

Transportation Advisory Committee

Report

5th Meeting of the Transportation Advisory Committee
June 26, 2018
Committee Room #4

Attendance PRESENT: A. Farahi (Chair), G. Bikas, G. Debbert, D. Doroshenko, D. Foster, T. Khan, J. Scarterfield and A. Stratton and J. Bunn (Committee Secretary)

ABSENT: S. Brooks, J. Madden, H. Moussa and L. Norman

ALSO PRESENT: J. Ackworth, D. Chang, M. Elmadhoon, Sgt. S. Harding, J. Kostyniuk, T. Koza, T. Macbeth and A. Spahiu

The meeting was called to order at 12:15 PM.

1. **Call to Order**

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. **Scheduled Items**

2.1 Southdale Road West Class Environmental Assessment

That it BE NOTED that the attached presentation from B. Huston, Dillon Consulting Ltd., with respect to the Southdale Road West Class Environmental Assessment, was received.

2.2 Adelaide Street and Canadian Pacific Railway Grade Separation Environmental Assessment Project

That it BE NOTED that the attached presentation from A. Spahiu, Transportation Design Engineer, with respect to the Adelaide Street and Canadian Pacific Railway Grade Separation Environmental Assessment Project, was received.

2.3 2018 PXO Education and Enforcement Campaign

That it BE NOTED that the attached presentation and colouring sheet from J. Scarterfield, London-Middlesex Road Safety Committee, with respect to the Pedestrian Crossover (PXO) Education and Enforcement Campaign, was received.

3. **Consent**

3.1 4th Report of the Transportation Advisory Committee

That it BE NOTED that the 4th Report of the Transportation Advisory Committee, from its meeting held on April 24, 2018, was received.

3.2 Municipal Council Resolution - Introduction of connected and autonomous vehicle technology

That it BE NOTED that the Municipal Council resolution, from its meeting held on June 12, 2018, with respect to the development of a policy and

pilot project to address the introduction of connected and autonomous vehicle technology, was received.

3.3 Connected and Autonomous Vehicles Technology Strategy

That it BE NOTED that the staff report dated May 28, 2018, from K. Scherr, Managing Director, Environmental and Engineering Services and City Engineer, with respect to the Connected and Autonomous Vehicles Technology Strategy, was received.

3.4 City of London Long Term Water Storage Municipal Class Environmental Assessment - Notice of Project Commencement and Public Information Centre #1

That it BE NOTED that the Notice of Project Commencement and Public Information Centre #1, from P. Lupton, City of London and N. Martin, AECOM Canada, with respect to the City of London Long Term Water Storage Municipal Class Environmental Assessment, was received.

3.5 Southdale Road West - Environmental Assessment Study - Notice of Public Information Centre 2

That it BE NOTED that the Notice of Public Information Centre #2, from B. Huston, Dillon Consulting Limited and T. Koza, City of London, with respect to the Southdale Road West Environmental Assessment Study, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

None.

6. Deferred Matters/Additional Business

6.1 (ADDED) Revised Notice of Application - DLN Group Inc. on behalf of 2178254 Ontario Inc. - 3425 Emily Carr Lane

That it BE NOTED that the Corrected, Revised Notice of Application, dated June 22, 2018, from C. Smith, Senior Planner, with respect to an application by DLN Group Inc. related to a property located at 3425 Emily Carr Lane, was received.

6.2 (ADDED) 2018 Transportation Advisory Committee Work Plan

That D. Foster BE APPOINTED to the Transportation Advisory Committee Work Plan Working Group.

6.3 (ADDED) Summer Meeting Date

That it BE NOTED that the Transportation Advisory Group will meet on July 24, 2018 and will not meet in August, 2018.

7. Adjournment

The meeting adjourned at 1:35 PM.



PROJECT OVERVIEW

Project limits include Southdale Road West and Wickerson Road corridors between Wickerson Gate and Byronhills Drive



The EA will identify the requirements for improving the roads to a 2-lane standard:

- Significant improvements are required to the grade and cross-section of Southdale Road West and Wickerson Road

EXISTING NATURAL HERITAGE FEATURES

An Environmental Impact Study was completed to understand natural heritage features in the Study Area, including existing aquatic, terrestrial and wildlife conditions.

Natural Heritage features outside of the impacted areas will be mitigated.



- LEGEND**
1. Naturalized Coniferous Plantation
 2. Dry-Fresh Sugar Maple-Oak Deciduous Forest
 3. Dry Fresh Sugar Maple-Oak Deciduous Forest
 4. Common Reed Graminoid Mineral Meadow Marsh
 5. Cattail Graminoid Mineral Meadow Marsh
 6. Dry-Fresh Mixed Meadow
 7. Greenlands
 8. Business Sector
 9. Transportation
 10. Sewage and Water Treatment
 11. Single Family Residential
 12. Rural Property
 13. Annual Row Crops
 14. Perennial Cover Crop
 15. Open Pasture
 16. Open Aquatic
 17. Fencerow
 18. Fresh-Moist Mixed Meadow

SUMMARY OF EXISTING REPORTS

Road Safety Strategy (RSS) 2014-2019

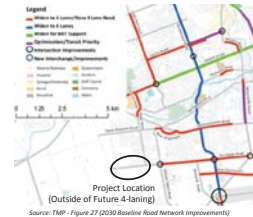
Recommendations fall under Action Item 12 in the RSS. This EA focuses on improvements to vertical profile, cross section (lane widths), and provisions for pedestrians and cyclists to provide a safer road environment.

ACTION No.	ACTION	DESCRIPTION
12	Roadway Alignment Improvement Program	Engineering improvements to horizontal and vertical alignments for reconstruction projects. Improved coordination with all 4R (reconstruction, rehabilitation, resurfacing, restoration) projects.

Source: RSS Table (Target Areas and Action)

Transportation Master Plan (TMP), May 2013

Outside of Future Widening Recommendations



Source: TMP - Figure 27 (2030 Baseline Road Network Improvements)

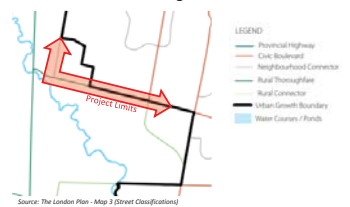
Secondary and Area Plans

N/A – outside limits

Official Plan (The London Plan, December 2016)

Street Classifications:

- Southdale Road West – Rural Thoroughfare
- Wickerson Road – Neighbourhood Connector



Source: The London Plan - Map 9 (Street Classifications)

EA PROGRESS REVIEW

Phase 1 (Completed) - The process involved the development of a Problem Statement:

Improvements are required to the grades and cross sections of Southdale Road West and Wickerson Road to meet the City's minimum design standards and improve road safety. The improvements will be planned and designed to:

- Implement the policies of the *London Plan**, *London ON Bikes Cycling Master Plan Update* and *2030 TMP*
- Avoid or minimize impacts to the Lower Dingman Corridor Environmentally Significant Area, surrounding farmlands, neighbourhoods, natural heritage features and cultural heritage features
- Incorporate required infrastructure and make provisions for future infrastructure, where feasible.



EA PROGRESS REVIEW

Phase 2 (Completed) - The process involved the development of alternative solutions for improvements to the roads.

Two alternative solutions were developed:

- **Do Nothing** – Southdale Road West and Wickerson Road would remain in the same condition with no improvements
- **Improvements** to Southdale Road West and Wickerson Road to meet minimum design standards
 - Alternative 1 – vertical and cross section reconstruction to meet design standards on the existing horizontal alignment
 - Alternative 2 – horizontal realignment of Southdale Road West and Wickerson Road outside of the current footprint of the roadway. This alternative would also include vertical and cross section reconstruction to meet design standards.

Alternative 2 was dismissed due to the significant impacts outside of the existing road footprint.



EA PROGRESS REVIEW



Phase 2 (Completed) - The process involved the development of alternative solutions for improvements to the roads.

Evaluation Factors		"Do Nothing"	Alternative 1
Road Design Standards	✗	Does not meet design standards	✓ Meets design standards
Traffic Operations and Safety	✗	Does not meet design standards	✓ Meets design standards
Opportunities for Active Mobility	✗	No opportunities	✓ Opportunities available
Opportunities for new infrastructure installation (watermain, etc.)	✗	No opportunities	✓ Opportunities available
Impacts on Natural Heritage	✓	No impacts	✗ Impacts
Impacts on Land Uses, Socio-Economic Environment and Cultural Heritage Resources	✓	No impacts	✗ Impacts

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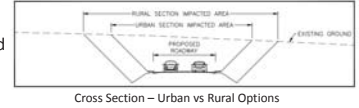
EA PROGRESS REVIEW



Phase 3 (Completed) - The process involved the evaluation of design options for implementing the preferred solution.

During the design development, several options were evaluated to minimize impacts to trees and the natural environment, including:

- Rural vs. Urban Cross Section**
 - Urban section was chosen to minimize footprint and manage stormwater
- Cut Slopes in constrained areas** - Options included: retaining walls/reinforced slopes/2:1 slopes
 - Standard 2:1 slopes were chosen to minimize cost, simplify construction, provide a more natural appearance and provide additional area for replanting on slopes with no significant increase in impacts to trees or vegetation



Cross Section – Urban vs Rural Options

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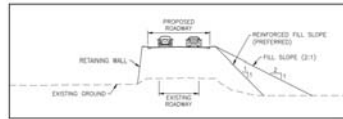
EA PROGRESS REVIEW



continued...

- Fill Slopes at culvert in valley** - Options included: retaining walls/reinforced slopes/2:1 slopes

- 1:1 Reinforced slopes were chosen to minimize the footprint, provide a more natural appearance and minimize the length of culvert



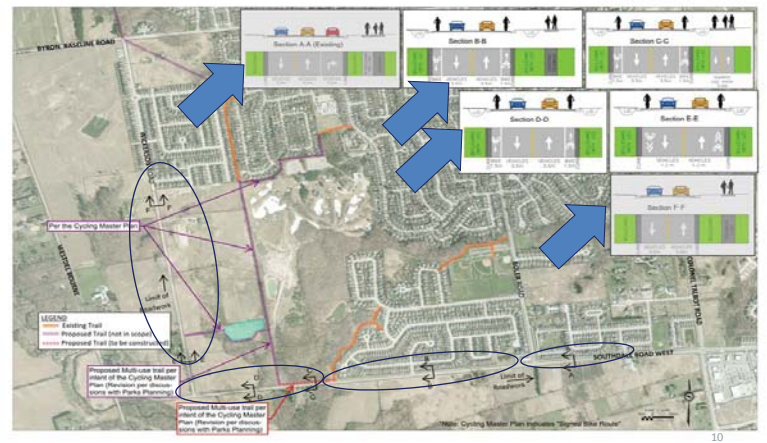
Cross Section – Fill Slope Options

- Profile Optimization** - Options included: standard (6% max) / substandard (8%) grades
 - Current profile was chosen to meet standards for arterial roads, manage cuts/fills and minimize driveway impacts
 - No significant benefit by increasing grades to 8%

- Stormwater Management** - Storm sewers and low impact developments (LIDs) will be implemented to manage stormwater
- Active Transportation** - Sidewalks to be provided on North side of Southdale Road/East side of Wickerson Road, multi-use trail to be implemented per cycling master plan and on-street bike lanes to be provided

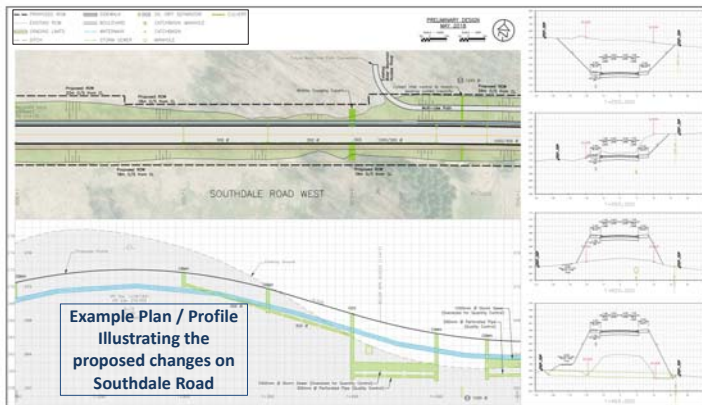
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PROPOSED ACTIVE TRANSPORTATION



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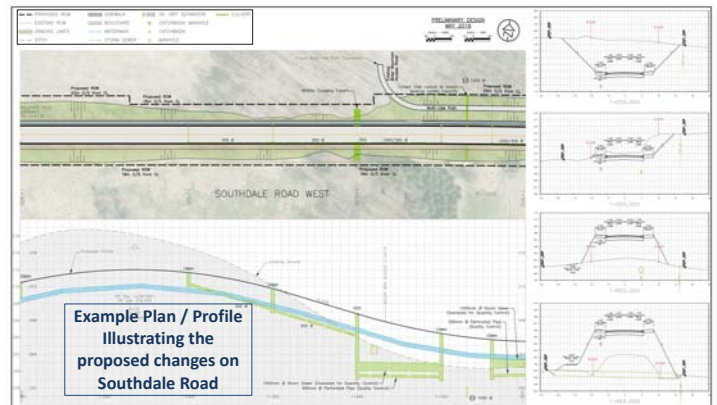
PHASE 3 - PREFERRED SOLUTION



Example Plan / Profile illustrating the proposed changes on Southdale Road

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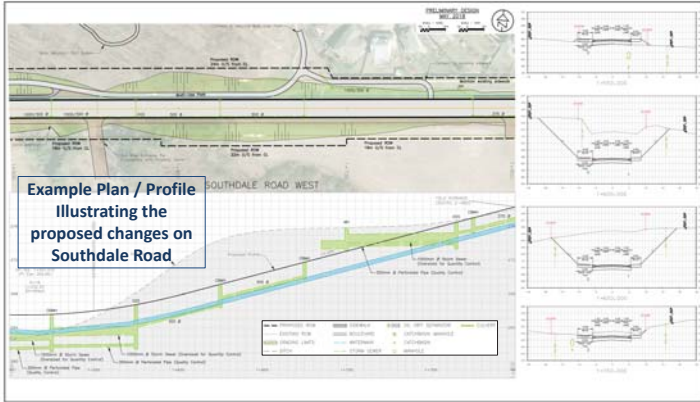
PHASE 3 - PREFERRED SOLUTION



Example Plan / Profile illustrating the proposed changes on Southdale Road

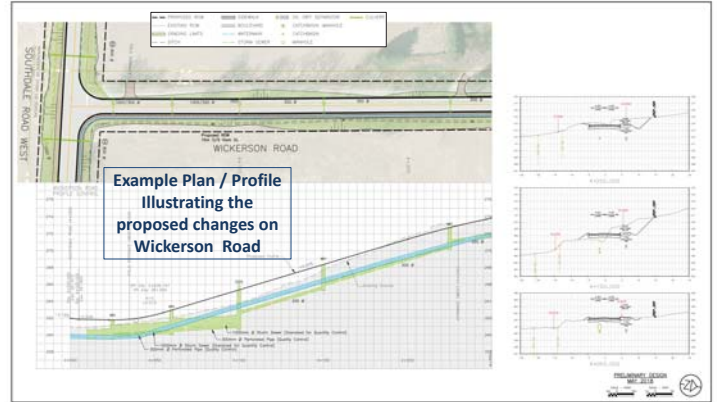
12

PHASE 3 - PREFERRED SOLUTION



13

PHASE 3 - PREFERRED SOLUTION



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NEXT STEPS



- Respond and update design based on input from the public and TAC committee
- Complete Environmental Study Report (ESR) – Summer 2018
 - Finalize EA document
 - Present EA document to council for endorsement
 - 30-day public and agency review period
- Detailed Design Phase – Anticipated to be 2018/2019
- Construction Phase – Anticipated to begin 2020

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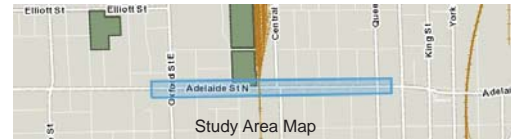


Adelaide Street / Canadian Pacific Railway (CPR) Grade Separation EA



Study Background / Context

- ✓ City's highest priority new rail-road grade separation candidate site as per the **2005 Rail Exposure Index Study** and **2013 Blockage Study**
- ✓ The **Smart Moves 2030 Transportation Master Plan and Development Charge Background Study (2014)** identifies needs for optimization and for the implementation of the grade separation in the 2031 planning horizon respectively.
- ✓ Subsequently, in 2017 Council approved moving project forward in a 3-5 timeframe.



Problems and Opportunities

Problems

- **Frequent train crossings** result in road being blocked significantly affecting vehicles, transit, cyclists and pedestrians
- Blockages result in significant delays and causes **cut-through traffic** onto local streets
- Implementation of rapid transit on Richmond Street is expected to cause future **increase in traffic** on Adelaide Street
- Excessive delays will **increase idling time** and emissions loadings
- Uninterrupted road corridor needed for **emergency planning** and response

Opportunities

- **Separate rail traffic** from vehicles, cyclists and pedestrians on Adelaide Street, improving access and circulation
- Provide **improved rail safety**
- Develop an **innovative design** that prioritizes pedestrians, cyclist and improves the urban environment, while avoiding some of the common drawbacks to underpasses
- Preserve and **enhance the heritage character** of the neighbourhood and McMahan Park
- Create **additional public space** that complements the area surrounding the new bridge and creates a strong connection from one side to the other for pedestrians and cyclists
- Improve the surrounding streetscape and intersections to create a **safe, pedestrian-friendly and welcoming public space**

3



Preliminary Preferred Concept

An Underpass (road under rail) is preferred because:

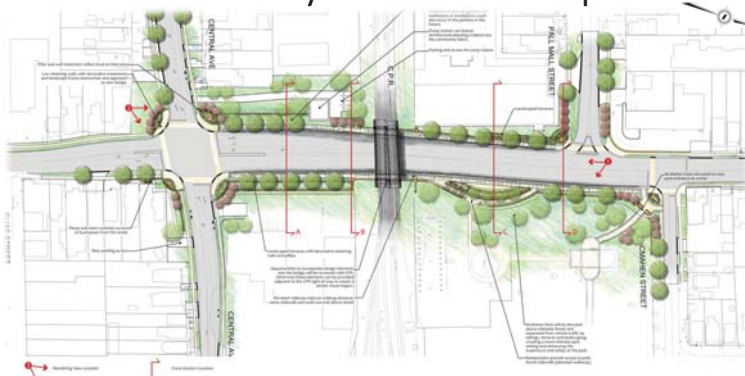
- ✓ Has fewer overall property impacts
- ✓ Relatively little visual intrusion to the surrounding community
- ✓ Decreased traffic noise from the depressed roadway
- ✓ Provides more opportunity for a context sensitive design to respect the existing character of the roadway and adjoining neighbourhoods
- ✓ Maintains intersections with Central Avenue, Elias Street, Pall Mall Street and McMahan Street
- ✓ Is more attractive to pedestrians and cyclists
- ✓ Preferred by community



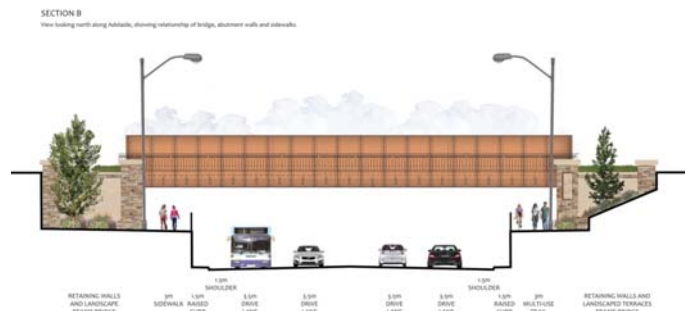
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Preliminary Preferred Concept



Adelaide St Cross-Section



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Temporary Road Detour

East Detour

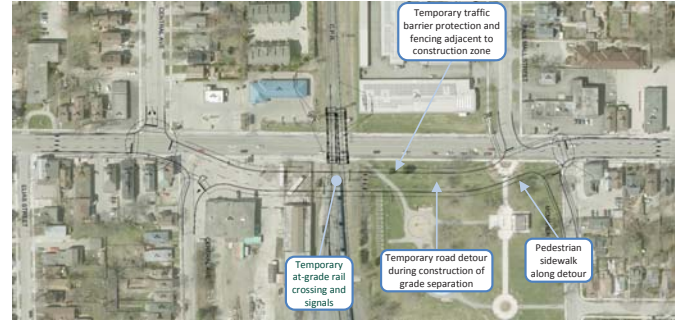
- ✓ Maintains north-south traffic for the duration of construction
- ✓ Avoids property impacts beyond those already required
- ✓ Utilizes the same footprint as the municipal service / utility corridor
- ✓ Maintains emergency service access



7



Proposed Detour



8



Project Timelines



Municipal Class EA Process

9



Questions?



<https://getinvolved.london.ca/adelaide-streetcpr-grade-separation>

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2018 PXO Education & Enforcement Campaign

Jayne Scarterfield RN BScN CCHN(c)

Transportation Advisory Committee Meeting
June 26, 2018

Collaboration & Partnership

- LMRSC mandate to improve safety, prevent injury, save lives
- ASRTS priority is active transportation/school travel planning
- Collaboration between LMRSC and local ASRTS
- MTO Road Safety Community Partnership Grant matched by LMRSC and partners – City of London, MLHU
- Universal approach with focus on school-age population



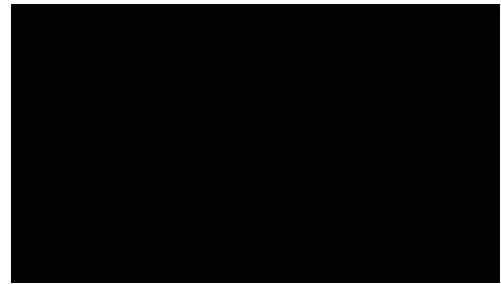
Tony the Street-Wise Cat

Crossing Safely at Traffic Lights
Crossing Safely at Pedestrian Crossovers
Driving Safely at Pedestrian Crossovers



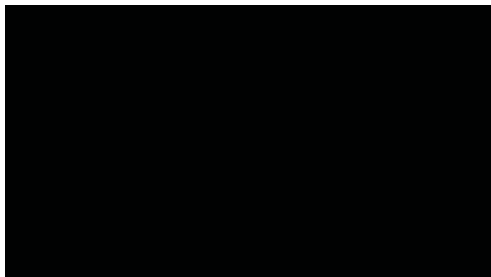
Tony the Street-Wise Cat

Crossing Safely



Tony the Street-Wise Cat

Driving Safely



Campaigns: Raising the profile

- Social Media, April 16 – May 18
- School Event, May 4
- London Police Enforcement Blitz, May 7-11



Presentations in March

- Presentations delivered in advance of the campaign:
 - School Nurses
 - ASRTS meeting
 - CSCP
 - CYN – HEHPA Priority
 - School Travel Planning Knowledge Exchange

126 participants + their networks



Social Media

How did we do?



e-Newsletter Distribution

- e-Newsletter with PXO rack card/poster and video link
 - Family Centre e-blast
 - Child & Youth Network e-bulletin
 - Middlesex-London Health Unit, Health-4-All newsletter

358 Agencies + their networks



YouTube (Ad Tube Campaign)

42,699	Total views (both videos combined)
73,058	Impressions
58%	View rate (both videos)



Facebook Campaign

6	Advertised posts
53,539	People reached
207,274	Impressions
131,114	Video views (>3 sec.)
4,023	Video views (100% each)
131,490	Engagements



10	Tweets
46,485	Impressions
466	Engagements



Tony the Street-Wise Cat PRESENTS

- 21,859 Crossing Safely at Pedestrian Crossovers
- 23,159 Driving Safely at Pedestrian Crossovers

45,018 Total views*

+ City of London
 South West Regional Trauma Network – healthchat.ca
 Trauma Program, Pediatric Emergency, LHSC
*LMRSC & MLHU



School Event

How did we do

May 4, 2018: Stoneybrook Public School

- Students coming to school and parents
- LPS presentation: 20 students
- PXO Demonstration: 4 classrooms



School Promotion – 2 PHNs

Resource	# Schools
Tony Videos	3
Rack Cards	6
Posters	7
School Announcements	15
School Newsletter	25
Student Presentation	1
Demonstration Resource	4
Colour Sheet	2



Contents

The following resources are intended to promote the safe and accurate use of PXO's in elementary schools.

- [Educational & Promotional Materials](#)
 - ["NEW" Lego Stop-Motion VIDEOS!](#)
 - [Rack Cards & Posters](#)
 - [School Announcements](#)
 - [Newsletter Inserts](#)
 - [Student Presentations](#)
- [Activities & Events](#)
 - [Colouring & Activity Sheet](#)
 - [Demonstration Resource](#)
 - [Event with Tony the Streetwise Cat](#)



PXO Police Enforcement Blitz

How did we do

PXO Week-Long Safety Blitz May 7-11 2018



London Police ON @psmediaoffice · May 14
The LPS thanks London drivers, cyclists & pedestrians for safely using Pedestrian Crossovers (PXOs). Remember pedestrians, cyclists and drivers have specific duties at PXOs. More information can be found here: healthunit.com/pedestrian-cro... and london.ca/residents/Road... #ldnont



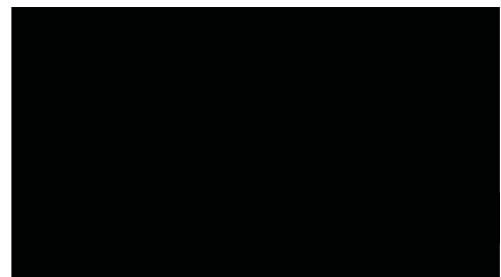
MLHealthUnit
6 13



TONY, LE CHAT DE RUE FUTÉ traverser sans risque

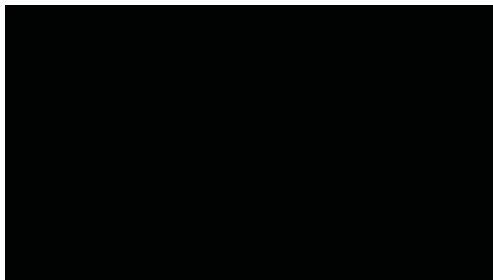
Tony, Le Chat De Rue Futé

PXO videos in French



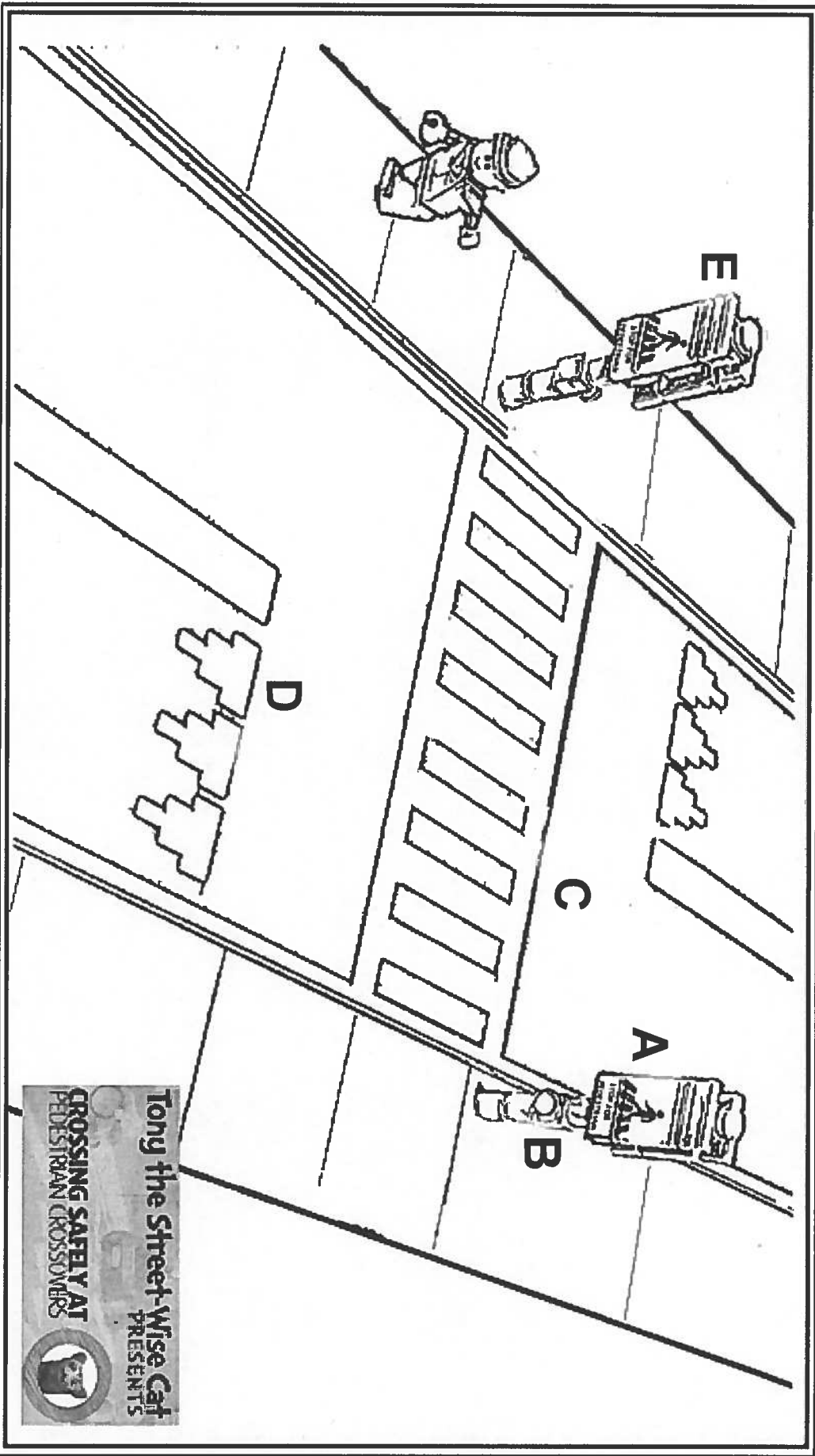
TONY, LE CHAT DE RUE FUTÉ

conduire en toute sécurité



Thank You, Merci.

Pedestrian Crossovers with Tony the Street-Wise Cat



Match the letter to the correct name:

- _____ Button _____ Ladder Markings _____ Stop for Pedestrian Sign
- _____ Light _____ Shark's Teeth



Transportation Advisory Committee

Report

4th Meeting of the Transportation Advisory Committee
April 24, 2018
Committee Room #4

Attendance PRESENT: A. Farahi (Chair), G. Bikas, S. Brooks, G. Debbert,
D. Doroshenko, D. Foster, T. Khan, J. Madden, H. Moussa, J.
Scarterfield and A. Stratton and J. Bunn (Committee Secretary)

ABSENT: L. Norman

ALSO PRESENT: M. Elmadhoon, Sgt. S. Harding, J.
Kostyniuk, T. Macbeth, D. MacRae, S. Maguire, A. Miller and E.
Soldo

The meeting was called to order at 12:15 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Complete Streets Update

That it BE NOTED that the attached presentation from M. Elmadhoon,
Traffic Planning Engineer, with respect to an update on the Complete
Streets project, was received.

3. Consent

3.1 3rd Report of the Transportation Advisory Committee

That it BE NOTED that the 3rd Report of the Transportation Advisory
Committee, from its meeting held on March 27, 2018, was received.

3.2 Municipal Council Resolution - 2nd Report of the Transportation Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting
held on March 27, 2018, with respect to the 2nd Report of the
Transportation Advisory Committee, was received.

3.3 Municipal Council Resolution - 2018 Renew London Infrastructure Construction Program and the 2017 Renew London Infrastructure Post Construction Overview

That it BE NOTED that the Municipal Council resolution, from its meeting
held on March 27, 2018, with respect to the 2018 Renew London
Infrastructure Construction Program and the 2017 Renew London
Infrastructure Post Construction overview, was received.

3.4 Municipal Council Resolution - Appointment to the Transportation Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on March 27, 2018, with respect to the appointment of Dan Foster as a voting member at large for the term ending February 28, 2019, was received.

3.5 Municipal Council Resolution - 4th Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on April 10, 2018, with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee, was received.

3.6 2018 Annual Warranted Sidewalk Program

That it BE NOTED that the staff report dated April 4, 2018, from the Managing Director, Environmental & Engineering Services and City Engineer, with respect to the 2018 Annual Warranted Sidewalk Program, was received.

3.7 Notice of Public Meeting - The Corporation of the City of London - Downtown

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to the Official Plan, the London Plan and Downtown Plan criteria for downtown temporary surface commercial parking lots, was received.

3.8 Notice of Public Meeting - City of London - Old East Village

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to the Terms of Reference for the Old East Village Dundas Street Corridor Secondary Plan, was received.

3.9 Notice of Public Information Centre 3 - Adelaide Street North / Canadian Pacific Railway Grade Separation - Municipal Class Environmental Assessment Study

That the Notice of Public Information Centre 3 from A. Spahiu, City of London and J. Goldberg, WSP, with respect to the Adelaide Street North/Canadian Pacific Railway Grade Separation Municipal Class Environmental Assessment Study, was received.

3.10 Construction Notice - 2018 Wonderland Road South 2-Lane Upgrade (Highway 401 to Highway 402)

That it BE NOTED that the Construction Notice, dated April 3, 2018, from M. Elmadhoon, Traffic Planning Engineer, with respect to the 2018 Wonderland Road South 2-Lane Upgrade (Highway 401 to Highway 402), was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

None.

6. Deferred Matters/Additional Business

6.1 (ADDED) TAC Work Plan Suggestions

That a Working Group BE ESTABLISHED, to be led by T. Khan, to review the Memo dated April 20, 2018 from E. Soldo, Director, Roads and Transportation with respect to suggestions for the Transportation Advisory Committee 2018 Work Plan.

6.2 (ADDED) Notice of Planning Application - Draft Plan of Vacant Land Condominium and Zoning By-law Amendment - 459 Hale Street

That it BE NOTED that the Notice of Planning Application, dated April 18, 2018, from L. Mottram, Senior Planner, with respect to the Draft Plan of Vacant Land Condominium and Zoning By-law Amendment related to 459 Hale Street, was received.

6.3 (ADDED) Southdale Road West Improvements - Pine Valley Boulevard to Colonel Talbot Road - Municipal Class Environmental Assessment - Notice of Public Information Centre #2

That it BE NOTED that the Notice of Public Information Centre #2, from T. Koza, City of London and P. McAllister, AECOM Canada, with respect to the Southdale Road West Improvements from Pine Valley Boulevard to Colonel Talbot Road Municipal Class Environmental Assessment, was received.

7. Adjournment

The meeting adjourned at 1:11 PM.



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

London
CANADA

June 13, 2018

K. Scherr
Managing Director, Environmental & Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on June 12, 2018 resolved:

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions be taken with respect to developing a policy and pilot project to address the introduction of connected and autonomous vehicle technology:

- a) the Civic Administration BE DIRECTED to develop a Connected and Autonomous Vehicle Strategic Plan;
- b) a Connected and Autonomous Vehicle Working Group BE ESTABLISHED to prepare for the introduction of connected and autonomous vehicles;
- c) the Civic Administration BE APPROVED to become a formal member of the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO);
- d) the Civic Administration BE AUTHORIZED to review potential pilot projects which address the introduction of connected and autonomous vehicle technologies; and,
- e) the Civic Administration BE DIRECTED to coordinate with London Transit Commission (LTC) on the potential development and implementation of "first mile / last mile" (FMLM) transit pilots and programs. (2018-T10) (2.12/9/CWC)

C. Saunders
City Clerk
/kmm

cc: G. Kotsifas, Managing Director, Development and Compliance Services and Chief Building Official
J. M. Fleming, Managing Director, Planning and City Planner
E. Soldo, Director - Roads and Transportation
M. Daley, Director- Information Technology Services
S. Maguire, Division Manager - Roadway Lighting and Traffic Control
P. McClennan, Executive Administration Assistant- Managing Director and City Engineer
Chair and Members, Transportation Advisory Committee
List of external cc's on file in the Clerk's Office

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 28, 2018
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONNECTED AND AUTONOMOUS VEHICLES TECHNOLOGY STRATEGY

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to developing a policy and pilot project to address the introduction of connected and autonomous vehicle technology:

- (a) the Civic Administration **BE DIRECTED** to develop a Connected and Autonomous Vehicle Strategic Plan;
- (b) a Connected and Autonomous Vehicle Working Group **BE ESTABLISHED** to prepare for the introduction of connected and autonomous vehicles;
- (c) the Civic Administration **BE APPROVED** to become a formal member of the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO);
- (d) the Civic Administration **BE AUTHORIZED** to review potential pilot projects which address the introduction of connected and autonomous vehicle technologies; and
- (e) the Civic Administration **BE DIRECTED** to coordinate with London Transit Commission (LTC) on the potential development and implementation of “first mile / last mile” (FMLM) transit pilots and programs.

2015-2019 STRATEGIC PLAN

The following report supports the [2015-2019 Strategic Plan](#) through the strategic focus areas of:

- **Building a Sustainable City**
 - Creating robust infrastructure through management and upgrades.
 - Convenient and connected mobility choices through improved congestion management and roadway safety.
 - Responsible growth through new infrastructure investment.

- **Growing Our Economy**

- Local, regional, and global innovation through new and emerging technology to improve quality of life.
- Strategic, collaborative partnerships with key stakeholders and municipal neighbours.

BACKGROUND

In Canada, close to 1,900 fatalities occur on roadways each year. The automotive industry has been working to improve overall roadway safety through the introduction of various levels of artificial intelligence in connected and autonomous vehicle (CAV) technology. In the future, CAV technology will be integrated into all modes of transportation and it is no longer a question of if the technology will disrupt the way we travel within our cities, but a question of when. CAVs with a lower level of automation are currently available in the market place. It is anticipated that CAVs with a high level of automation or full automation will be widely available by 2040.

CAV technology has the potential to reshape our transportation system, improving road safety for all users, traffic congestion, mobility equity, land use and environmental health.

Automated vehicles are now being piloted on Ontario's streets in the Greater Toronto Area, in various forms and for a variety of purposes. Partially automated vehicles are providing assistance to drivers in the form of cruise control, automated braking, parallel parking and other safety features included in newer vehicles. Highly automated vehicles - often referred to as driverless or autonomous cars – are being tested on public roads in Ontario, including Toronto, through a permit from the Ministry of Transportation.

While discussions on the potential benefits of driverless vehicles have increased, it is not well understood what the adoption of the technology will mean for the cities that they will drive in. Instead of taking a reactive approach to the disruption created by the technology and in order to maximize the benefit of the technology, now is the time to evaluate, assess, and plan for the onset of vehicle automation.

The age of the autonomous vehicle will usher in sweeping changes to transportation, energy consumption, passenger safety and business efficiency. CAV technology will transform cities, and a Smart Cities approach will be needed to deploy the digital and physical infrastructure necessary to connect cars to vital information.

The emergence of CAVs as a significant mode of travel and movement for goods and services will have disruptive impacts on transportation systems as a whole and industry in general in a similar fashion to the emergence of conventional automobiles over a century ago.

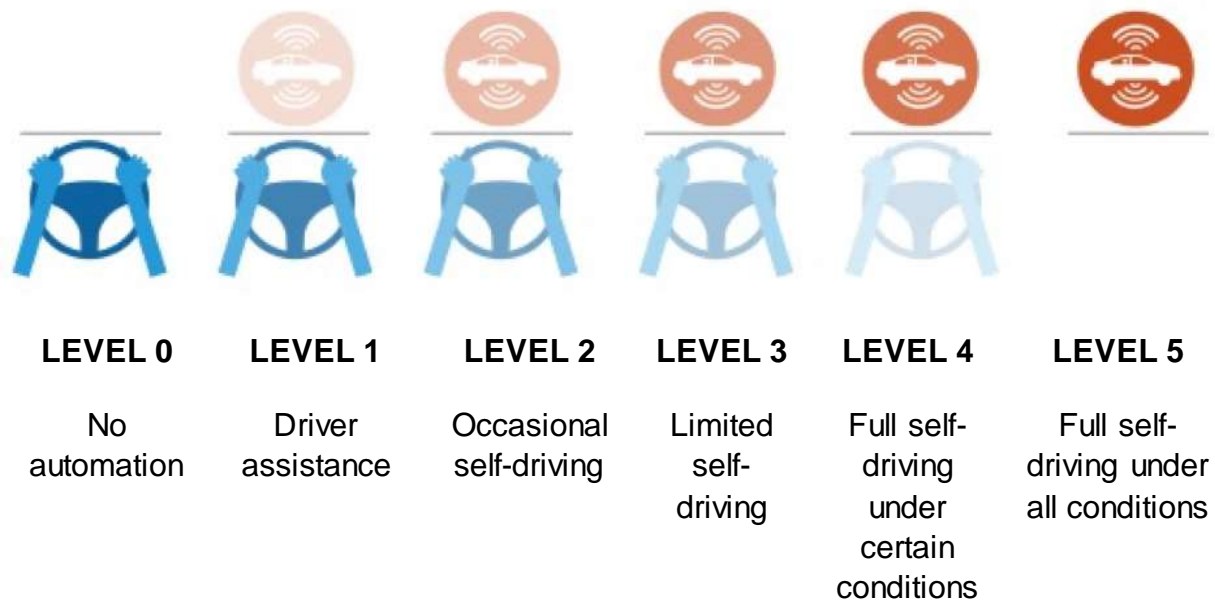
The following report outlines how the City can begin to prepare for the introduction of CAVs on its streets.

DISCUSSION

Overview: Connected and Autonomous Vehicles

Autonomous vehicles (AVs) are driverless or self-driving vehicles that are capable of detecting the surrounding environment using artificial intelligence (AI), a variety of sensors, and a global positioning system (GPS) coordinates among other means to successfully and safely navigate a transportation system.

There are six levels of driving automation developed by the Society Automotive Engineers (SAE) which span from no automation (Level 0) to full automation (Level 5).



AVs have the potential to deliver the following if properly managed:

- Environmental benefits;
- Economic prosperity;
- Societal betterment;
- Safety improvements;
- Reduce traffic congestion; and
- Improved flow of goods and services.

Interrelated with autonomous vehicles is connected vehicle (CV) technology, which is integral to providing up-to-date information to AVs through a variety of channels, including:

- Vehicle-to-Vehicle (V2V) communications;
- Vehicle-to-Infrastructure (V2I) communications; and
- Vehicle-to-Everything (V2X) communications.

Some elements of CV technologies are already being implemented in other cities and are being considered for the City's current Transportation Intelligent Mobility Management System (TIMMS) project.

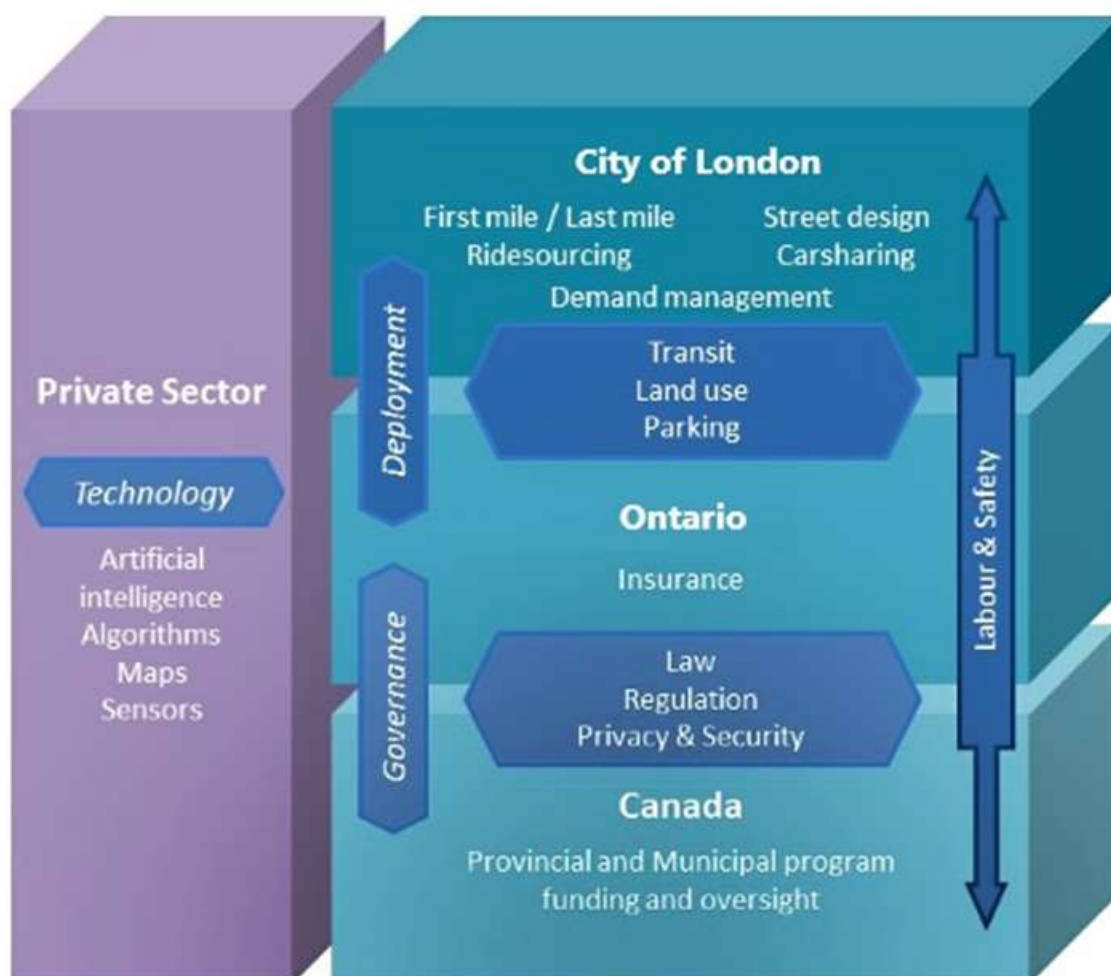
Legislative Structure and Programs

Automated vehicles, including personal vehicles, taxis, small buses, and delivery robots are currently being tested in a number of locations within the United States, Australia, New Zealand, Europe, and Asia by both industry and government agencies. Nearly all automobile manufacturers have vehicles available commercially that include automation capabilities at SAE Levels 1 and 2. Most manufacturers have also developed prototypes or have partnered with suppliers and technology companies to test SAE Levels 3, 4, and 5 automated vehicles.

Different stakeholders have different roles in the development and implementation of new technology like connected and autonomous vehicles (Figure 1). Private industry develops the technology while all three levels of government (Federal, Provincial and Municipal) play a role in how the technology is regulated and deployed.

In Canada, vehicle standards are regulated by the federal government through the Motor Vehicle Safety Act, which includes the Canada Motor Vehicle Safety Standards. In "Transportation 2030: A Strategic Plan for the Future of Transportation in Canada" the federal government has indicated support for the use of connected and automated vehicles.

Figure 1 – CAV Partnerships



In Ontario, the use of public roads by all vehicles is governed by the Province of Ontario through the Highway Traffic Act. On January 1st, 2016, Ontario became the first province in Canada to pilot an on-road test program for automated vehicles and related technology. The pilot program follows strict governance to ensure public safety as CAV technology develops and matures.

In December 2017, the Ministry of Transportation (MTO) identified through the Ontario Regulatory Registry proposed amendments to the AV pilot regulation. These proposed enhancements to the AV pilot program are to:

- **Permit driverless testing of AVs.** The testing of AVs as part of the pilot through additional application requirements, such as a law enforcement and work zone interaction plan and alerting local municipalities of AV testing.
- **Expanded data reporting requirements.** Pilot participants would need to indicate the SAE level of the AV tested, annual reports on unplanned or non-scheduled disengagements, in-vehicle telematics (e.g. hours tested, distanced travelled, speed, harsh braking, etc.), weather conditions, and road types.
- **Permit public registration of SAE Level 3 AVs.** This would include Original Equipment Manufacturer (OEM) AV technology eligible for sale in Canada, not aftermarket and/or AV conversion products. The MTO expects SAE Level 3 AVs to be commercially available in the near future. MTO communications will include updated beginner driver education handbooks and outreach to auto industry stakeholders to leverage the availability of safety information to consumers.
- **Permit cooperative truck platoon testing.** A new pilot (within the existing AV pilot) that allows the testing of cooperative truck platooning with a driver present in each vehicle, under strict conditions and along specified routes. Cooperative truck platoons utilize a form of adaptive cruise control with V2V communication that allows for closer following distances and improved efficiencies.

The effective date of the above-proposed amendments has not been identified.

Autonomous and Connected Vehicle Technology Collaboration

Numerous organizations in Ontario and across Canada have taken up the task (with public and/or private support) to further develop CAV technology through various programs and projects. These organizations include the Ontario Centre of Excellence, the Autonomous Vehicle Innovation Network, the Institute of Transportation Engineers (ITE), Transportation Association of Canada (TAC), the Canadian Urban Transit Association, the Canadian Urban Transit Research and Innovation Consortium, and the National Operations Center of Excellence.

Leading the way in Canada, several cities have more actively pursued CAV development programs and projects, including Calgary, Edmonton, and Toronto. Civic administration has been networking directly with Canadian and international municipalities, through direct outreach and through involvement in various task forces and committees at ITE and TAC.

The City of London has been participating informally through the Ontario Good Roads Association's Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO). The purpose of the Alliance is to provide a forum for municipal staff to collaborate on researching, facilitate vehicle testing with industry and academics, and to share resources and knowledge for integrating connected, automated and autonomous

vehicles into municipal operations. Other cities such as Toronto, Barrie, Brampton, Hamilton, and Stratford, as well as the Regions of Durham and York, are participating in MACAVO.

Transit and CAV Technology

Transit is a major component of mobility. Electric vehicles, autonomous technology, and driverless shuttles could all combine to create a new vision of what transit service looks like. The adaptation of CAV technology may lead to changes in the designation of space in public rights of way. Large-scale rapid transit systems in dedicated lanes have the flexibility to control what types of vehicles can use the dedicated lanes, when they can be used, and to leverage the infrastructure to optimize operations as technology evolves.

Coordination of the interaction between mass transit and CAV mobility providers to ensure that an integrated mobility model, which moves the largest amount of people, will be the key to ensuring congestion is managed in the future.

The London Transit Commission (LTC) has been engaged with the Canadian Urban Transit Research & Innovation Consortium (CUTRIC), an organization that supports projects that develop the next-generation of mobility and transportation technologies for Canadians. CUTRIC is pursuing a bid through the National Smart Vehicle Demonstration and Integration Trail with the City of Calgary, York Region and Trois-Rivières.

This project plans to integrate semi-autonomous and fully autonomous, connected, and electric vehicle shuttles/pods and buses across up to 12 Canadian municipal jurisdictions as “first-mile / last-mile” applications.

CUTRIC's National Smart Vehicle Project is being developed following the successful launch this year of CUTRIC's \$45 million Pan-Canadian Electric Bus Demonstration & Integration Trial in Vancouver, Brampton, and York Region.

The National Smart Vehicle Project has a planning completion deadline of December 2018, and a full funding confirmation deadline of September 2019, with expected on-road launches in up to nine cities in Canada by 2020. The LTC and City had an initial discussion with CUTRIC but the project parameters limited the LTC's ability to participate. The project will be monitored and assessed for future opportunities.

Connected and Autonomous Vehicle Technology Strategy

With the introduction of CAVs onto our streets, it is recommended that a Connected and Autonomous Vehicle Technology Strategic Plan be developed and that a multidisciplinary working group be created to guide this initiative including representatives from the following departments and commissions:

- Environmental and Engineering Services;
- Development and Compliance Services;
- Planning;
- Information Technology Services; and,
- London Transit Commission.

The CAV Working Group would collaborate with external partners such as Western University, Fanshawe College, London Economic Development Corporation and other community partners.

The goal of the strategic plan will be to help prepare the City of London for this change, review the potential implications for City departments and commissions, and develop a cross-divisional strategic position to ensure preparedness amongst all City services. The strategy should also develop a framework for pilot projects that incorporate collaboration among transportation professionals, telecommunication providers, vehicle companies, and software technology companies, in order to encourage innovation and incentivize development.

The City of London should consider potential policy implications and develop a strategy that balances the many interests and issues at play. A number of the considerations for CAVs that should be reviewed include:

- Infrastructure upgrades and improvements including technological/ICT infrastructure;
- Land use policy (e.g. zoning, density, parking, etc.);
- Transit service policy and enhancements;
- Parking strategies and revenue impacts;
- Safety implications of CAV technology;
- Privacy and security of IT systems, data management and sharing;
- Accessibility policy to make transportation access more equitable; and
- Public awareness and education on CAV technologies.

A more detailed technical background on CAVs is provided in **Appendix A**.

CONCLUSION

Connected and autonomous vehicles have the potential to impact the existing legislative environment and a wide array of City policies, programs, and services, as well as how the City conducts business.

While early implications will primarily be focused on the transportation system, over the long-term and with higher levels of automation, there may be larger implications beyond the transportation network that City departments need to prepare for.

The development of a Connected and Autonomous Vehicle Technology Strategy will ensure this technology is developed in a way that increases mobility, safety, accessibility, innovation, and economic growth in the City of London within the regulatory barriers developed at the Federal, Provincial, and Municipal levels.

Acknowledgements

This report was prepared by Michelle Morris, EIT, Transportation Planning and Design, and Jon Kostyniuk, P.Eng., Roadway Lighting and Traffic Control Division.

SUBMITTED BY:	REVIEWED BY:
SHANE MAGUIRE, P.ENG. DIVISION MANAGER, ROADWAY LIGHTING & TRAFFIC CONTROL	EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

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June 19, 2018/jdk

- Attach: Appendix A – Connected and Autonomous Vehicles: Technical Background

- cc: George Kotsifas, Managing Director, Development and Compliance Services and Chief Building Official
John Fleming, Managing Director, Planning and City Planner
Mat Daley, Director, Information Technology Services
Kelly Paleczny, General Manager, London Transit Commission
Chair and Members, Transportation Advisory Committee



Prepared for the
Corporation of the City of London

Civic Works Committee Meeting

May 28, 2018

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1 INTRODUCTION

Autonomous vehicles (AVs) are driverless or self-driving vehicles that are capable of detecting the surrounding environment using artificial intelligence (AI), a variety of sensors, and a global positioning system (GPS) coordinates among other means to successfully and safely navigate a transportation system.

AVs have the potential to deliver the following if properly managed:

- Environmental benefits;
- Economic prosperity;
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- Safety improvements;
- Traffic congestion management; and
- Improved flow of goods and services.

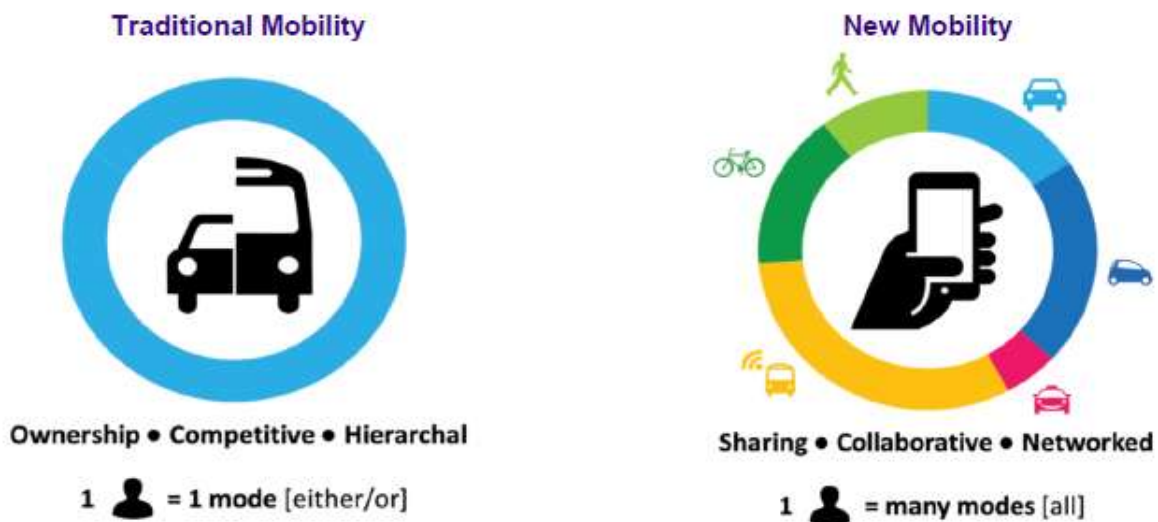
One of the major improvements to road safety is the elimination of human driver error and distraction, due to the AV technology taking over the driving operation. However, this expectation needs to be tempered with early levels of vehicle autonomy where the attention of the human driver to maintain safe vehicle operations remains critical.

It is anticipated that AVs will be widely available and market-ready anywhere between now and 2040¹ with some lower level automation vehicles already on the market and in use today.



The emergence of new app-based transportation services, such as Uber and Lyft, has expanded the market for ride-hailing services by offering lower prices, improved convenience and rider amenities, and stronger brand recognition compared to traditional taxis. These services include new features such as a split-fare and shared-ride / carpool functions, enabling two or more people to share rides and split the cost.

The impending arrival of AV technology is expected to have a significant impact, by changing the personal economics of transportation choice, and likely resulting in a shift in the current transportation paradigm.



There are two primary ownership models anticipated for AVs as they emerge, the individual ownership model and the shared ownership model.

The individual ownership model is similar to the current, widespread car ownership model. If the AV technology advances with emphasis on individual ownership, this will likely decrease public transit use, promote more travel, and result in more cars on the road.

The shared ownership model which is similar to car sharing, ridesharing, or Mobility-as-a-Service (MaaS) programs that may likely see a communal fleet of vehicles to service transportation needs and will reflect the trend that new generations are not as interested in vehicle ownership as previous generations².

In practice, it is more likely that a mixed ownership model consisting of both individual and shared ownership will emerge. However, the proportion of individual vs. shared ownership is uncertain as the direction of AV technology is unclear at this time.

Policymakers should work with transportation professionals, telecommunication providers, vehicle companies, and software technology companies to assess the impacts, develop short and long-term implementation policies, and prepare investment strategies to facilitate and mitigate the impacts of this technology.

Interrelated with autonomous vehicles is connected vehicle (CV) technology³, which is integral to providing up-to-date information to AVs through a variety of communications channels, including:

- **Vehicle-to-Vehicle (V2V):** Enhance the situational predictability and operation of AVs in close proximity such as through platooning (i.e. AVs travelling together in close formation), intent (e.g. lane changes, braking, etc.), and hazards (e.g. flat tire, roadway debris, etc.).
- **Vehicle-to-Infrastructure (V2I):** Directly communicate the status and condition of nearby infrastructure (i.e. infrastructure-to-vehicle) and presence/intent of the vehicle-to-infrastructure. Examples of this include Smart Traffic Signals that better manage transportation demands and congestion; and, Smart Parking that efficiently directs AVs to available parking spaces.
- **Vehicle-to-Everything (V2X):** A more general term for communications with an AV's surroundings in addition to V2V and V2I that may include vehicle-to-pedestrian/bicycle communication (e.g. location information to reduce conflict and improve safety) or vehicle-to-network communication (e.g. Google's Waze or similar real-time application).

Some elements of CV technologies are already being implemented in other cities and are being considered for the City's current Transportation Intelligent Mobility Management System (TIMMS) project.



2 TAXONOMY AND DEFINITIONS

Many automated features, ranging from cruise control to self-parking and lane assist, have been available on vehicles for a number of years. To answer the question of when a vehicle crosses over from being high-tech to self-driving, the Society of Automotive Engineers (SAE) has established a new international standard (J3016)⁴ that provides a classification system for vehicle automated driving systems. There are six levels of driving automation which span from no automation (Level 0) to full automation (Level 5).

A brief overview of the SAE levels of automation is provided below:

- **Level 0:** Human driver monitors the driving environment and performs full driving tasks.
- **Level 1:** Human driver monitors the driving environment while the driver assistance system executes either the steering or acceleration/deceleration tasks for a specific driving scenario.
- **Level 2:** Human driver monitors the driving environment while the driver assistance system executes both the steering and acceleration/deceleration task for a specific driving scenario.
- **Level 3:** Automated driving system monitors the driving environment and executes all aspects of the driving tasks for a specific driving scenario, with the expectation that the human driver will respond appropriately to a request to intervene.
- **Level 4:** Automated driving system monitors the driving environment and executes all aspects of the driving tasks for a specific driving scenario, even if the human driver does not respond appropriately to a request to intervene.
- **Level 5:** Automated driving system monitors the driving environment and executes all aspects of the driving tasks for all driving scenarios.

The key distinction is between Level 2, where the human driver monitors the driving environment and performs part of the dynamic driving task, and Level 3, where the automated driving system monitors the driving environment and performs the entire dynamic driving task. That distinction is important as it leads to the potential for two different AV ownership models (described above), individual or shared. Both ownership models (and the proportions of each) will provide different new opportunities and challenges for transportation networks.

3 KEY PRIVATE AND PUBLIC PLAYERS

There are many players who play a role in shaping the autonomous vehicle scene⁵. Google, Uber, most major automakers, and other organizations are investing significantly in the advancement of driverless technology. Additionally, many research institutions are partnering with automakers to provide research support, validation, and testing sites. Several universities are also studying the ethical questions associated with driverless cars (e.g. how to determine who gets harmed versus saved in an unavoidable collision).

Some of the key players involved in the autonomous vehicle industry include:

- **Automakers** – Nissan, Mercedes, Tesla, Daimler, Ford, Volvo, Audi;
- **Technology Providers** – Google, Uber, Apple, Alibaba, Baidu, Easy Mile, Nava;
- **Research Institutions** – Multiple engineering colleges in Canada and the US;
- **Manufacturing** – A range of hardware systems providers;
- **Insurance Agencies** – Establishing ramifications of fault;
- **Legal Advisors** – Crafting the laws surrounding autonomous vehicle use;
- **Federal Government** – Supports research on safety and policies around CAVs;
- **State and Provincial Governments** – Jurisdictional legislation enabling testing and use and any need for special licensing; and
- **Local and Regional Governments** – Mostly looking to understand the implications of the technology on bylaws, enforcement, and infrastructure. Also, provide testing locations.



Automakers and technology providers are pushing the technology into uncharted territory, from a legal and technological standpoint. Audi has announced the new A8 sedan, its luxury flagship, which is anticipated to be the first Level 3 autonomous vehicle in Canada and may be released as early as 2018. Some companies don't see a way to make Level 3 vehicles safe, due in large part to the issue of the handoff between automated system and driver. As a result, companies like Volvo, Ford, and Google are opting to target Level 4 production. Experimental programs and permits in Ontario current require vehicles with an automated system of at least Level 3.

4 OVERVIEW OF CURRENT LEGISLATION AND PROGRAMS

The introduction of a more integrated transportation mobility environment raises questions about what this disruption will mean for the transportation industry. Base engineering assumptions such as lane widths, roadway cross sections, and merge lane lengths may need to be reconsidered. How streets are designed may need to be changed, taking into account the possibility of reduced demand, changes to parking requirements, and AV demands for enhanced information technology (IT) infrastructure.

In order to proactively prepare for these changes, policies and programs are currently being initiated federally and provincially to prepare for CAV technology. Policymakers have identified that Ontario provides an excellent opportunity to lead in the development and application of CAV technology because of its strength in the information, communication, technology, and automotive industries, together with its extensive transportation infrastructure.

4.1 Province of Ontario Legislation

On January 1st, 2016, Ontario became the first province in Canada to pilot an on-road test program for automated vehicles and related technology. This pilot was initiated to facilitate investment and development in Ontario. The pilot applies to vehicles of SAE levels 3, 4, or 5 and outlines requirements for monitoring by a driver, insurance, and reporting to Ministry of Transportation, Ontario (MTO)⁶.



Highlights of the Ontario's current (2016) AV pilot regulations include:

- Vehicles are restricted to testing purposes only;
- A 10-year duration for the pilot, including interim evaluations;
- Only vehicles manufactured and equipped by approved applicants are permitted;
- The driver must remain in the driver's seat of the vehicle at all times and monitor the vehicle's operation;
- The driver must hold a full class licence for the type of vehicle being operated;
- Eligible participants must have insurance of at least \$5,000,000;
- All current Highway Traffic Act rules of the road and penalties will apply to the driver/vehicle owner; and
- Vehicles must comply with SAE Standard J3016 and any requirements of the Motor Vehicle Safety Act (Canada) that apply to automated driving systems for the vehicle's year of manufacture.

On December 21st, 2017, the MTO engaged stakeholders via Ontario's Regulatory Registry⁷ and proposed amendments to the AV pilot regulation⁸. These proposed enhancements to the AV pilot program are to:

- **Permit driverless testing of AVs.** The testing of AVs as part of the pilot through additional application requirements, such as a law enforcement and work zone interaction plan and alerting local municipalities of AV testing.
- **Expanded data reporting requirements.** Pilot participants would need to indicate the SAE level of the AV tested, annual reports on unplanned or non-scheduled disengagements, in-vehicle telematics (e.g. hours tested, distanced travelled, speed, harsh braking, etc.), weather conditions, and road types.
- **Permit public registration of SAE Level 3 AVs.** This would include Original Equipment Manufacturer (OEM) AV technology eligible for sale in Canada, not aftermarket and/or AV conversion products. The MTO expects SAE Level 3 AVs to be commercially available in the near future. MTO communications will include updated beginner driver education handbooks and outreach to auto industry stakeholders to leverage the availability of safety information to consumers.
- **Permit cooperative truck platoon testing.** A new pilot (within the existing AV pilot) that allows the testing of cooperative truck platooning with a driver present in each vehicle, under strict conditions and along specified routes. Cooperative truck platoons utilize a form of adaptive cruise control with V2V communication that allows for closer following distances and improved efficiencies.

The effective date of the above-proposed amendments described above is unclear at the time of writing.

4.2 Ontario Centre of Excellence

Encouraging development partnerships has been recognized as an important step in preparing for AVs. The Ontario Centre of Excellence (OCE) has rolled out a Connected Vehicle / Automated Vehicle Program that encourages partnerships between companies, and/or partnerships between companies and academic research teams to develop and commercialize innovations in CAV technologies that focus on projects demonstrating strong potential for commercialization. With this phase of the program, OCE will allocate \$2,000,000 leveraged by matching contributions from small, medium and large companies⁹.

4.3 Autonomous Vehicle Innovation Network

In November 2017, the Province of Ontario launched the Autonomous Vehicle Innovation Network (AVIN), investing over \$80 million over 5 years¹⁰. The AVIN programs focus on supporting the development and demonstration of CAV technologies, transportation infrastructure, intelligent transportation systems (i.e. the City's current TIMMS project), and transit-supportive systems and vehicles in Ontario.



The AVIN has five main objectives¹¹:

- Commercialize C/AV and transportation and infrastructure system technologies;
- Build awareness, educate and promote Ontario as a leader;
- Encourage innovation and collaboration;
- Leverage Ontario talent; and
- Support regional auto brain belt clusters.

4.4 Ontario Good Roads Association

In November 2016, the Ontario Good Roads Association spearheaded the creation of the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO). This alliance between municipalities across Ontario actively promotes the testing and integration of CAVs within our communities in an effort to have all jurisdictions work together. This provides MACAVO members with the opportunity to learn from each other and develop a synchronized set of logistics, policies, and communication channels to help the CAV industry move forward in Ontario while integrating with municipal services¹².

Presently (as of March 2018)¹³, MACAVO is actively engaging Ontario municipalities to develop a preliminary transportation network that is supportive of the preferred use of SAE Level 4 and 5 CAVs. The vision is to develop a province-wide CAV corridor between Windsor and Ottawa with seamless transitions between municipalities. Once achieved, this would be the first and largest CAV corridor developed in the world with anticipated socio-economic and Vision Zero benefits.



Following the establishment of a designated Windsor-Ottawa CAV corridor and network supportive of fully autonomous vehicles, next steps facilitated by MACAVO in preparation for CAVs may include:

- Engaging automobile and original equipment manufacturers (OEMs);
- Engaging the Ontario Provincial Police (OPP) and other municipal authorities;
- Engage the OCE, AVIN, universities and other development networks;
- Identify special transportation network features required for CAVs; and
- Identify data sharing and security.

4.5 Institute of Transportation Engineers

In April 2018, the Institute of Transportation Engineers (ITE) released a Position Statement on CAVs in light of recent safety concerns that highlights the current state of the technology with the understanding that these positions should evolve over time¹⁴.

A summarized version of these key tenets include:

- The support that zero fatalities and serious injuries (i.e. Vision Zero objectives) can only be achieved through CAV technology;
- Caution that loosely regulated deployment of CAVs risks innocent lives;
- The support for the rapid adoption of safety assist (SAE Level 1) technologies;
- Caution that current SAE Level 2 and 3 technologies requiring driver monitoring have not yet been proven safe for general use in all environments;
- SAE Level 4 systems are the most appropriate as an objective for “driverless vehicles”; and
- Cooperative systems achieved through communication between vehicles, infrastructure, and other users will provide an enhanced layer of safety and must be pursued.

4.6 Canadian Urban Transit Association

The Canadian Urban Transit Association (CUTA) published *Transit Vision 2040* to provide guidelines for optimizing mobility and transit in Canadian society. One of the strategic directions presented in the publication advised cities to prepare for connected and automated vehicles¹⁵. The City of London has the opportunity, as a municipality, to create policies and pilots that prepare for CAVs, including V2I, V2V, V2X, and “Internet of Things” (IoT) technologies.

4.7 Canadian Urban Transit Research and Innovation Consortium

The Canadian Urban Transit Research and Innovation Consortium (CUTRIC) is currently leading projects with CAV components, the most notable of which is the National Smart Vehicle Demonstration and Integration Trail¹⁶. This project plans to integrate semi-autonomous and (eventually) fully autonomous, connected, and electric vehicle shuttles/pods and buses across up to 12 Canadian municipal jurisdictions as “first-mile / last-mile” applications.

The primary project objectives of the National Smart Vehicle Demonstration and Integration Trail are the development of:

- Standardized V2V and V2I communication protocols;
- Interoperability standards for electric low-speed autonomous shuttle (e-LSA) manufacturer equipment; and
- Standardized cybersecurity protocols.

Another related report developed by CUTRIC for Industry Canada in 2015 entitled “Automotive and Transportation Innovation Across Canada and Regional Transportation Needs and Capacities as Targeted Research, Development, and Demonstration Projects”¹⁷. This report included a high-level examination of CAV systems such as sensors, signalling, controls, and communications security.

4.8 National Operations Center of Excellence



Under the banner of the National Operations Center of Excellence (NOCoE), the American Association of State Highway Transportation Officials (AASHTO), the Institute of Traffic Engineers (ITE), and ITS America (ITSA) are working together through the Vehicle to Infrastructure Deployment Coalition (V2I DC) have challenged municipalities to work together to achieve deployment of roadside radio infrastructure to broadcast signal phase and timing (SPaT) in real-time at signalized intersections on at least one road corridor or street network in each of the 50 states by January 2020¹⁸.

As of April 2018, nearly 40 municipalities had engaged the SPaT Challenge with 10 corridors operational, including Detroit, Pittsburgh, San Francisco, Phoenix, and Las Vegas.



5 CAV PROJECTS IN SIMILAR MUNICIPALITIES

The City of London can look at what steps other municipalities have taken towards preparing for autonomous vehicles on city streets. Several examples of municipalities who are investigating and pursuing steps that would take them towards policy and pilot projects that would provide long-term CAV benefits to their communities.

5.1 ACTIVE-AURORA



Launched in 2014, ACTIVE-AURORA is the first network of test beds for CVs in Canada, with ACTIVE based in Edmonton, Alberta, and AURORA based in Vancouver, British Columbia. This testbed implements CV technology enabling vehicles to wirelessly “talk” to other vehicles and roadside infrastructure in real time, communicating information such as location, speed, following distance, inclement weather, adverse road conditions, and more.

This project provides real-world test zones, combined with laboratory settings, where conditions can be customized to simulate various situations. These facilities offer cutting-edge learning opportunities and hands-on experience for the next generation of transportation experts.

5.2 City of Calgary

At the June 26, 2017 meeting of the Standing Policy Committee (SPC) on Transportation & Transit, City of Calgary Council resolved that Administration in collaboration with regional stakeholders prepare a business case and risk assessment to evaluate the merits of testing autonomous vehicles on Calgary's roadways and region.

At a follow up SPC meeting on December 8, 2017, Administration responded with a Business Case and Risk Assessment and recommendations were carried to direct the report to the Province of Alberta to enact legislation allowing the testing of AVs; and, direct Administration to establish an intake process for using City-owned assets that support the economic development of the autonomous systems industry in Calgary.

5.3 City of Edmonton

The City of Edmonton's Transportation Committee passed a motion on May 27, 2015, directing Administration to report on the steps that are being taken to stay informed and educated on autonomous vehicles and the potential impacts to the roadway and transit network. The Administration responded on September 16, 2015, with a report that outlined the City of Edmonton's position and Council directed Administration to follow up with Q4 Annual Reports each year. These were subsequently presented by Administration in 2016 and 2017.

The September 2015 report outlined that the City is a member of University of Alberta's Center for Smart Transportation Steering Committee which has created a connected vehicle test bed for testing real-time information exchange between vehicles and roadside equipment. The Center also conducted a survey to gauge Edmontonian's interest in connected vehicles. The City of Edmonton is also undertaking an assessment of the implications of automated vehicles on traditional road engineering principles such as capacity, demand, parking, and land use.

Under the ACTIVE-AURORA project, ACTIVE currently includes 30 advanced roadside equipment units in Edmonton along 3 corridors that will establish wireless connections with onboard equipment in passing test vehicles. These test beds will provide a harsh winter environment in which to test CV systems and their impact on the transportation system (e.g. safety, mobility, and the environment).

5.4 City of Pittsburgh

The City of Pittsburgh is the first City to have a self-driving ride-sharing service on their streets. Through a partnership with the City of Pittsburgh, Volvo, and Uber, residents of Pittsburgh can now hail a self-driving Uber. The vehicles will also come with a safety driver in the driver's seat to take over if necessary. This pilot project has been allowed to move forward because of support received from City Administration. The City of Pittsburgh helped Uber lease a large plot of land for a testing track and successfully fought against potential state regulation that would ban ride-sharing services.

As of writing, Uber has suspended its self-driving operations in Tempe, Pittsburgh, San Francisco, and Toronto following the recent fatality in Phoenix in March 2018.



5.5 City of Stratford

The City of Stratford (located less than 1 hour from the City of London) put forth a bid to become Ontario's first live test bed for driverless cars in 2016. In 2017, the AVIN launched a unique demonstration zone (among the first of its kind in Canada) that will allow researchers to hone the technology and test CAVs in a wide range of everyday, real-life transportation scenarios. The necessary CAV technologies for pilots will be developed at various locations across Ontario before arriving at Stratford for testing¹⁹.

5.6 City of Toronto

The City of Toronto's Public Works and Infrastructure Committee gave direction on May 16, 2016, to the General Manager of Transportation services to report back to the Committee with recommendations on how the City of Toronto could prepare for the arrival and expansion of autonomous vehicle technology.

At the City's January 5, 2018, Public Works and Infrastructure Committee meeting, Administration provided a report for action to prepare the City of Toronto for AVs. The report outlines next steps proposed, including the development of a cross-divisional policy position to ensure preparedness amongst all City services; and, the deepening of partnerships, including formal membership in the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO) and support for the University of Toronto's proposed iCity Centre for Automated and Transformative Transportation Systems.

In 2018, the City's Transportation Services division will implement the final year of the "Preparing for Autonomous Vehicles" work plan, focusing on the relationships between infrastructure and automation. The City may be able to influence the areas where activities related to automation are more likely to occur through policies such as parking, traffic, and curbside management. Concurrently, the City will continue to look at the broader picture of how highly automated vehicles can help achieve broader social, environmental, and economic goals²⁰.

5.7 Waterloo Centre for Automotive Research

The Waterloo Centre for Automotive Research (WatCAR) is located within Stratford's Connected City. WatCAR hosts research competencies in five (5) main areas²¹:



- Connected and autonomous vehicles;
- Lightweight and fabrication;
- Powertrain and emissions;
- Software and data; and
- Structures and safety.

6 POSITIVE AND NEGATIVE IMPACTS

There are many unknowns and changes as CAV technology progresses and different manufacturers innovate. Questions with significant implications are being asked about the effects of this technology on society²².

The potential impact of driverless vehicles is vast, with both positive and negative implications. The extent of these impacts will largely be driven by government policy. Potential positive impacts related to CAVs include:

- **Improved public safety.** This is the largest positive impact, with the potential elimination of 90% of automobile accidents that are caused by human error.
- **Improved mobility for the elderly, disabled and youth.** CAVs are a benefit to groups with difficulties getting regular access to transportation.
- **Improved traffic circulation.** Assuming a 90% market share of driverless vehicles, freeway congestion could reduce by as much as 60% due to shared-use daily commutes. Also, traffic circulating on public streets looking for available parking currently accounts for 30% of city traffic. That could potentially be eliminated with shared driverless vehicles.
- **Reduced need for parking.** Self-driving fleets will reduce the need for on-street parking due to ridesharing and vehicle sharing. It is further expected that curbside space in downtowns will need to be reconfigured to have more loading/unloading zones and shared vehicle parking.
- **Improved personal mobility options and reduced personal mobility costs.** Each new self-driving taxi added to the fleet eliminates the need for about 10 privately owned cars. Essentially, people's mobility options will be increased substantially, so the need to own a private vehicle will be less necessary. Among other opportunities, driverless cars could provide first mile/last mile transit solutions.
- **Reduced emissions.** A self-driving, electric taxi in 2030 would produce 90 percent lower greenhouse gas emissions (GHG) than a 2014 gasoline powered privately owned vehicle, and 63 to 82 percent fewer GHG emissions than a 2030 privately owned vehicle with a hybrid engine.
- **Increased road capacity and throughput.** The ability to constantly monitor surrounding traffic and respond with finely tuned braking and acceleration adjustments should enable CAVs to travel safely at higher speeds and with reduced headway (space) between each vehicle. Research indicates that the platooning of autonomous vehicles could increase lane capacity (vehicles per lane per hour) by up to 500 percent.

Potential negative impacts related to autonomous vehicles include:

- **Increased vehicle kilometres travelled (VKT).** Additional VKT increases may be realized from induced demand as travel costs fall and greater access to travel options occurs. A latent demand for travel also exists that will be realized with the availability of CAV fleets.
- **Increased urban sprawl.** Regardless of the mode of available travel, people tend to live an average of 25-30 minutes from where they work. It is predicted that driverless vehicles could travel up to 190 km/h on major highways. For this reason, and the ability of people to engage in activities in their vehicles other than driving, it is likely that people will be willing to live even farther from where they work, which could result in reduced access to public services, increased infrastructure requirements, and reduced farmland/natural land.
- **Job loss.** Almost 1 million people are employed in motor vehicle and parts manufacturing. Additionally, truck, bus, delivery, and taxi drivers account for nearly 6 million jobs in Canada and the U.S. These jobs, and others could potentially be impacted by vehicles that do not need drivers. However, this would likely happen gradually and it is anticipated that many new jobs would also be created with the introduction of CAVs.

7 RECOMMENDATION: STRATEGIC PLAN

With the introduction of CAVs onto our streets, an autonomous vehicle strategy, as well as a framework for pilot projects, should be developed for the City of London. A policy based approach should be introduced to guide collaboration among transportation professionals, telecommunication providers, vehicle companies, and software technology companies in order to encourage innovation and incentivize development.

The development and introduction of a CAV Strategic Plan will encourage research and development to take place in London. The plan will create the basis and an environment that will allow for expanded employment opportunities through a local CAV supply chain and cultivate advances in the academic and the research and development sectors.

The City of London should consider potential policy implications and develop a CAV Strategic Plan that balances the many interests and issues at play. A number of the considerations that will be reviewed during the strategic plan development are presented below.

7.1 Infrastructure



The implications of autonomous vehicles on the infrastructure requirements should be considered by the strategic plan. There is a wide variety of CAVs being developed, some of which require no communication with infrastructure and could operate within the existing system while others would rely on significant communication with surrounding infrastructure²³. This potentially means a policy would be required to guide the replacement of existing systems with costly smart infrastructure (physical and digital) that can communicate with these vehicles. With the additional infrastructure technology, the life cycle renewal of the infrastructure could be changed.

7.2 Land Use



The widespread adoption of autonomous vehicles could result in a change to the current land use practices. There is the potential for CAVs to make driving more desirable and may create a willingness to commute longer distances. Potential narrowing of right-of-way requirements and a reduced need for parking infrastructure could create the opportunity to repurpose land and reconsider zoning policies. The CAV Strategic Plan should review current land use policies and recommend changes to adapt to how transportation services are delivered and utilized.

CAVs are expected to create demand for drop-off areas that are as close as possible to the entrances of destinations. These drop-off areas will impact site-level design and affect access management in the form, location, design of curb cuts, and drop-off/loading areas.

Reducing parking and narrowed right-of-ways will yield substantial redevelopment opportunities in urban areas dominated by surface parking and wide roadways.

7.3 Transit

One of its greatest advantages of transit is its adaptability. Service is adaptable in terms of network scope and ridership demands. Transit is a major component of mobility. Electric vehicles, autonomous technology, and driverless shuttles could all combine to create a new vision of what transit service looks like.



City travel is dominated by the private car, traffic congestion is now widely recognized as a major and growing urban transportation problem. The fundamental need to move people rather than vehicles will remain. Traffic congestion is likely to remain fairly constant, where the demand to move people will meet or exceed the physical capacity of the road network.

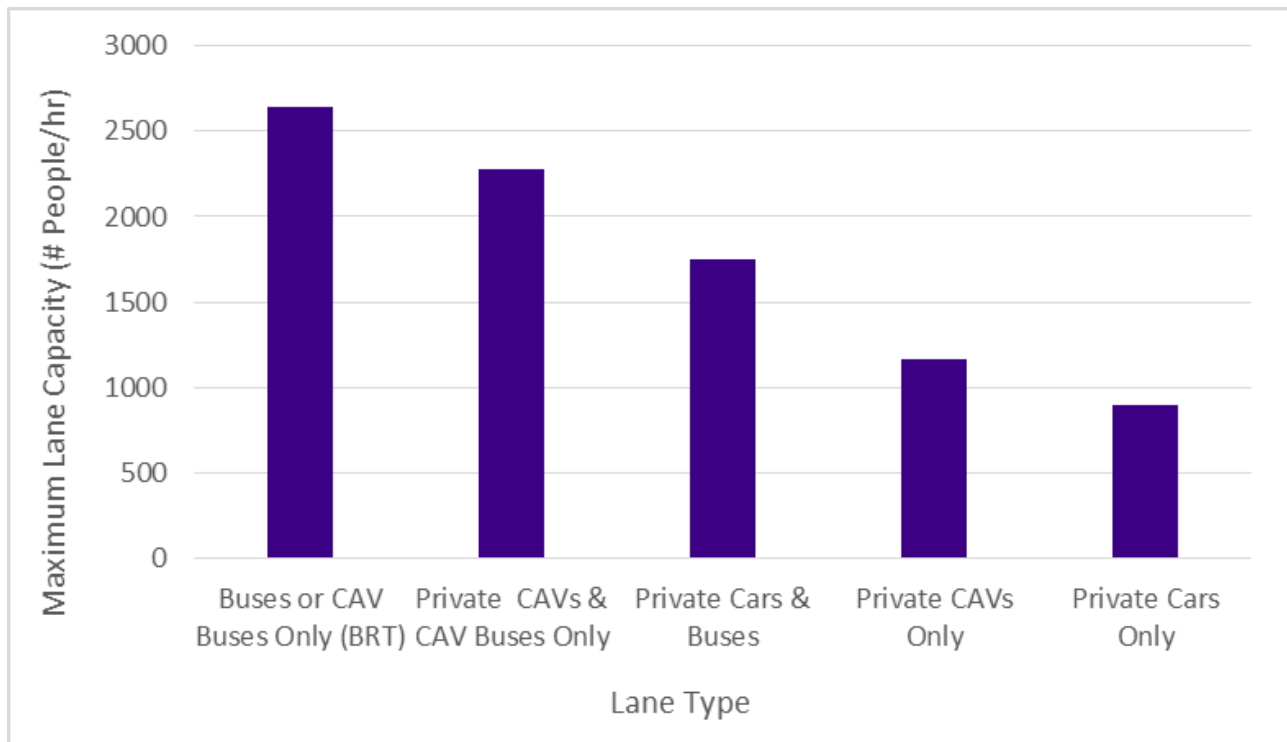
Declining vehicle occupancy and the fact that AVs can run empty suggest there is potential for AV traffic to increase, not decrease, congestion in cities of the future. Given the limitation in roadway space, integrated mobility with mass transit at its core will be fundamental in moving people, since it has the highest vehicle occupancy and the largest capacity to carry large volumes of people efficiently in growing busy cities.

The adaptation of CAV technology may lead to changes in the designation of space in public rights of way.

Large-scale rapid transit systems (i.e. BRT or LRT) in dedicated lanes have the flexibility to control what types of vehicles can use the dedicated lanes, and when, and to leverage the infrastructure to optimize operations as technology evolves.

As CAV technology evolves, it is reasonable to consider a future where driverless vehicles connect to rapid transit stops, or public transit vehicles have the ability to be dynamically routed to pick up passengers without necessarily following the same route every time.

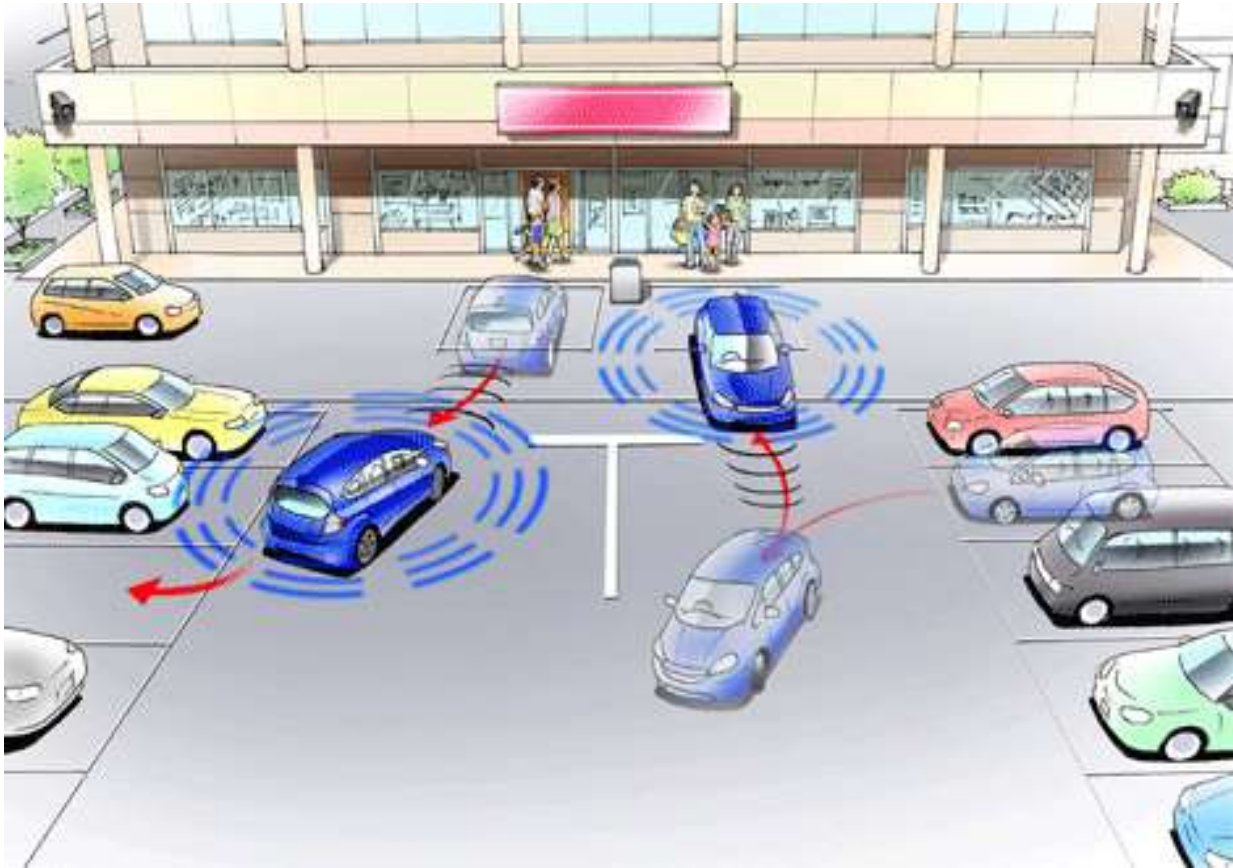
The following graphic shows the maximum person-carrying capacity of a lane for various vehicle types, including CAV technologies. Dedicated lanes for transit or other high-occupancy vehicles will continue to be a solution that enables a higher person movement capacity, and a more rapid flow of people along corridors where travel demand is high.



At the present time, the majority of larger on-street AVs being developed and tested are shuttles that can hold 10-12 people on average, and operate at average speeds of 20-25 km/h. These shuttles are almost exclusively electrically-powered with lithium batteries. Testing occurs mostly in low-traffic areas like business parks or university campuses, on fixed routes of only a few kilometres.

Coordination of the interaction between mass transit and CAV mobility providers to ensure that an integrated mobility model, which moves the largest amount of people, will be the key to ensuring congestion is managed in the future.

7.4 Parking



The implementation of CAV technology may affect conventional parking strategies. The technology may increase deadhead parking trips and parking in undesirable areas. This may also result in a loss of on and off street parking revenue. The CAV Strategic Plan should consider how the shifts of costs and revenues can be rebalanced given the effect CAVs may have on the parking framework.

Municipalities need to recognize and plan for changes in parking demand by identifying long-run opportunities for AV parking structures or large surface lots away from city centres, revising codes for parking requirements, and incorporating parking areas into comprehensive plans and other planning documents.

7.5 Accessibility



CAVs could expand accessibility for people who cannot drive due to disability, age, or other barriers. If CAV ownership follows the shared use model, a proactive policy may be required to ensure accessibility, especially for those who might need additional accommodation (such as wheelchair ramps or lifts). Without some proactive policy responses, automation of transportation could risk widening rather than shrinking the mobility gap for some persons with disabilities.

7.6 Safety



CAV technology has the potential to improve safety for all road users. SAE Level 1 vehicles today have features such as lane departure warnings, dynamic cruise control, etc. to assist drivers. Additional research, development, and testing should improve CAVs to detect and respond accordingly to all types of emergency situations.

The MTO pilot project requires that a human driver be able to take over the driving operations. This is an important first step on the road to SAE Level 5 CAVs until the technology has been tested and proven. In order to fully achieve the safety features of CAVs, there will need to be a critical mass of SAE Level 5 CAVs versus traditional vehicles.

7.7 Privacy and Security

Privacy and data security issues will always be a concern for consumers. The CAV Strategic Plan should consider how these concerns can be addressed while still delivering a safe and reliable product. In addition to the general public's concerns, the integration of CAVs into existing municipal systems (e.g. traffic signal systems, physical roadway infrastructure, etc.) raises other privacy and security issues. The CAV Strategic Plan should specify how municipal data is shared with third-party CAV original equipment manufacturers (OEMs) and mobility service providers so that it is done in a secure manner. It should be noted that privacy and security issues will be an on-going component and the CAV Strategic Plan needs to be able to adapt to these evolving systems as they emerge.

7.8 Public Awareness and Education

Lastly, public awareness and education is an important element in the adoption of CAVs in our community. Public outreach can easily target all positive and negative impacts of CAVs depending on the educational message. Public education about the safety, congestion, mobility, privacy safeguards, and environmental implications of CAVs could affect technology adoption and market acceptance. Consumer awareness could lead to the use of a shared ownership model for CAVs rather than an individual ownership model, which could have congestion, mobility, and environmental advantages²⁴.



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**City of London
Long Term Water Storage
Municipal Class Environmental Assessment**

**NOTICE OF PROJECT COMMENCEMENT
& PUBLIC INFORMATION CENTRE #1**

The City of London is supplied with water from two lake based sources, the Lake Huron Regional Water Supply System and the Elgin Area Water Supply System (Lake Erie). In the event of a disruption or reduction in water supply, and to supply adequate water pressure, the City has reservoirs to maintain uninterrupted service. These reservoirs are shown in Figure 1 and include the Arva Reservoir and Pump Station, the Springbank Reservoirs and Pump Station, and the Southeast Reservoir and Pump Station. To address future water storage needs, the City is undertaking a Municipal Class Environmental Assessment (EA) study to determine a preferred site (or sites) for additional water storage to meet future growth and ongoing emergency supply and distribution needs. Additionally, this project will consider the feasibility of retiring the existing Springbank Reservoir #2 and the McCormick Reservoir disconnected previously, as well as options for standby power for the water distribution pumps at the existing Arva Pump Station.

Public Information Centre

Public involvement is an important part of the Class EA process. Comments and information regarding this project are being collected to assist the project team in meeting the requirements of the Environmental Assessment Act. Residents and community organizations are encouraged to participate by providing input and attending the Public Information Centres (PICs). The first of two PICs will be held to present background information and the issues to be addressed through the Class EA process. Project team members will be available to discuss the project and to receive your input. This PIC will be a drop-in event with no formal presentation.

You are invited to attend the PIC to be held:

Date: Wednesday June 20, 2018

Time: 5pm to 7pm

Location: City Hall, 300 Dufferin Avenue, London (Committee Room #1, Second Floor)

Display materials will be available on the City of London website.

To provide comments, receive additional information or be added to the study mailing list, please visit <http://www.london.ca/residents/Environment/EAs/Pages/default.aspx> or contact either of the following team members below:

Pat Lupton

Project Manager,
Corporation of the City of London
300 Dufferin Avenue
London ON, N6A 4L9
Tel: 519-661-CITY (2489) x. 5613
Email: plupton@london.ca

Nancy Martin

Environmental Planner,
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Tel: 519-963-5862
Email: nancy.martin@aecom.com

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

Existing Water Reservoirs



Arva Reservoir and Pump Station



Springbank Reservoir and Pump Station



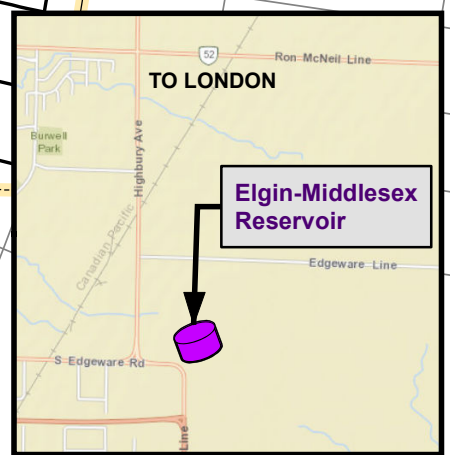
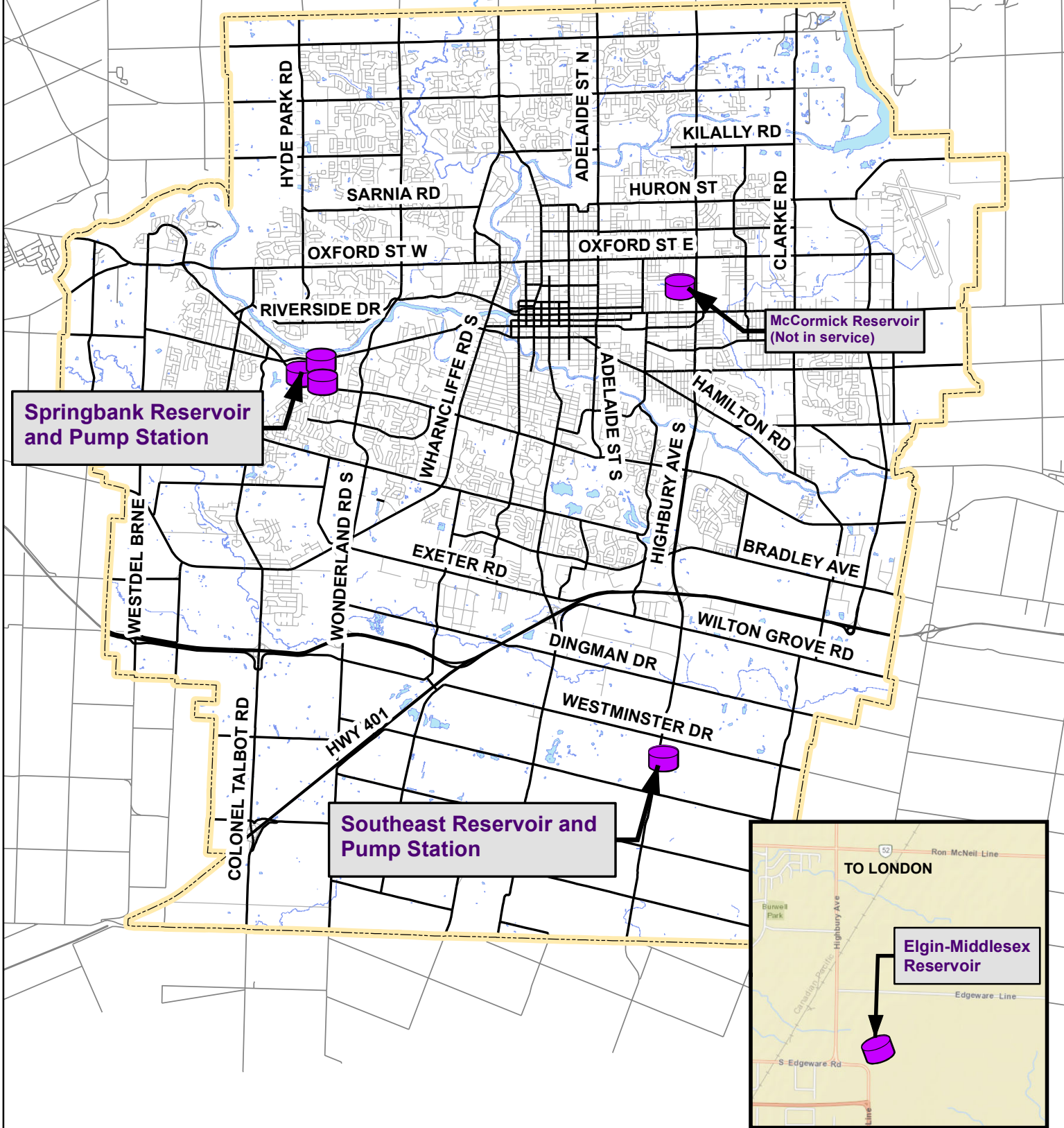
McCormick Reservoir (Not in service)



Southeast Reservoir and Pump Station



Elgin-Middlesex Reservoir





Southdale Road West Environmental Assessment Study



Notice of Public Information Centre #2

The City of London is undertaking a Class Environmental Assessment (EA) study for improvements to Southdale Road West (between Byron Hills Drive and Wickerson Road) and Wickerson Road (from Southdale Road West to 650m north of Southdale Road West). The study has developed and evaluated various design options for improving these roads, as well as providing for other required infrastructure improvements.

Following Public Information Center (PIC) 1 held on March 3, 2017, alternative designs for road and related infrastructure improvements were evaluated and a preferred alternative solution chosen. A second PIC will be held on **May 31, 2018**, to present the preferred design option. The PIC display materials will be available for review on the City of London website, starting on **June 1, 2018**.

Public Information Centre #2	
Date:	May 31, 2018
Time:	4:00 p.m. – 7:00 p.m.
Location:	Byron United Church 420 Boler Road
Format:	Informal Drop-in Session

Information collected for the study will be used in accordance with *the Municipal Freedom of Information and Protection of Privacy Act*. Except for personal information, including your name, address and property location, all comments received throughout the study will become part of the public record and included in project documentation.

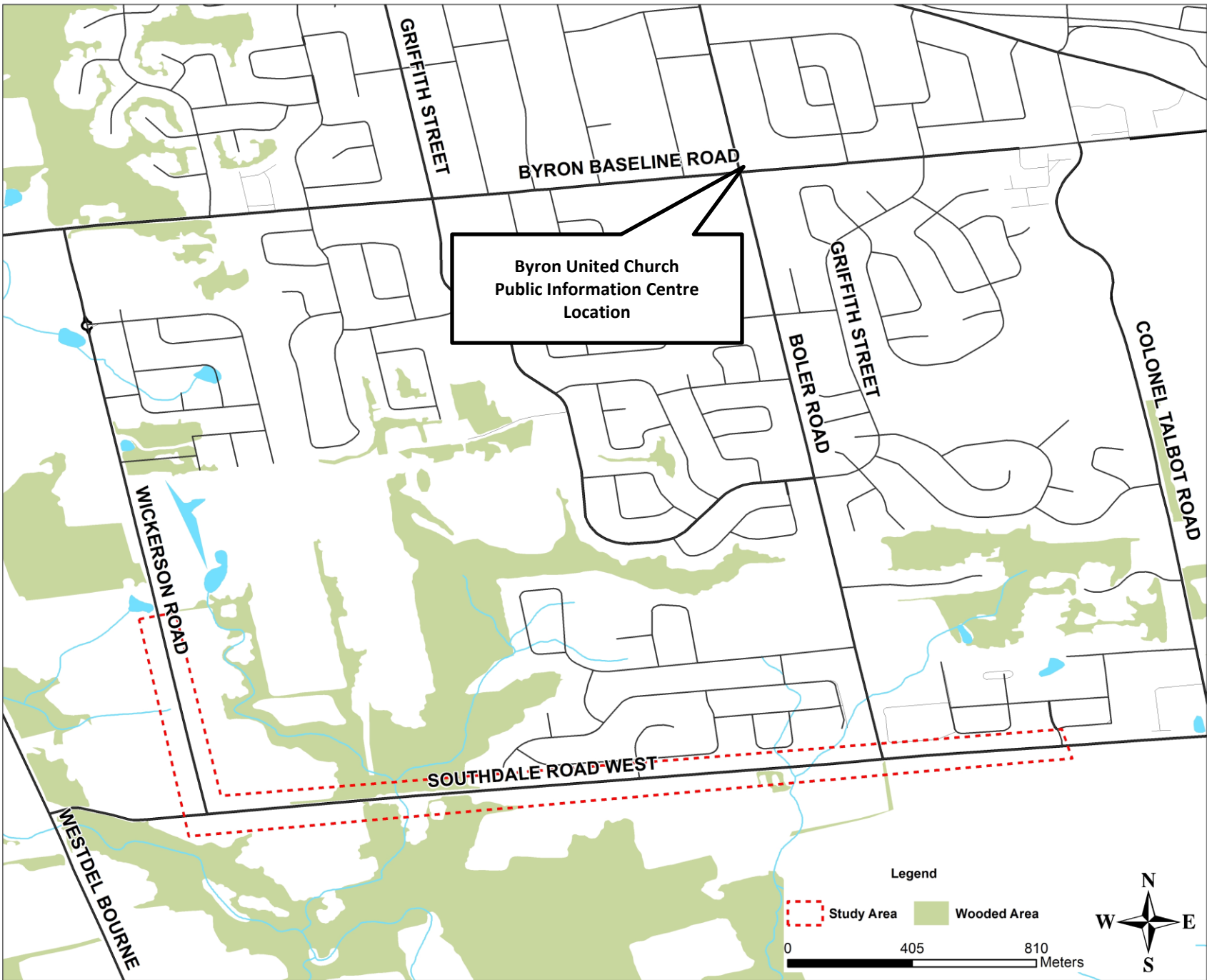
For More Information: For more information, to provide comments or to be added to the mailing list, please visit www.london.ca or contact:

Brian Huston, P.Eng.
Project Manager
Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, Ontario, N6A 5R2

Tel: 519-438-6192 Ext. 1227
Fax: 519-672-8209
Email: bhuston@dillon.ca

Ted Koza, P.Eng.
Transportation Planning and Design
Corporation of the City of London
300 Dufferin Avenue, P.O. Box 5035
London, Ontario, N6A 4L9

Tel: 519-661-2489 Ext. 5806
Fax: 519-661-4889
Email: tkoza@london.ca



Byron United Church
Public Information Centre
Location

Legend





London
CANADA

300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

39T-16508/Z-8697
Planner: Craig Smith
Tel: 519-661-CITY (2489) x 5924
Fax: 519-930-3501
E-mail: crsmith@london.ca

June 22, 2018

CORRECTED

**REVISED NOTICE OF APPLICATION
for Approval of Draft Plan of Subdivision,
and Zoning By-law Amendment**

On June 21, 2017 a notice of revised subdivision draft plan approval and zoning by-law amendment was circulated to all internal, external agencies and the Public. The City of London has received a further revision of the application to subdivide a parcel of land as shown on the map attached. The June 20, 2018 revised proposed draft plan of subdivision is described below and attached. The City of London has also received a revised Zoning By-law Amendment application. We are advising you of these applications to invite your comments and the comments.

*** Please note corrected notice to include Residential R8 (R8-4) Zone for Block 1**

APPLICANT:	DLN Group Inc. on behalf of 2178254 Ontario Inc.
LOCATION:	<p>Municipal Address: 3425 Emily Carr Lane (<i>map attached</i>)</p> <p>Planning District: Longwoods</p> <p>Watershed: Dingman Creek</p> <p>Assessment No's: 08005014000000</p>
PURPOSE AND EFFECT:	The purpose and effect of this application is to permit the development of a Multi-Family Medium Density Residential plan of subdivision on a 2.8 hectare parcel of land located southeast of Wharncliffe Road South, west of White Oak Road.
PROPOSAL:	<p>Consideration of a Plan of Subdivision consisting of seven (7) medium density residential blocks, two (2) local public street and the extension of Lismer Way to the west.</p> <p><i>For the lands under consideration, a Zoning By-law amendment (Z-8697) have also been received (see detail below).</i></p> <p>Possible change to Zoning By-law Z.-1 from an Urban Reserve (UR3) Zone and Urban Reserve (UR6) Zone to a Residential R5 Special Provision (R5-7(_)) Zone to permit cluster townhouse dwellings with a minimum 4.5m exterior and front yard setback, Residential R8 (R8-4) Zone to permit apartments to a maximum height of 13 metres and a Residential R4 (R4-6) Zone to permit street townhouse dwellings.</p> <p>The City is also considering the following amendment:</p> <ul style="list-style-type: none"> The application of a Holding (h) Provision across the subject lands. The holding provision is to ensure the orderly development of lands, noise attenuation and design features are implemented and the adequate provision of municipal services are provided to the satisfaction of the City of London a development agreement is required to be executed.
PLANNING POLICIES:	The Official Plan designates the subject property as "Multi-Family Medium Density Residential" which allows multiple attached dwellings at a maximum density of 75 units per hectare as the main permitted uses.
HOW TO COMMENT:	Please call in, mail, fax or email your comments by July 21, 2018 if possible. Please refer to the file number or municipal address in all correspondence with City staff. Your opinion on this application is important. Comments will be reviewed and summarized in a report that will be submitted to the Planning and Environment Committee of City Council for consideration. Please Note: Your comments and opinions submitted to the City on this matter, including your name and address, will become part of the public record, may be viewed by the general public and may be published in a Planning Report and Council Agenda.

Your representative on City Council, Councillor Anna Hopkins (City Hall Telephone Number: 519- 661-CITY (2489) ext. 4009), would be pleased to discuss any concerns you may have with this application.

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

APPEALS:

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the Manager of Development Planning in respect of the proposed Plan of Subdivision before the Approval Authority gives or refuses to give approval to the Draft Plan of Subdivision; the person or public body is not entitled to appeal the decision of the Manager of Development Planning or the Council of the City of London to the Local Planning Appeals Tribunal and the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeals Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

PUBLIC MEETING:

The appropriateness of the proposed plan of subdivision will be considered at a future meeting of the Planning and Environment Committee. You will receive another notice inviting you to attend this meeting.

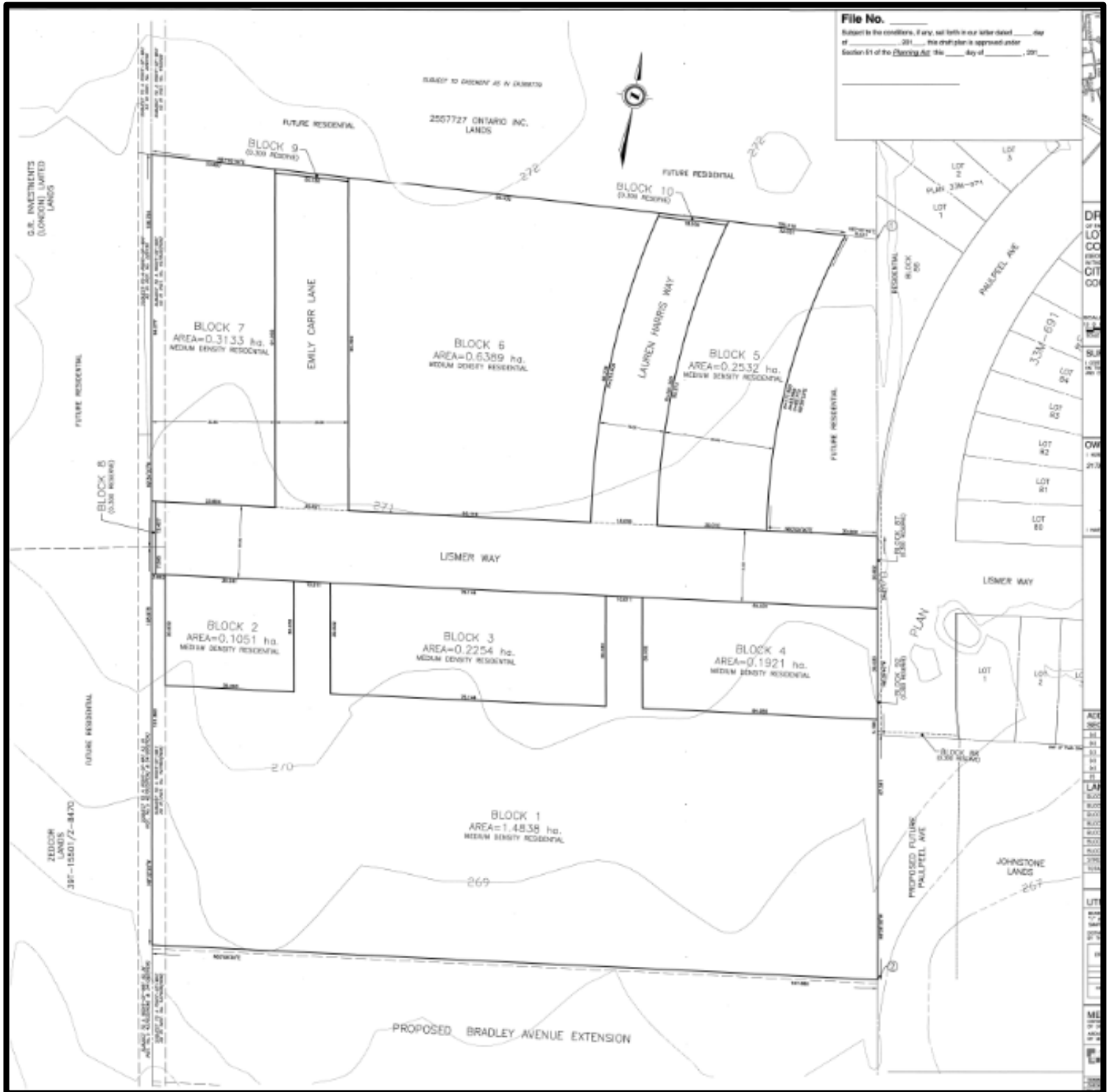
FOR MORE INFORMATION:

For additional information, please contact Craig Smith at 519-661-CITY (2489) x 5924, referring to "File 39T-16508/Z-8697", or inquire at the Development Planning Division, 6th Floor, City Hall, 300 Dufferin Avenue, between 8:30 a.m. and 4:30 p.m. weekdays.

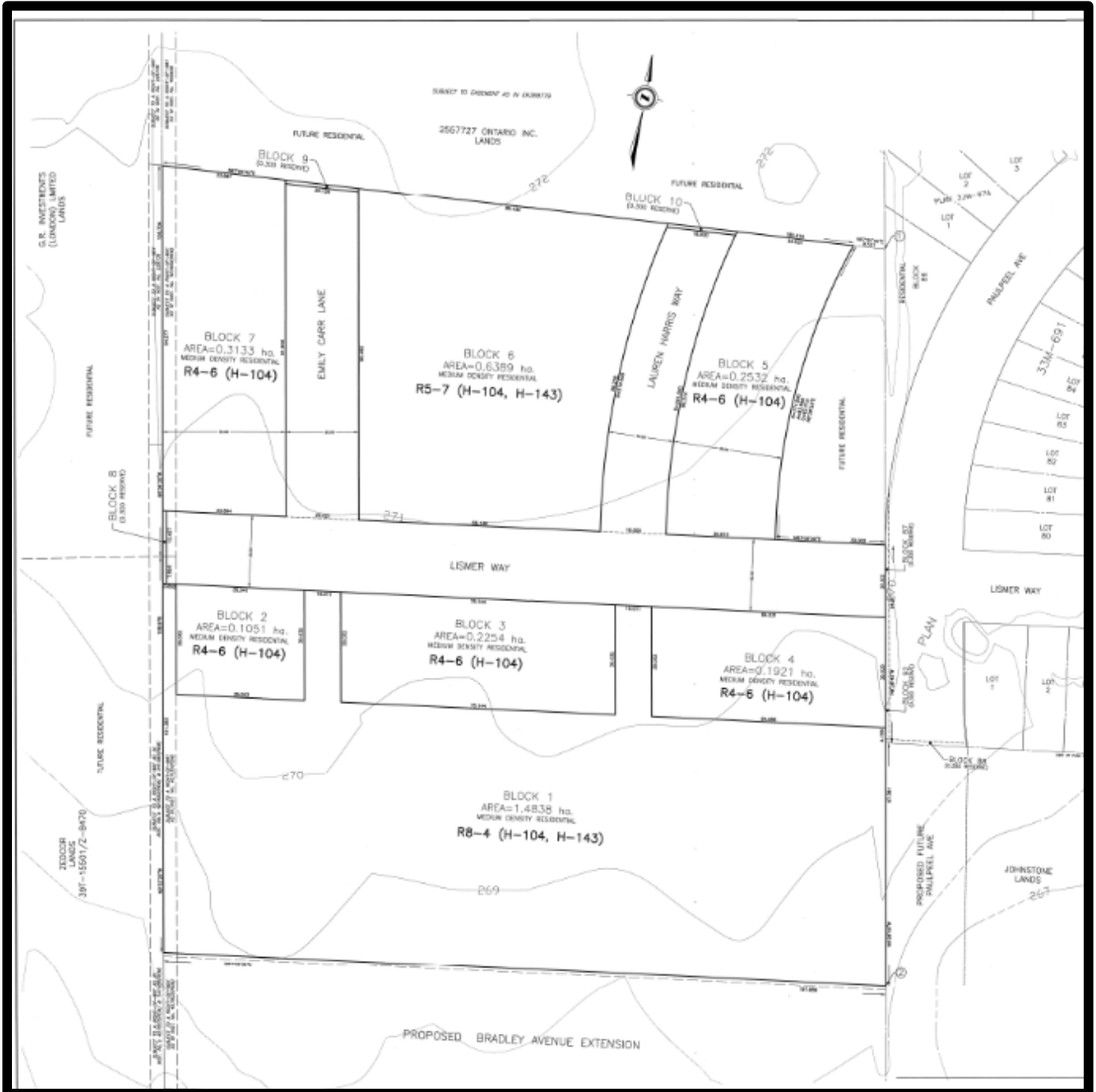
TO BE NOTIFIED:

If you wish to be notified of the decision of the City of London in respect of this proposed plan of subdivision, you must make a written request to the Manager of Development Planning, Development Services Division, City of London, P.O. Box 5035, London ON N6A 4L9. If you wish to be notified of the adoption of the of the proposed Official Plan amendment or of the refusal of a request to amend the Official Plan, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON. N6A 4L9.

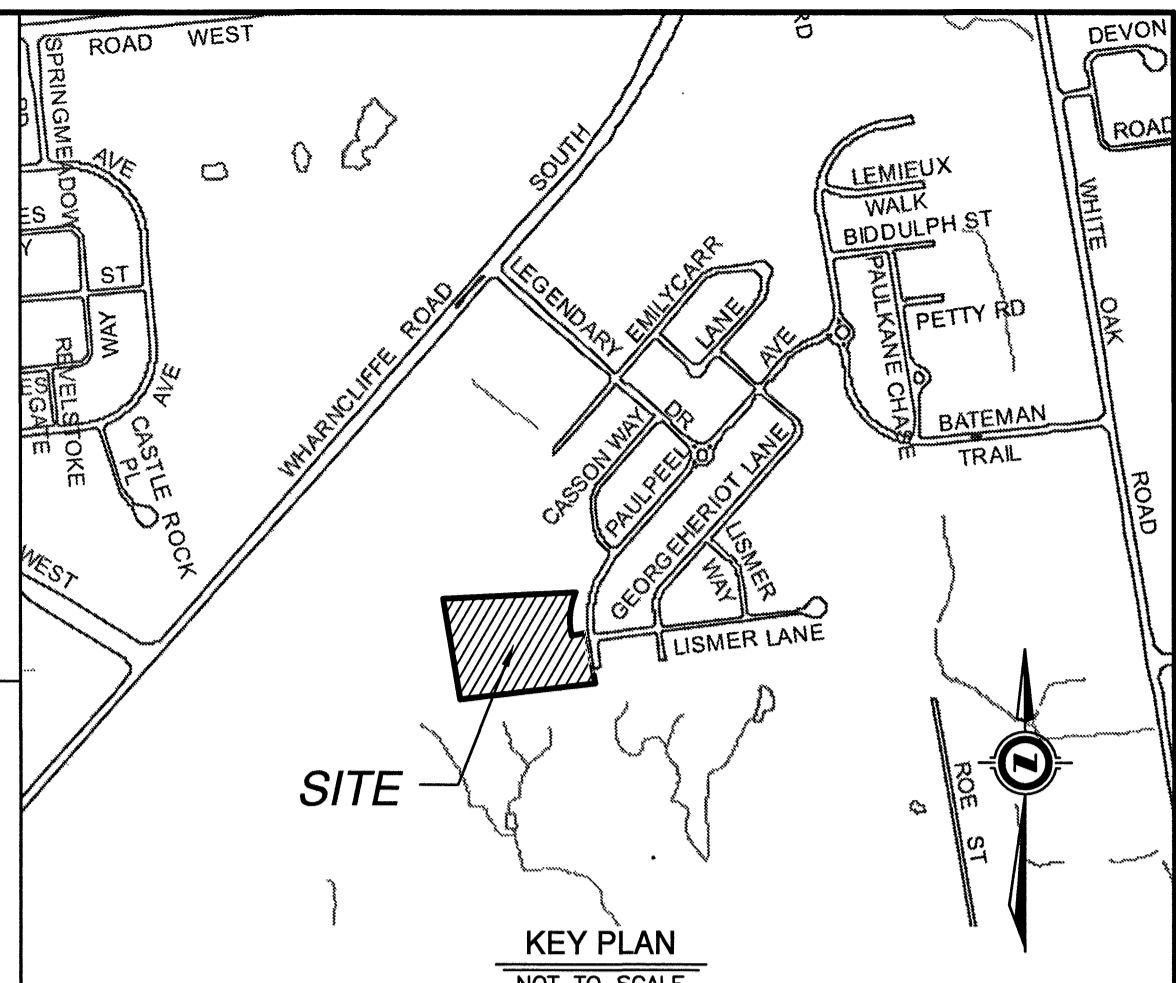
Revised Application for Draft Plan of Subdivision, June 20, 2018



Revised Proposed Zoning, June 20, 2018



File No. _____
 Subject to the conditions, if any, set forth in our letter dated _____ day of _____, 201____, this draft plan is approved under Section 51 of the *Planning Act* this _____ day of _____, 201____



DRAFT PLAN OF SUBDIVISION
 OF PART OF
LOT 33
CONCESSION 2
 (GEOGRAPHIC TOWNSHIP OF WESTMINSTER)
 IN THE
CITY OF LONDON
COUNTY OF MIDDLESEX

SCALE 1:400
 10 8 6 4 2 0
 SCALE IN METRES

SURVEYOR'S CERTIFICATE:
 I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

OWNER'S CERTIFICATE:
 I HEREBY AUTHORIZE THE SUBMISSION OF THIS PLAN IN DRAFT FORM.
2178254 ONTARIO INC.

I HAVE THE AUTHORITY TO BIND THE CORPORATION

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.

(a) AS SHOWN ON PLAN	(g) AS SHOWN ON PLAN
(b) AS SHOWN ON PLAN	(h) PIPED WATER - TO BE INSTALLED
(c) AS SHOWN ON KEY PLAN	(i) SILTY CLAY OVERLYING SILTY CLAY TILL
(d) MEDIUM DENSITY RESIDENTIAL	(j) AS SHOWN ON PLAN
(e) AS SHOWN ON PLAN	(k) TO BE INSTALLED
(f) AS SHOWN ON PLAN	(l) AS SHOWN ON PLAN

LAND USE SCHEDULE

BLOCK 1	MEDIUM DENSITY RESIDENTIAL	1.4838 ha.
BLOCK 2	MEDIUM DENSITY RESIDENTIAL	0.1051 ha.
BLOCK 3	MEDIUM DENSITY RESIDENTIAL	0.2254 ha.
BLOCK 4	MEDIUM DENSITY RESIDENTIAL	0.1921 ha.
BLOCK 5	MEDIUM DENSITY RESIDENTIAL	0.2532 ha.
BLOCK 6	MEDIUM DENSITY RESIDENTIAL	0.6389 ha.
BLOCK 7	MEDIUM DENSITY RESIDENTIAL	0.3133 ha.
STREETS AND RESERVES		0.7325 ha.
TOTAL AREA		3.9443 ha.

UTM GRID NOTE:
 BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS "1" AND "2" BY REAL TIME NETWORK (RTN) OBSERVATIONS, LEICA GPS SMARTNET NETWORK, UTM ZONE 17, NAD83 (ORIGINAL).
 DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99957184

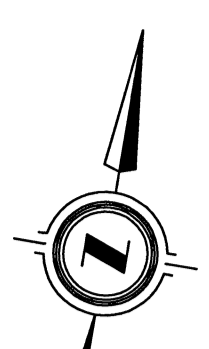
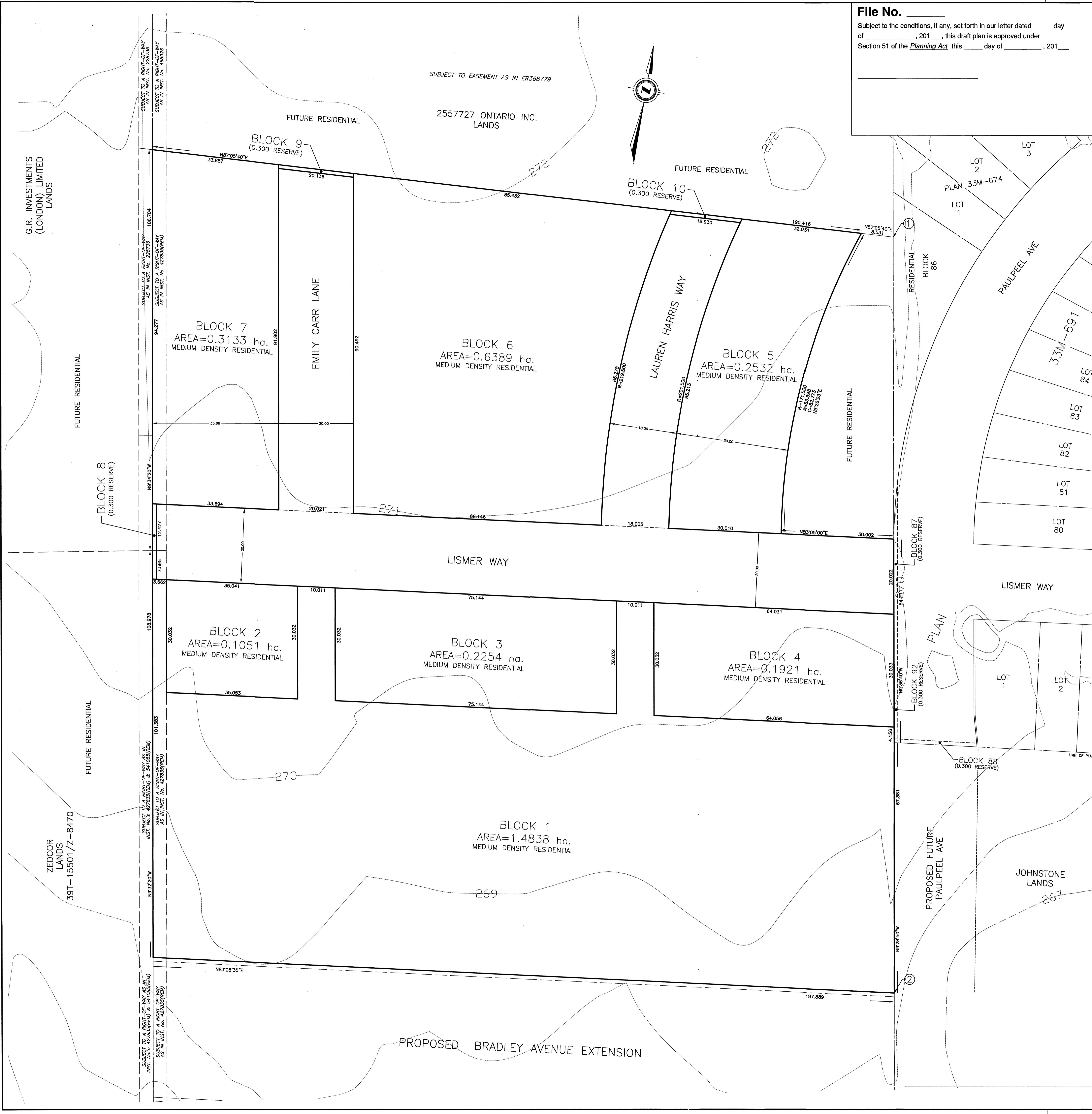
POINT ID	NORTHING	EASTING
ORP 1	4753377.314	478774.583
ORP 2	4753178.270	478808.155

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

METRIC:
 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.
 AREAS SHOWN ON THIS PLAN ARE IN HECTARES AND CAN BE CONVERTED TO ACRES BY MULTIPLYING BY 2.471054.

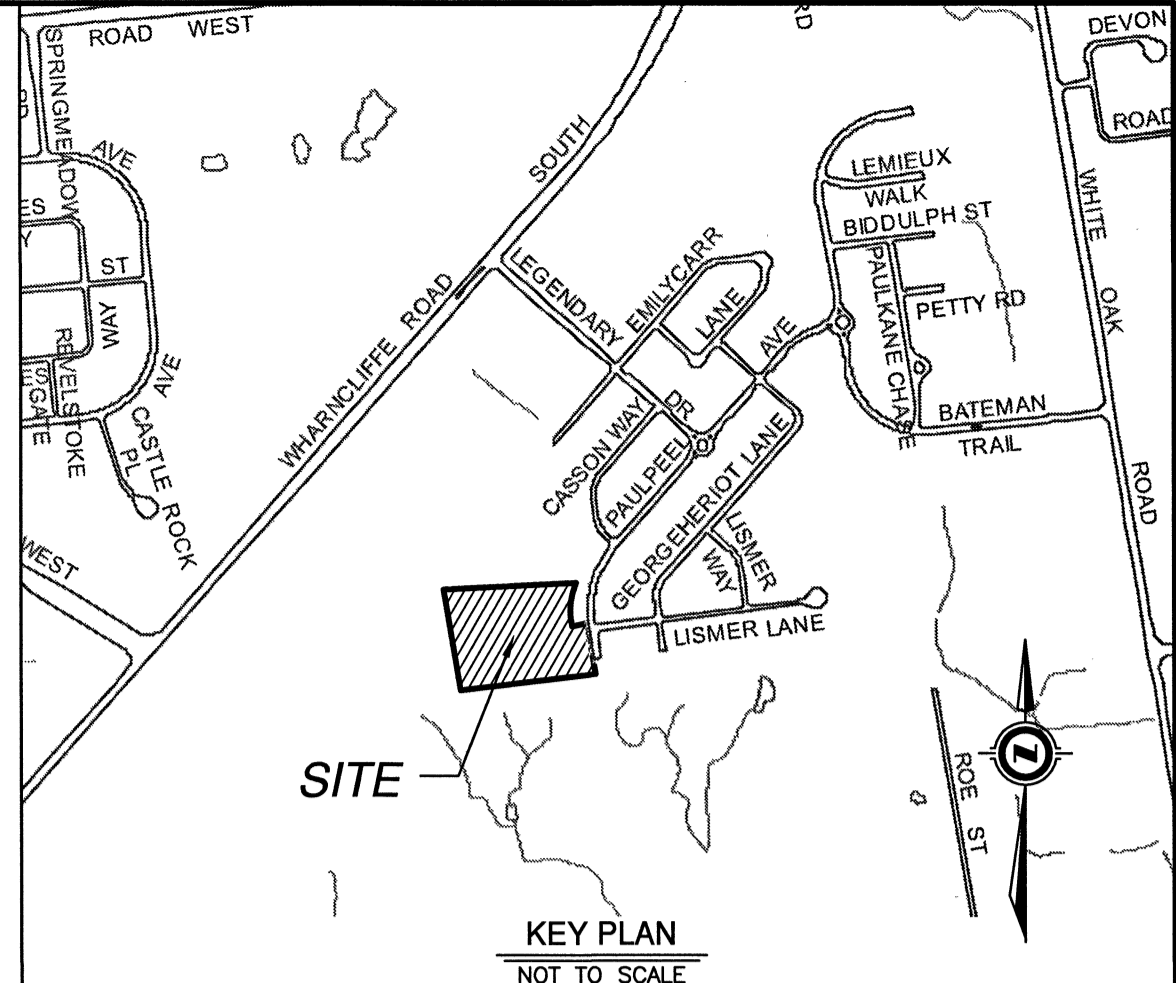
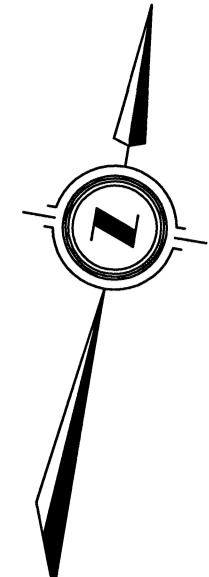
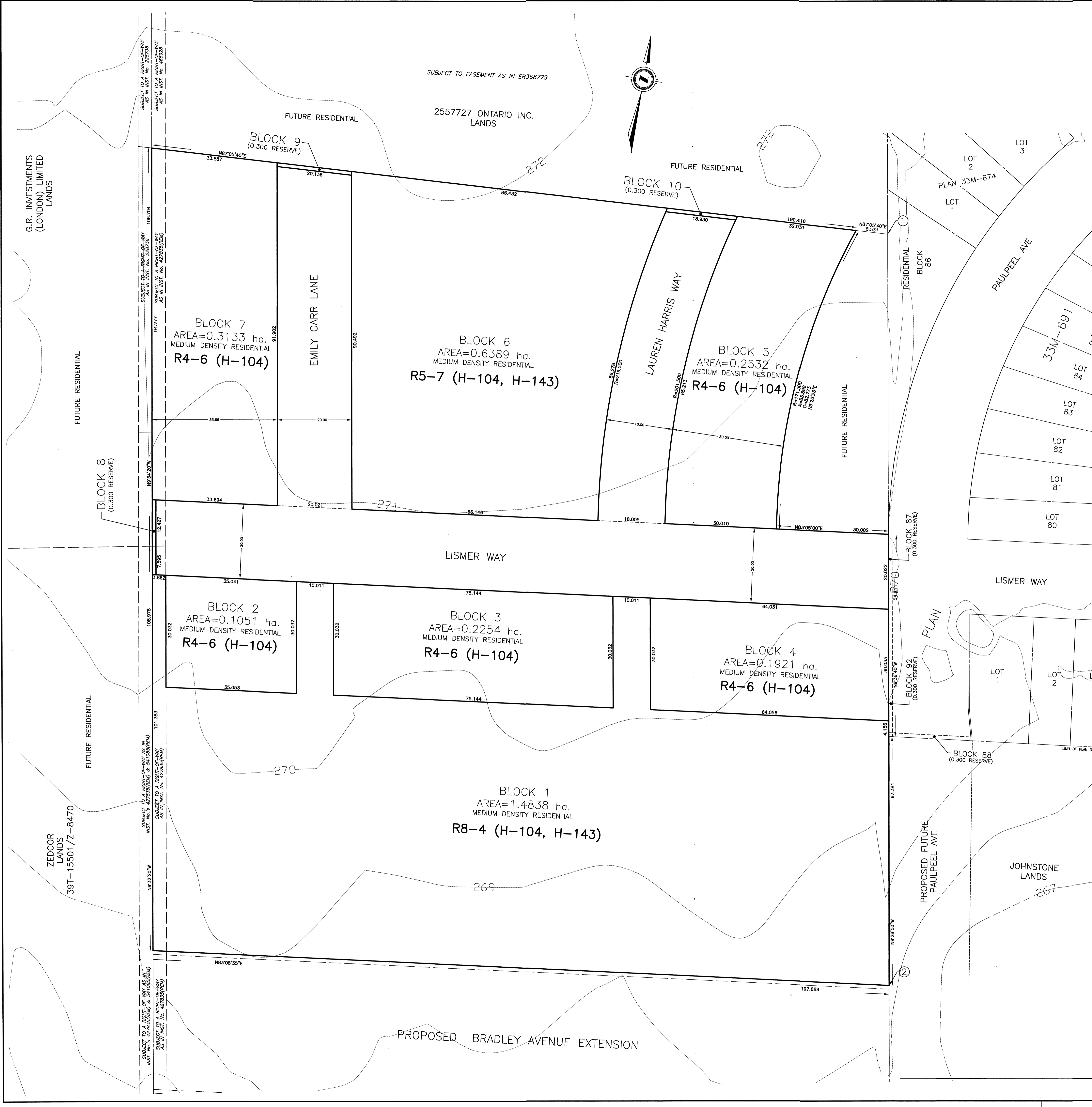
AGM ARCHIBALD, GRAY & McKAY LTD.
 3514 WHITE OAK ROAD, LONDON, ON, N5E 2Z9
 PHONE 519-685-5300 FAX 519-685-5303
 EMAIL info@agm.on.ca WEB www.agm.on.ca

DRAWN BY: BLB/CAM DIGITAL FILE: WT17120P1C13.DWG PLAN No:
 CHECKED BY: RTW COORD FILE: WT1727C1.COG
 PLOT DATE: JUN 06, 2018 OFFICE FILE: WT-02-33-9
 9L-5017-A



G.R. INVESTMENTS (LONDON) LIMITED LANDS
 FUTURE RESIDENTIAL
 BLOCK 8 (0.300 RESERVE)
 FUTURE RESIDENTIAL
 ZEDCOR LANDS 39T-15501/Z-8470
 FUTURE RESIDENTIAL
 SUBJECT TO A RIGHT-OF-WAY AS IN INST. No. 427935 (REV)
 SUBJECT TO A RIGHT-OF-WAY AS IN INST. No. 427935 (REV)
 SUBJECT TO A RIGHT-OF-WAY AS IN INST. No. 427935 (REV)
 SUBJECT TO A RIGHT-OF-WAY AS IN INST. No. 427935 (REV)
 SUBJECT TO A RIGHT-OF-WAY AS IN INST. No. 427935 (REV)
 SUBJECT TO A RIGHT-OF-WAY AS IN INST. No. 427935 (REV)
 SUBJECT TO A RIGHT-OF-WAY AS IN INST. No. 427935 (REV)

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PROPOSED ZONING PLAN
OF PART OF
LOT 33
CONCESSION 2
(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)
IN THE
CITY OF LONDON
COUNTY OF MIDDLESEX

SCALE 1:400
10 8 6 4 2 0
SCALE IN METRES

METRIC:
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.
AREAS SHOWN ON THIS PLAN ARE IN HECTARES AND CAN BE CONVERTED TO ACRES BY MULTIPLYING BY 2.471054.

AGM ARCHIBALD, GRAY & MCKAY LTD.
3514 WHITE OAK ROAD, LONDON, ON, N6E 2Z9
PHONE 519-685-5200 FAX 519-685-5203
EMAIL: HGR@agm.on.ca WEB: www.agm.on.ca

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