible before major capacity enhancements are required. |
| Grade Separation | xi) | The design of any new or upgraded separations identified on Schedule "C" shall ensure that, where appropriate, transit movements and pedestrian movements are not hindered by the grade separation, and appropriate measures shall be provided to ensure pedestrian safety from vehicular traffic. Development adjacent to Provincial Highways 401, 402 and 4 (South of Highway 401) shall be subject to MTO requirements and permits pursuant to the <i>Public Transportation and Highway Improvement Act</i> , including, but not limited to, matters such as access management, the completion of traffic impact studies, stormwater management reports and any other technical studies MTO may require.
<small>(Clauses viii) ix) x) and xi) added by OPA 438 Dec. 17/09)
(Clause xi) modified by Ministry Mod. #61 Dec. 17/09)</small> |

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. Development adjacent to Provincial Highways 401, 402 and 4 (South of Highway 401) shall be subject to MTO requirements and permits pursuant to the *Public Transportation and Highway Improvement Act*, including, but not limited to, matters such as access management, the completion of traffic impact studies, stormwater management reports and any other technical studies MTO may require.

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

(SubClause (a) amended by Ministry Mod. #62 Dec. 17/09)

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

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

(Subclause (b) amended by OPA 438 Dec. 17/09)

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

(Subclause (c) amended by OPA 438 Dec. 17/09)

(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)

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

(Subclause (g) added by OPA 438 Dec. 17/09)

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 Secondary Plans, 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**

Council shall provide for the widening of existing road allowances to the road allowance requirements established under policy 18.2.4. Privately

Policies

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, lane channelization/auxiliary turn lanes, increasing intersection capacity, or locations for traffic control devices, and/or transit facilities and transit priority measures, including HOV lanes.

(Clause ii) amended by OPA 438 Dec. 17/09)

Arterial Roads

- iii) Road widenings in excess of the road allowance requirement may be required 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.

(Clause iii) amended by OPA 438 Dec. 17/09)

Interchange Requirements

- 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.

(Clause iv) added by OPA 438 Dec. 17/09)

Constraints

- 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 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)

(Clause (v) renumbered by OPA 438 Dec. 17/09)

Widening From a Dedication

- vi) In those cases where the widening of a road is to be obtained by dedication through site plan control, consent or development agreement adjacent land shall be obtained equidistant from the centerline as determined by:

- (a) The centreline of the original road allowance laid out by competent authority which has not otherwise been amended by a Council approved Environmental Assessment or By-law; or,

- (b) The centreline as established by a Council Approved Environmental Assessment or By-law; or

(c) The centreline of construction of a road where no original road allowance was laid out by competent authority.”

(Clause vi) renumbered and amended by OPA 438 Dec. 17/09)

Setbacks vii) The Zoning By-law shall provide for the measurement of setback requirements from the limit of the required road allowance.

(Clause vii) renumbered by OPA 438 Dec. 17/09)

Implementation viii) The implementation of the road widening policies will also take into consideration matters such as the following:

(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; and

(b) 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 reduced standard.

(Clause (b) deleted and (c) renumbered and amended by OPA 438 Dec. 17/09)

**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)

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.

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

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. The Zoning By-law may include minimum intersection separations to allow for the efficient operation of all modes of transportation at intersections.

(Clause ii) amended by OPA 438 Dec. 17/09)

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 or severed 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 a system of common/joint access arrangements with adjacent properties, or where alternative land use or road layout options are not

appropriate, reverse lotting.

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

(Clause (iii) replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23 Amended by OPA 211 - 01/02/05)
(Clause iii) amended by OPA 438 Dec. 17/09)

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|---------------------------|-------|---|
| 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) |
| Access Management | viii) | Council shall adopt Access Management Guidelines pursuant to Section 19.2.2. of this Plan that are to be used in the review of all development applications that involve access to arterial and/or collector roads, including intersection separations.
(Clause viii) added by OPA 438 Dec. 17/09) |

**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/auxiliary turn lanes to provide left/right 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)
(Subsection 18.2.7. amended by OPA 438 Dec. 17/09)

**Transportation
Impact
Assessment**

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 transportation impact assessment.

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.

(Section 18.2.7. amended by OPA 438 Dec. 17/09)

Area Plan &
Secondary Plan

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

(Added by OPA 438 Dec. 17/09)

Plan of
Subdivision

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

(Added by OPA 438 Dec. 17/09)

Site Plan

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

(Added by OPA 438 Dec. 17/09)

**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,

- iii) Pedestrian and vehicular traffic shall be separated, where

Walkways 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/
Air Quality**

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.

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 secondary plans 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 safe, accessible sidewalks, walkways and/or other linkages to connect residential and employment areas to transit services;

(Clause (c) amended by OPA 438 Dec. 17/09)

- (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, as well as the routes to transit (transit access routes).

(Clause (g) amended by OPA 438 Dec. 17/09)

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)

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

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

(Clause iv) amended by OPA 438 Dec. 17/09)

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)

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

(Clause vi) deleted by OPA 438 Dec. 17/09)

Node Linkage

- vi) 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)

(Clause vi) renumbered by OPA 438 Dec. 17/09)

- New Initiatives 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.
(Clause viii) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
(Clause vii) renumbered by OPA 438 Dec. 17/09
- Transit Reliance 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.
(Clause ix) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
- Public Safety ix) 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)
(Clause ix) renumbered by OPA 438 Dec. 17/09)
- Form of Development x) Council will promote a development pattern that increases access to and opportunity for public transportation 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 accessible 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)
(Clause x) renumbered and amended by OPA 438 Dec. 17/09)
- 18.2.11.1. Transit Nodes and Corridors** Council shall support the long term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors. The Downtown and the Transit Nodes and Transit Corridors as shown on **Figure 18.1** are target areas for growth, redevelopment and revitalization. Policies that support growth, redevelopment and revitalization in these areas are provided below and throughout the Plan.
- i) In the review and evaluation of development proposals located along identified transit nodes and corridors Council will discourage site-specific Official Plan Amendments and site-specific Zoning By-law Amendments which propose a lower intensity of use where a higher intensity of use has been planned to support compact urban form, discourage sprawl, and provide for efficient infrastructure and transportation.

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

(Sec. 18.2.11. added by OPA 438 Dec. 17/09)

18.2.12. Parking Policies

The provision of public and private parking and loading facilities that are safe, and accessible 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. Council may consider a policy to limit the maximum amount of parking spaces to support a proposed development.

(Subsection 18.2.12 amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

(Subsection 18.2.12. amended by OPA 438 Dec. 17/09)

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 of the development and use of land. These standards may vary according to the parking demand normally associated with different types of land uses. With the exception of low density residential uses, any variance from the parking requirements of the Zoning By-law shall be supported by a Parking Study Report. Parking standards may also vary among areas of the City on the basis of public transit service levels, accessibility requirements 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.

(Subsection i) amended by OPA 438 Dec. 17/09)

- Design Standards 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.
(Clause ii) deleted and replaced by OPA 438 Dec. 17/09)
- 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)
- Park-and-Ride Facilities viii) The location of park-and-ride facilities on the periphery of the City will be sited based on discussion with the County of Middlesex, adjacent municipalities and the Ministry of Transportation of Ontario (MTO), in order to ensure that the location of these facilities optimizes their ability to encourage modal split by commuters and to improve transit accessibility to areas that are under-served through traditional transit routes.

In addition, the location of park-and-ride facilities shall be

encouraged at other areas throughout the City, including Transit Nodes and Corridors.

(Clause viii) added by OPA 438 Dec. 17/09)

**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 and site plans shall be reviewed to ensure that they are consistent with, and implement,

the Bicycle Master Plan. (Amended by OPA 514 Jan 31/12)

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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 infrastructure within the City for all populations, ages and health groups.
<small>(Subsection 18.2.14 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
(Subsection 18.2.14. amended y OPA 438 Dec. 17/09)</small> |
| Safe Pedestrian Environment | i) | Council shall make the pedestrian environment safe and more effective to use by:

(a) requiring the provision of sidewalks in or adjacent to new |

residential development as follows:

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) 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;
(Clause (f) deleted and replaced by OPA 438 Dec. 17/09)
- (g) establishing a program for the elimination of existing barriers and requiring that new or replacement pedestrian facilities are accessible; and,
(Clause (g) amended by OPA 438 Dec. 17/09)
- (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.
(Clause (h) added by OPA 438 Dec. 17/09)

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, Fanshawe College and Transit Nodes and Corridors as identified in Figure 18.1. The path system shall be developed taking into account the following matters:

(Subsection ii) amended by OPA 438 Dec. 17/09)

- (a) priority areas identified for the development of new, or replacement of existing, sidewalks, pathways and footbridges including mid-block connections;
- (b) accessible sidewalk/pathway design and standards;
(Clause (b) amended by OPA 438 Dec. 17/09)
- (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.
(Clauses (h) and (i) renumbered by OPA 438 Dec. 17/09)

Secondary Plans
and Plans of
Subdivision

- iii) Council, in the preparation and review of secondary plans, 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.
(Clause iii) deleted and replaced by OPA 438 Dec. 17/09)

Traffic Calming

- v) 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.

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| 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.
<small>(Clause iv) replaced by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</small> |
| 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.
<small>(Clause v) added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)</small> |

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 International Airport.
(Section 18.2.16. amended by OPA 438 Dec. 17/09)

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| 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 International 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.
<small>(Clause i) amended by OPA 438 Dec. 17/09)</small> |
| Access Improvements | ii) Continued development of municipal and regional roads and provincial highways to improve the accessibility of London Airport shall be encouraged. |

Economic Role of Airport iii) The long-term operation and economic role of the London International Airport will be supported by encouraging compatible land uses such as airport related industrial development and associated infrastructure works in the vicinity of the airport lands. Measures that may be implemented to achieve this objective include land use designations and area-specific policies, special provision zoning, and the adoption of a Community Improvement Plan to support the aerospace industry.
(Clause iii) added by OPA 438 Dec. 17/09)

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 Master 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 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.

The Transportation Master 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 Master Plan and related schedules. These studies may provide the basis for Official Plan amendments, where necessary, to update the Transportation Master 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)
(Subsection 18.2.2. amended by OPA 438 Dec. 17/09)

**18.2.21.
Veterans
Memorial
Parkway (VMP)
Corridor**

The VMP corridor is currently a controlled access expressway providing a direct link between Highway 401 and the London International Airport and adjacent industrial, residential and agricultural lands. The VMP corridor is a key component of the City of London's Transportation System, providing one of five accesses from the Provincial freeway system (400 Series) to the City of London.

Protection and future improvements / upgrades to the VMP corridor to improve its function in providing a continuous north-south link within the urban development limits of the City of London is vital in providing connections to the developing industrial, employment and community development lands along the corridors.

The long term vision for this corridor is to establish a Four-Lane Freeway that will satisfy the transportation needs of the VMP under full build out conditions, decrease traffic congestion within the entire corridor and improve overall safety and level of service. Protection of this transportation corridor, its associated interchanges and the supporting collector road system identified in the Environmental Study Report to provide for the necessary improvements will ensure that the future growth, vitality and liveability of the City are not jeopardized.

Road Connections to the VMP Corridor:

The Official Plan recognizes the VMP as a Freeway with proposed interchanges identified at Bradley Avenue, Hamilton Road, Gore Road, Trafalgar Street, Dundas Street, Oxford Street, Huron Street and Clarke Road. Road connections to this corridor will be restricted to these intersections only in order to enhance the function and level of service of this vital urban freeway. In the future, existing at-grade road connections to the VMP corridor at Tartan Drive, Admiral Drive and Page Street from both the east and the west will be terminated by cul-de-sacs. Also in the future, existing at-grade road connections to the VMP corridor at River Road and Kilally Road from both the east and the west will be terminated by Flyovers.

Right-of-Way Protection

The extent of additional right-of-way/property requirements necessary to undertake the anticipated improvements to the VMP under full build out conditions shall be kept to a minimum. Most of the anticipated improvements to the VMP corridor shall be contained within the existing rights-of-way. In some instances, however, additional property and right-of-way is required to fulfil the functional design of a 4-lane urban freeway, future interchange footprints and supporting collector road systems. In most cases, nominal additional right-of-way/property requirements are needed at identified interchanges along the VMP corridor and along the corridor north of Huron Street to accommodate a future northerly extension of VMP to Kilally Road. Proposed new development or expansions to existing structures/businesses in proximity to the VMP corridor, and identified interchanges and supporting parallel collector road network shall have regard for future right-of-way requirements. The City shall acquire any land that is required for the future corridor, interchange

footprints and supporting collector road system identified in the approved Environmental Study Report prior to construction as provided for by the planning approval process. During any construction, maintenance and repair works needed to upgrade or enhance any future interchanges or road works, maintenance easements shall be obtained.

The existing interchange of the VMP and Highway 401 may require additional property and right-of-way if the VMP is extended south of Highway 401,

Park and Ride Opportunities

Transportation Demand Management (TDM) initiatives along the VMP corridor that support a shift in mode of travel such as a shift to transit and reduction in single occupant vehicles (car pooling) are encouraged to assist the City in achieving targeted modal split targets included in the Plan and in alleviating some of the impacts of traffic congestions that are anticipated as this area approaches build out. To this end, park and ride facilities are encouraged to locate along the VMP corridor. Appropriate locations for park and ride facilities include the interchange areas of the VMP at Bradley Avenue and at Clarke Road. (OPA #494)