



# ReThinking Mobility in the City of London



**THE LONDON PLAN**

EXCITING. EXCEPTIONAL. CONNECTED.

Canadian Institute of Transportation Engineers  
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Edward Soldo, P.Eng., FITE, Director of Roads and Transportation  
Sean Galloway, MUDD, MCIP RPP, Manager Urban Design and GIS





# THE LONDON PLAN

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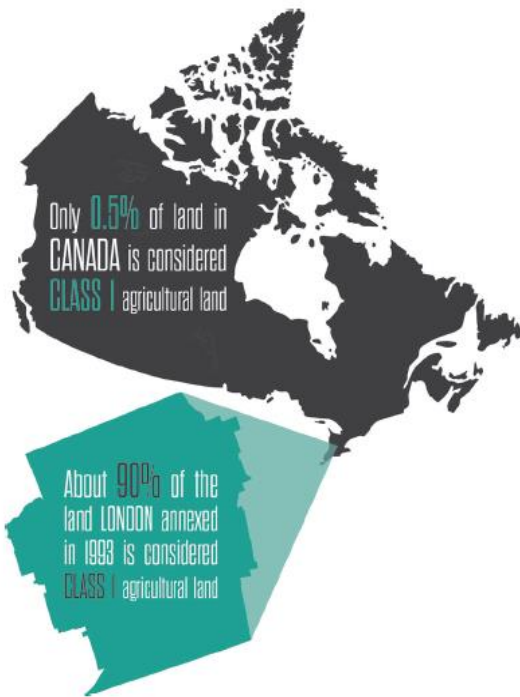
#LDNPLAN



# Engagement Approach



# Now



**1 IN 3** Londoners are **MILLENNIALS**: born between 1980 and 2000



1996  
12.4 million rides

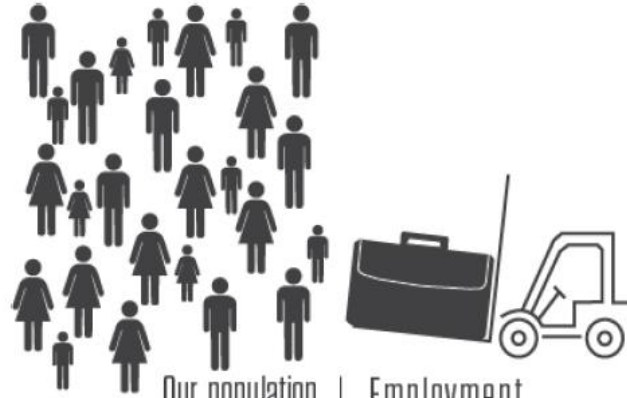
2014  
24.1 million rides

Transit Ridership in London has grown by **94%**



More than **60%** of Londoners live **ALONE** or with only **ONE** other person.

# 2035



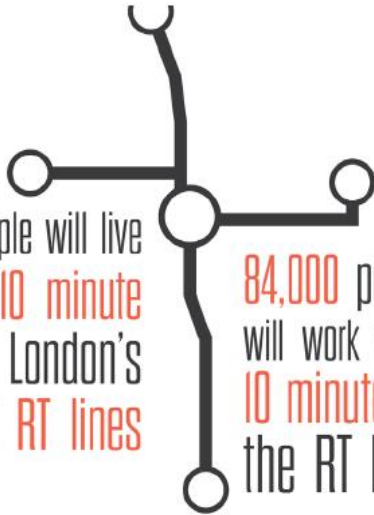
Our population  
will grow by  
**77,000**  
people

Employment  
will grow by  
**43,000**  
new jobs



**1 IN 3** Londoners  
will be **55 or older**

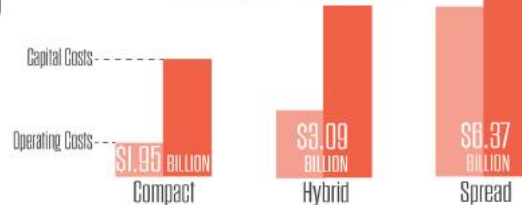
**115,000** people will live  
within a **10 minute**  
walk of London's  
proposed **RT lines**



**84,000** people  
will work within  
**10 minutes** of  
the RT lines

We have choices in how we will grow...

It will cost more than  
**3x** as much as a  
compact growth pattern  
to **develop & operate**



Approximately **1 in 3** people  
in the labour force  
will be **FOREIGN-BORN**



# The 10 Big Moves





Growing inward and upward



Shaping our City around rapid transit



Creating a cosmopolitan city -  
one that is culturally rich and diverse



Planning for exceptional spaces & places



A group of people, including a runner in a red shirt, a cyclist, and several pedestrians, are walking and cycling on a dirt path through a forest with vibrant autumn foliage. The scene is bright and active.

Giving real & attractive mobility choices -  
walking, cycling, transit

A diverse group of people, including men and women of various ages, are standing in front of a building with large windows. Some are holding tools, suggesting a community project or workshop.

Building strong & healthy  
neighbourhoods

A group of children are playing in a park. They are throwing and catching leaves that are falling from trees in the background. The scene is joyful and captures the essence of autumn.

Building one of the greenest cities in  
Canada



# Planning a smart city - Connecting London to the World

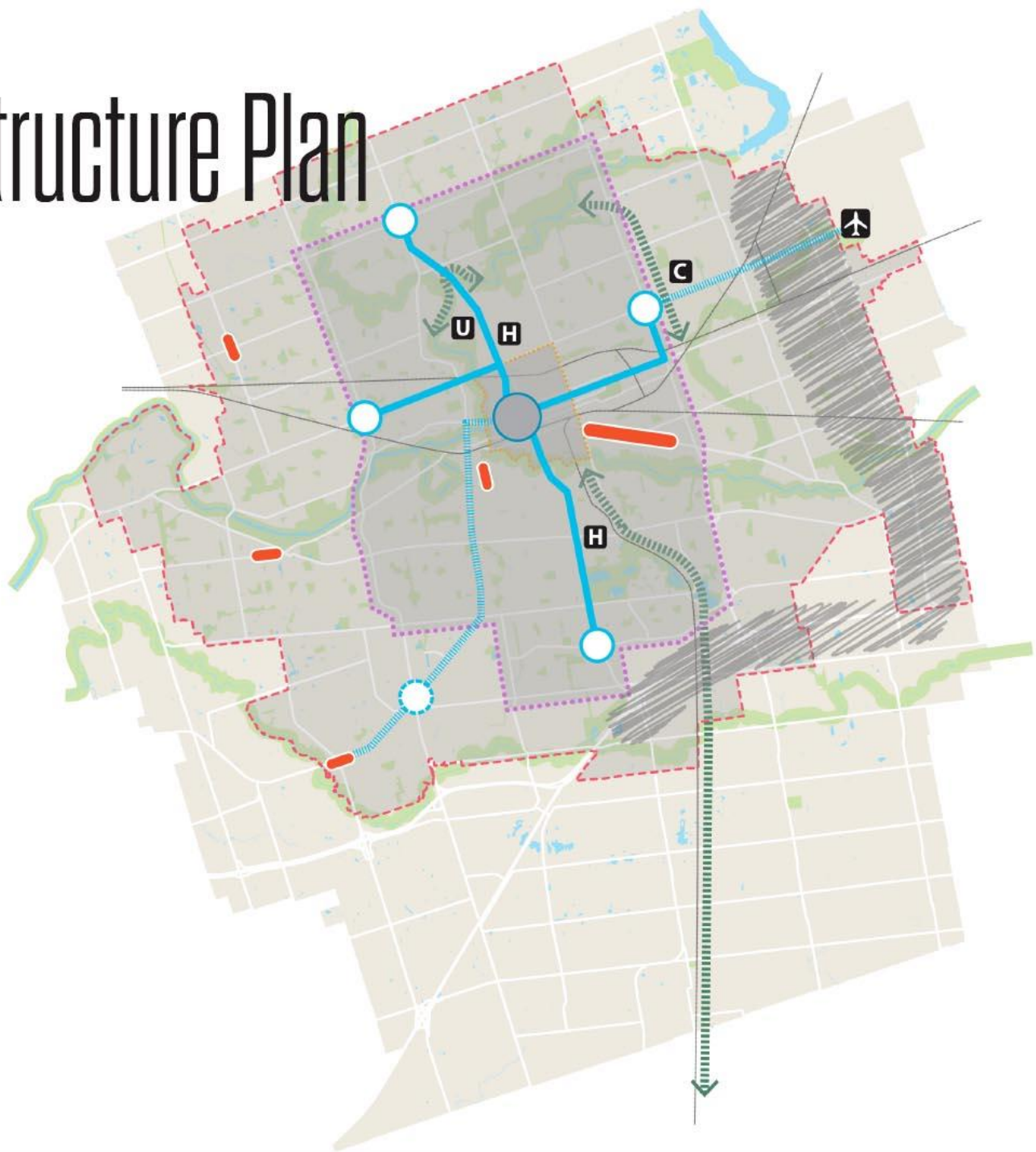


# Regenerating our urban neighbourhoods & main streets

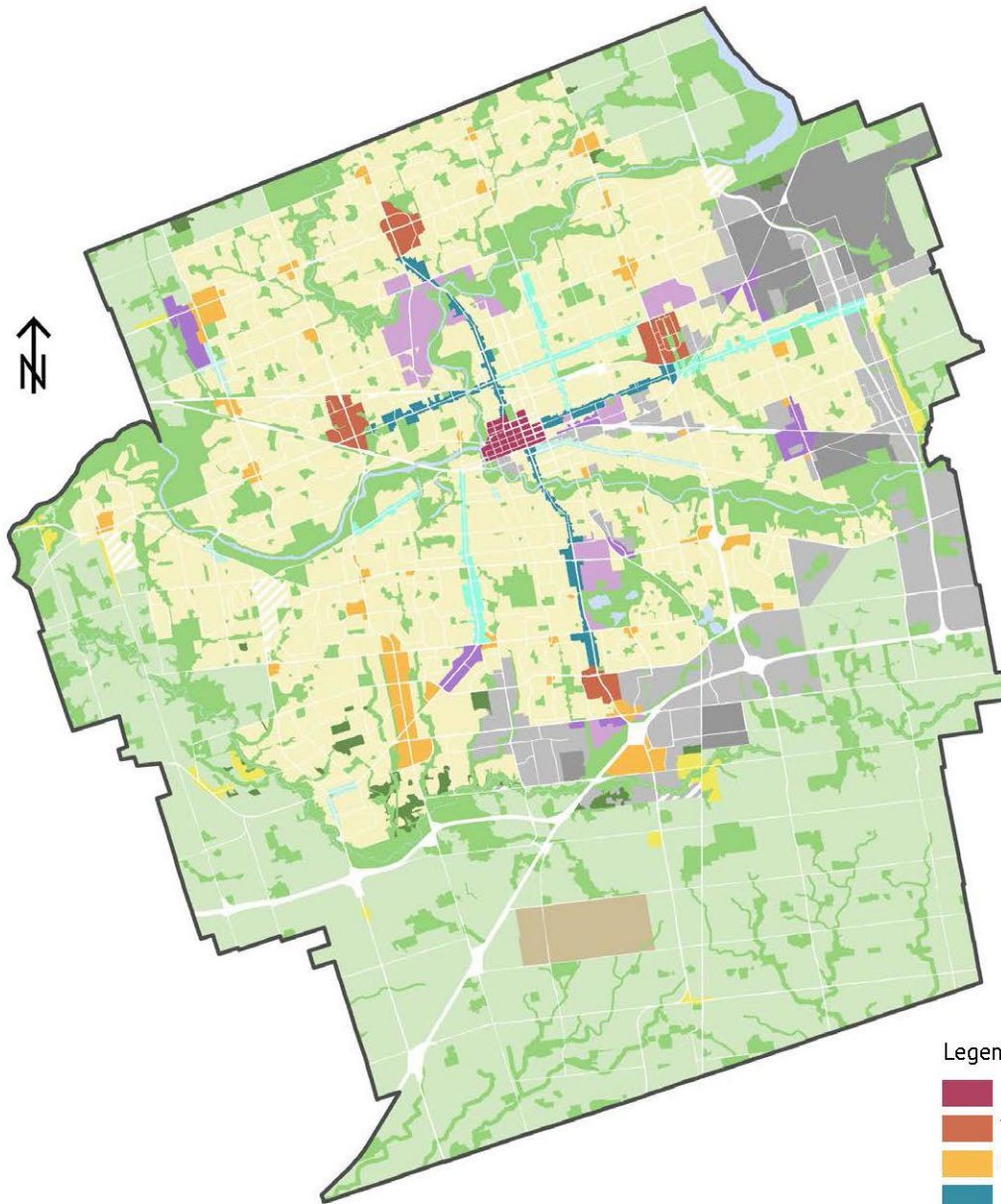


# Building a city to attract talent & investment




# City Structure Plan



# Place Types



## Legend

- |  |  |  |
|--|--|--|
|  Downtown               |  Future Community Growth  |  Environmental Review   |
|  Transit Village        |  Heavy Industrial         |  Farmland               |
|  Shopping Area          |  Light Industrial         |  Rural Neighbourhood    |
|  Rapid Transit Corridor |  Future Industrial Growth |  Resource Recovery Area |
|  Urban Corridor         |  Commercial Industrial    |  Thames River           |
|  Main Street            |  Institutional            |  |
|  Neighbourhood          |  Open Space               |  |

# Summary of Minimum and Maximum Heights by Place Type

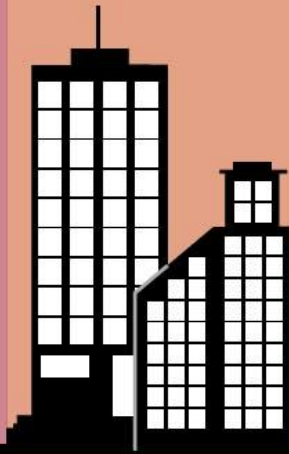
Place Type	Minimum Height (storeys)*	Maximum Height (storeys)*	Maximum Height With Bonus (storeys)*	Condition
Downtown	4	20	30	
Transit Village	4	15	20	
Rapid Transit Corridor	2	8	12	Properties within 100m of rapid transit stations or properties at the intersection of the Rapid Transit Corridor with a Civic Boulevard or Urban Thoroughfare
	4	12	15	
Urban Corridor	2	6	8	
Shopping Area	1	4	6	
Main Street	2	4	6	
Neighbourhood	1	4	6	See neighbourhood policies & table
Remnant High Density Residential Designation from 1989 Official Plan	2	12	n/a	See Remnant High Density Residential Designation from 1989 Official Plan policies for greater detail
Institutional	2	12	15	
Industrial	1	2	n/a	Commercial Industrial Place Type only

\* Minimum and maximum heights identified in the specific policies and segment-specific policies of this Plan, or within secondary plans, may be different and will prevail over the heights shown in this table. The full intensity of development will not necessarily be permitted on all sites within the relevant place type.

# The London Plan Approach



Downtown



Transit Village



Rapid Transit & Urban Corridor

Transit Station



Neighbourhood

Civic Boulevard & Urban Thoroughfare

Intersecting Neighbourhood Connectors

Neighbourhood Connectors

Neighbourhood Streets

# Smart Moves

*“providing transportation mobility choices while ensuring that roads and bridges remain safe and in a state of good repair”*





## Complete Streets

Vision for a Complete Streets approach to **transportation mobility**, design for all ages, abilities, and modes of travel to allow for safe and comfortable access for bicycles, pedestrians, transit users and the mobility-impaired. All infrastructure projects are an opportunity to make improvements.

Complete streets provide physical environment that **supports the form of development** that is planned for or exists along the street.

Key is to integrate Vehicle, Pedestrian and Utility realms with the development form in a **safe & effective way**.



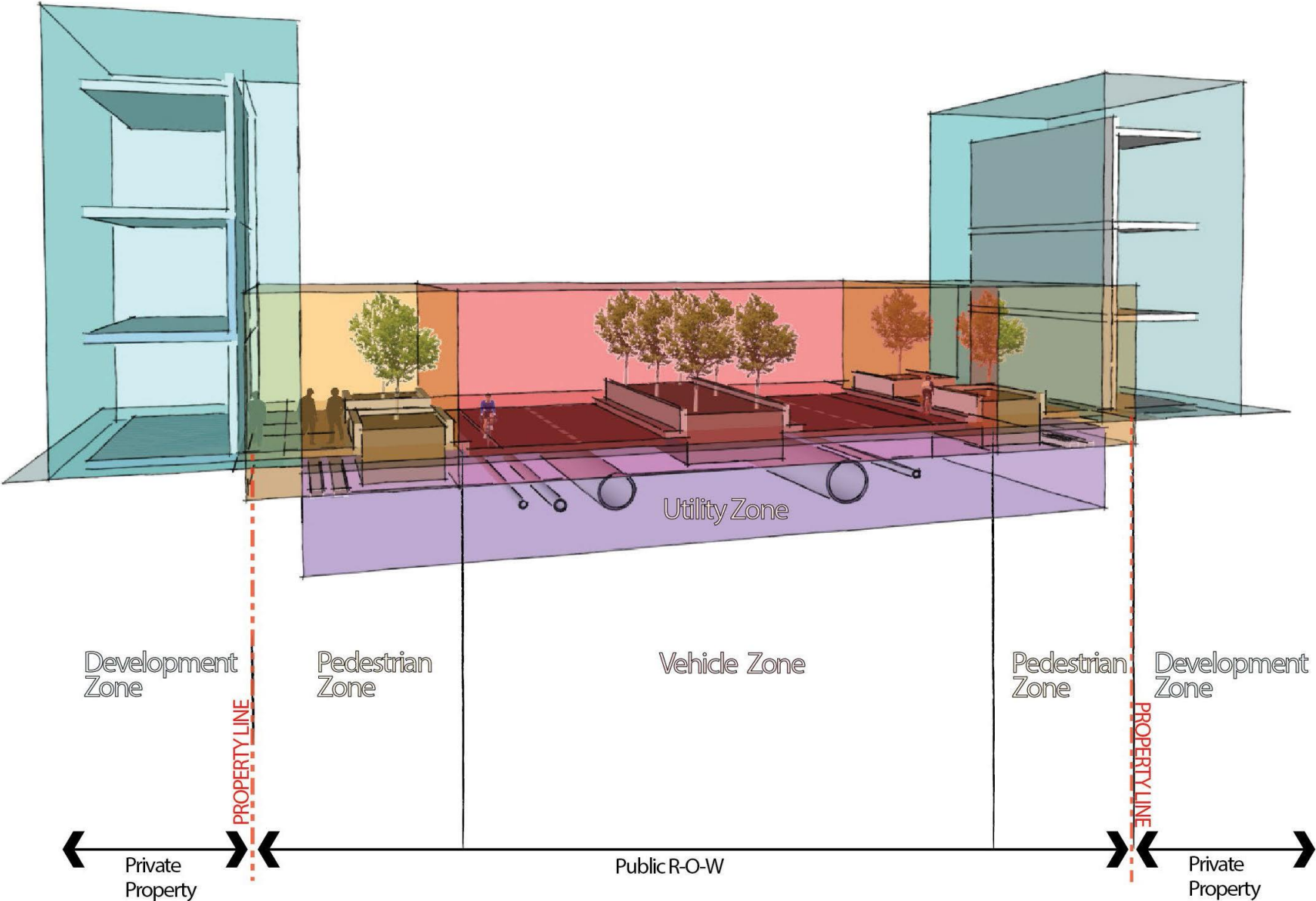
# Complete Streets







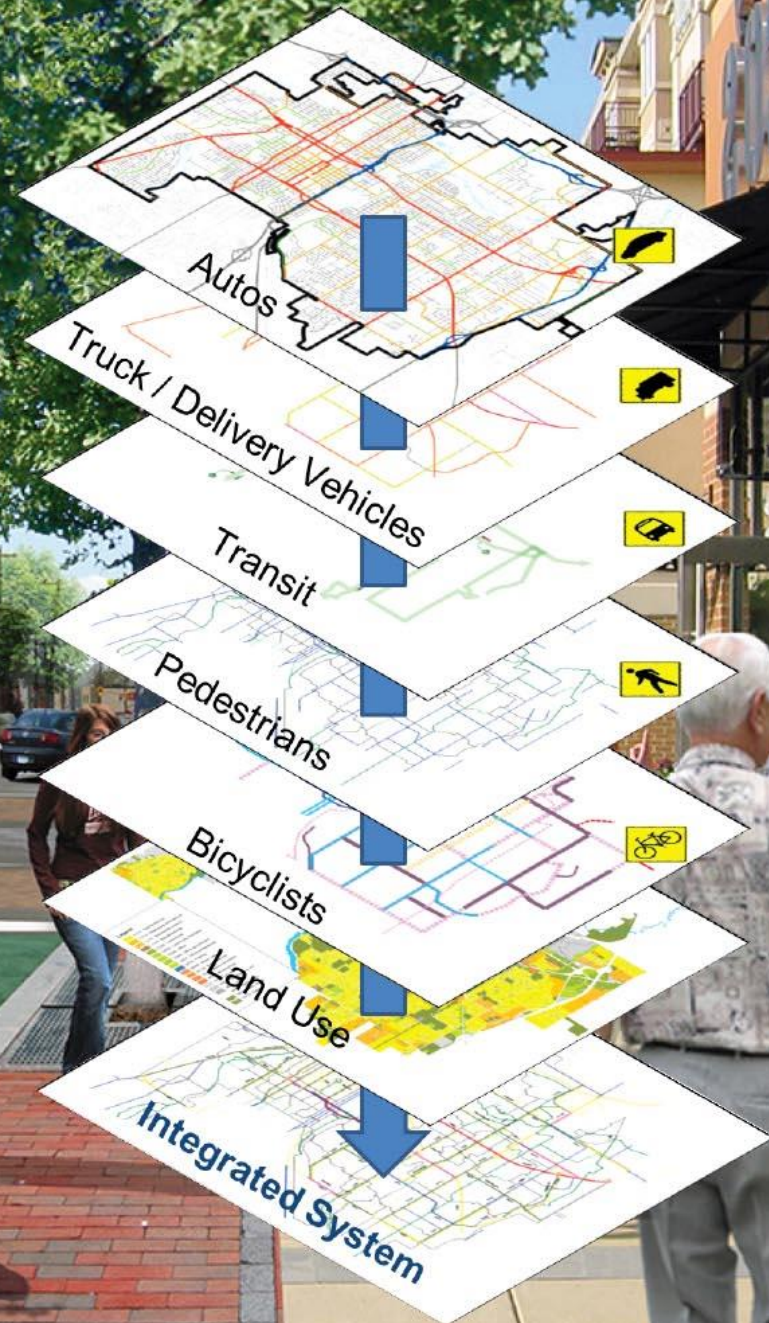
# Street Design Zones



Design of streets is based on a balanced, layered multimodal network that serve pedestrians, bicyclists, transit riders, motorists, and freight/goods movement

**AND**

is linked with the surrounding land use forms to create Integrated mobility corridors.



# Design Context Factors

Land Use Type  
Development Densities  
Form (height and setback)  
Mobility Users  
Connectivity of streets  
Access management



# Classification of Streets

Neighborhood Streets  
Neighborhood Connectors  
Main Streets  
Rapid Transit Boulevards  
Civic Boulevards  
Urban Thoroughfares  
Rural Thoroughfares  
Expressways  
Freeways



# Street Classification Map



## Legend

- Freeway
- Expressway
- Rapid Transit Boulevard
- Civic Boulevard
- Urban Thoroughfare
- Main Street
- Neighbourhood Connector
- Rural Thoroughfare
- TBD Rapid Transit Corridor

Scale: Not to Scale

# Street Design Zones

	Provincial Highway	Expressway	Rapid Transit Blvd	Urban Tfare	Civc Blvd	Main Street	Urban Tfare/Civc Blvd in PTA	Nghbhood Con	Nghbhood St	Rural Tfare
<b>Vehicle Zone</b>										
Divided and/or Separated	P	P	c	c	x	x	c	x	x	x
6 Traffic Lanes	P	P	x	c	x	x	c			
Up to 4 Traffic Lanes	P	P	P	P	P	P	P			
2 Traffic Lanes								P	P	P
Dedicated Transit Lanes (Additional to Traffic Lanes)	c	c	E	c	x	c	c	x	x	x
On-street parking (Additional to Traffic Lanes)	x	x	c	c	c	E	P	P	P	c
Cycle Lanes (Dedicated)	c	c	x	c	c	c	c	c	c	c
Cycle Lanes (On-Street)	x	x	c	c	c	c	P	P	P	c
Left Turn Lanes	c	c	c	P	P	c	P	c	c	c
Right Turn Lanes	c	c	c	c	c	c	c	x	x	c
Planted Medians	x	x	c	P	P	c	P	x	x	x

<b>Pedestrian Zone</b>										
Coordinated Utilities	x	x	P	P	P	E	E	P	P	P
Street Trees	c	c	E	E	E	E	E	E	E	E
Street Furniture	x	x	E	P	P	E	E	x	x	x
Pedestrian Scaled Lighting	x	x	E	P	P	E	E	P	P	P
Sidewalk (Both Sides)	x	x	P	P	P	E	E	E	E	c
Landscape Planters	x	x	P	P	P	E	P	x	x	x

x - Not Permitted  
 c - Conditionally Permitted  
 P - Permitted  
 E - Encouraged

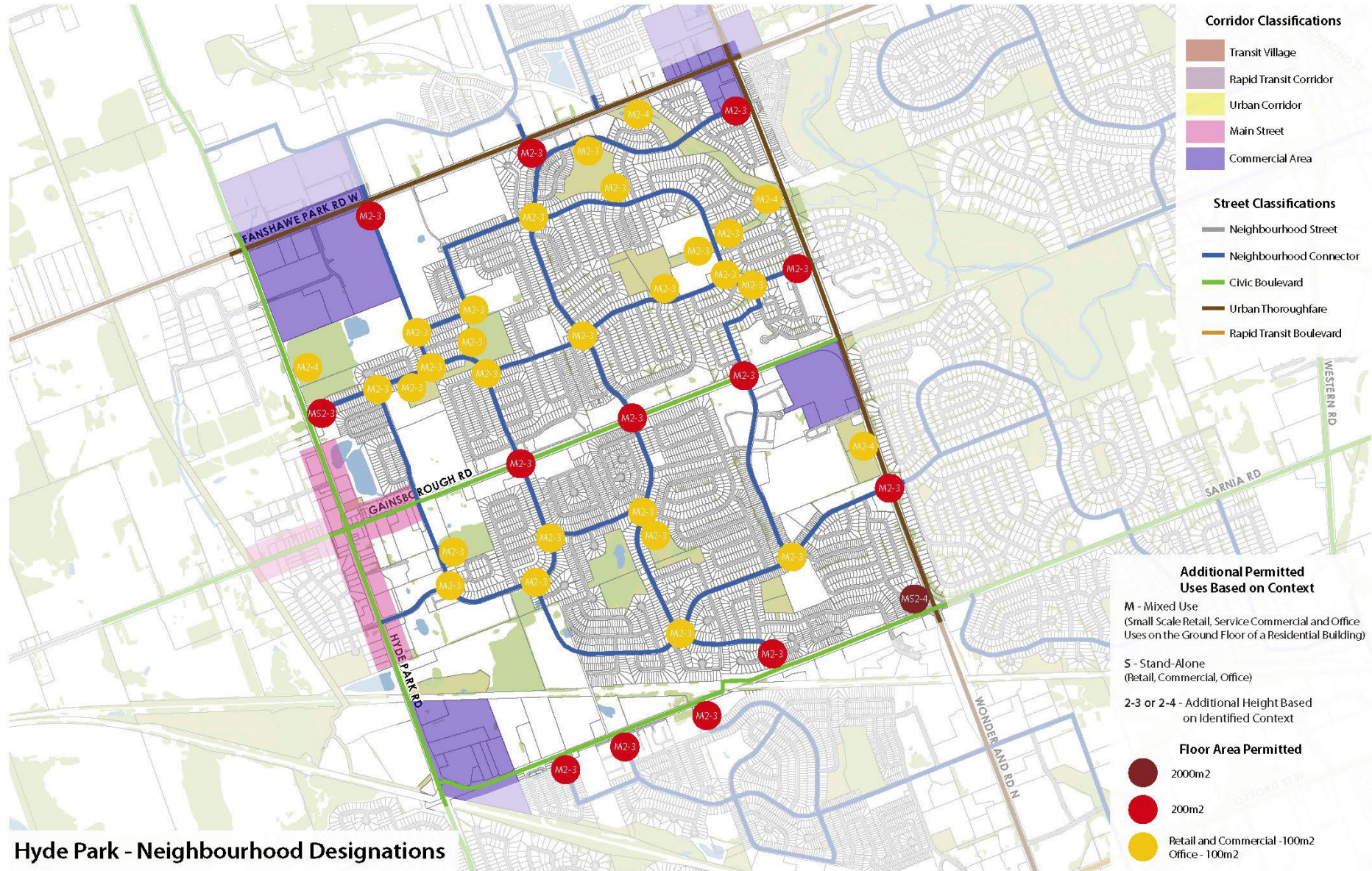


# Street Design Zones

	Provincial Highway	Expressway	Rapid Transit Blvd	Urban Tfare	Civc Blvd	Main Street	Urban Tfare/Civc Blvd in PTA	Nghbhood Con	Nghbhood St	Rural Tfare
<b>Development Zone</b>										
<b>Land Use</b>										
Commercial	c	c	P	P	P	P	P	c	x	c
Industrial	c	c	c	c	c	x	x	c	x	c
Residential	c	c	P	P	P	P	P	P	P	P
Mixed Use	x	x	E	c	c	E	E	c	x	x
Institutional	c	c	E	P	P	E	E	c	c	c
On-Site Parking	P	P	P	P	P	P	P	P	P	P
Shared Off-Site Parking	c	c	E	c	c	E	P	x	x	x
<b>Built Form</b>										
Building Entrances Oriented To Street	c	c	E	P	P	E	E	P	P	x
Minimal Setbacks To Street	c	c	E	P	P	E	E	c	c	x
Parking and/or Drive Aisles In The Front Setback	c	c	x	c	c	x	x	c	c	c
<b>Vehicle Access</b>										
Access Properties From Side Or Rear Public ROW	c	x	E	P	P	E	E	P	P	P
Direct Access From Public ROW	c	x	c	c	c	c	c	P	P	P
Signalised, Full Access Intersections	c	x	P	P	P	P	P	c	c	c
Right-In-And-Out Intersections	c	x	P	P	P	P	P	P	P	P

x - Not Permitted  
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# Street Classification & Mixed Use Opportunities Example



# The Problem



# The Solution



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*Complete Streets are streets for everyone. Design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.*