

Agenda Including Addeds

Accessibility Advisory Committee

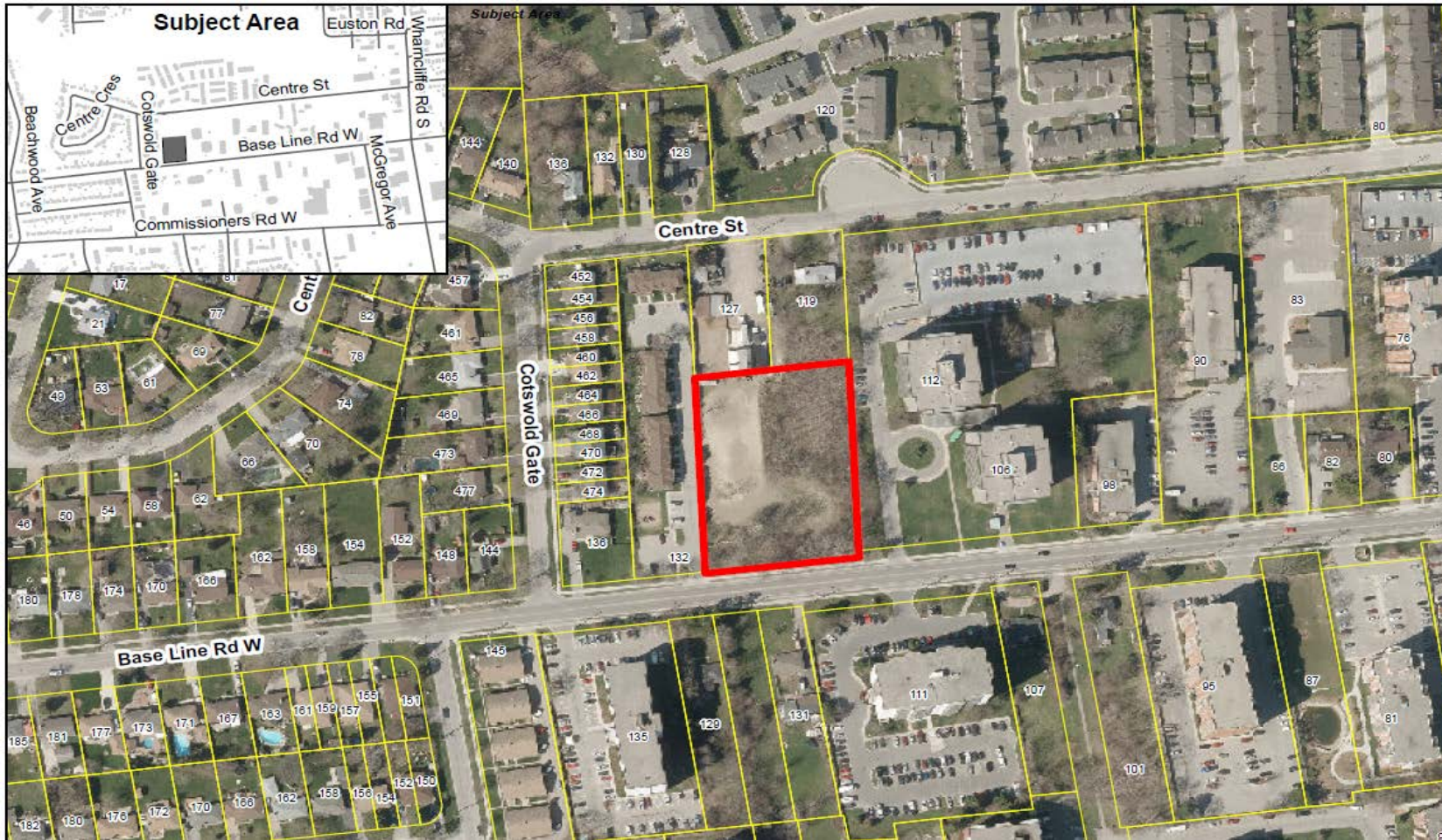
5th Meeting of the Accessibility Advisory Committee

May 27, 2021, 3:00 PM

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

The City of London is committed to making every effort to provide alternate formats and communication supports for Council, Standing or Advisory Committee meetings and information, upon request. To make a request related to this meeting, please contact advisorycommittee@london.ca.

	Pages
1. Call to Order	
1.1. Disclosures of Pecuniary Interest	
2. Scheduled Items	
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3. Consent	
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PROJECT PROFILE - 122 BASELINE ROAD WEST, LONDON

61-Unit, Multi-Residential Affordable Housing Development


HDC
 Housing Development Corporation, London
 Prepared by:
Kimberly Wood
 Development Manager



VIEW FROM ACROSS BASELINE ROAD LOOKING NORTHEAST



VIEW FROM BASELINE ROAD LOOKING WEST



VIEW FROM PARKING LOT LOOKING SOUTH



Project Site Overview



LAND / ZONING ASSESSMENT:

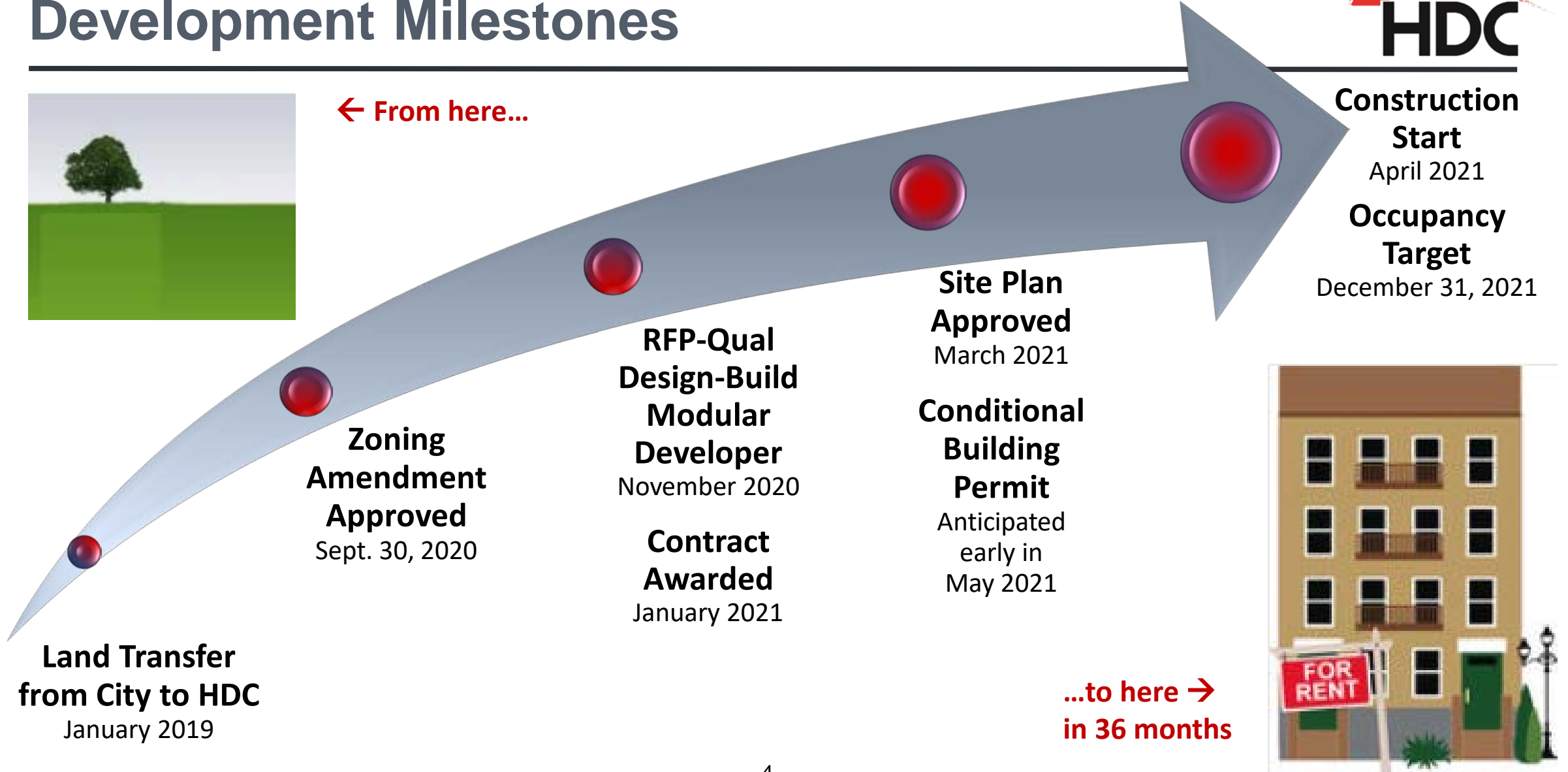
- 122 Baseline Road West = Vacant Land Parcel
- 1.513 Acres = 0.6123 Hectares
- Original Zoning provided for:
 - R8-3 Zone, Medium Density, Multi-Residential
 - Allowed for 65 units per hectare (39 Units)
- Zoning By-law Amendment achieved through HDC provides for:
 - R8-3*B69 Bonus Zone permitting a low-rise, four-storey apartment building in return for the provision of Affordable Housing
 - Permitting 100 units per hectare (61 Units), and
 - Reduced vehicle parking of 61 spaces whereas 76 spaces would otherwise be required



Development Milestones



← From here...

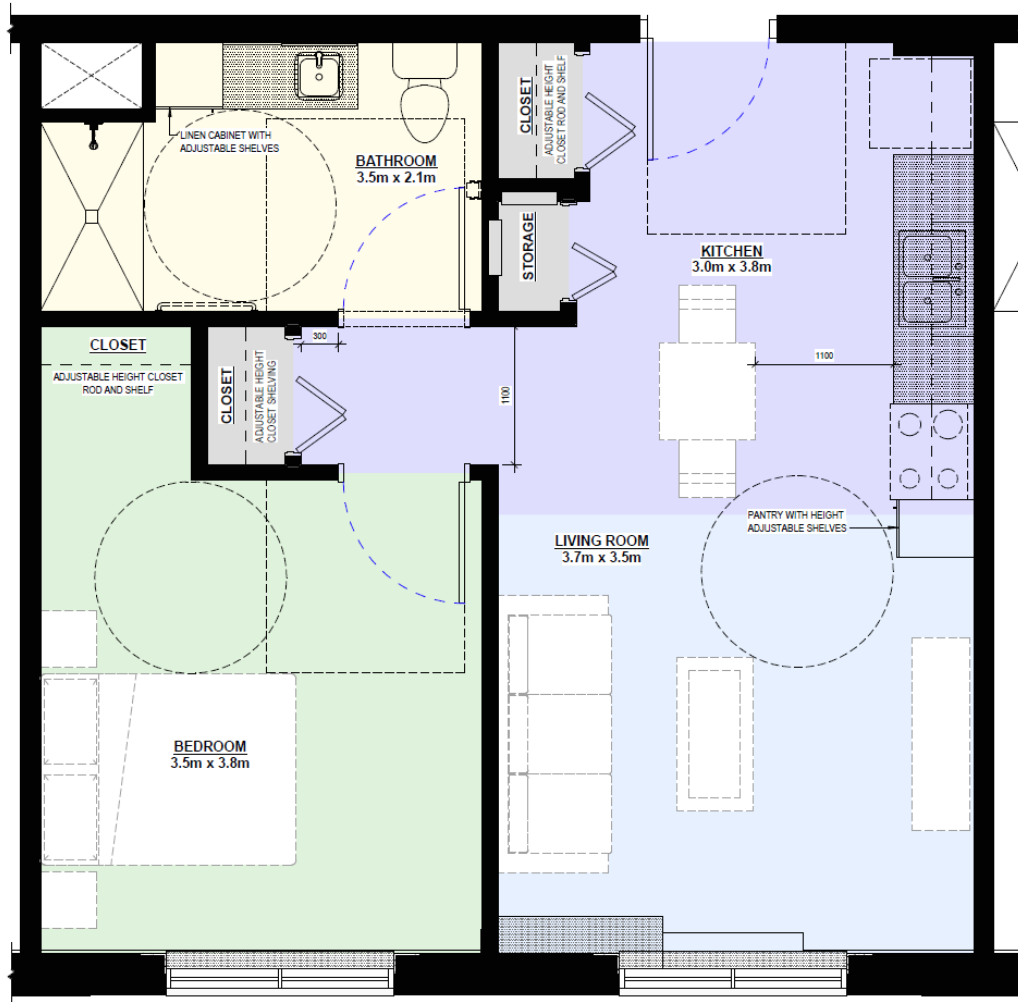


Development Plan Overview



- Universal Accessibility principles applied to site and building design
- Site Amenities for Tenant use include:
 - front and rear yard leisure seating areas
 - active recreation areas / open greenspace
 - outdoor bicycle storage / pavilion
- Building Amenities for Tenant use include:
 - secured bicycle storage with charging stations for personal mobility equipment
 - multi-purpose room with Kitchenette
 - accessible laundry room and washroom
 - second floor terrace overlooking the rear yard
 - program rooms
- Residential Unit Configurations consist of:
 - 41 One-Bedroom Units (+/- 53m² / 570ft²)
 - 16 Two-Bedroom Units (+/- 64m² / 689ft²)
 - 4 Three-Bedroom Units (+/- 85m² / 915ft²)

One-Bedroom Unit Configuration



TYPICAL ONE-BEDROOM FLOOR PLAN
(+/- 53m² / 570ft²)



ONE-BEDROOM UNIT - RENDERED IMAGE

One-Bedroom Unit Configuration



ENTRANCE, KITCHEN AND DINING AREA



OPEN LIVING ROOM

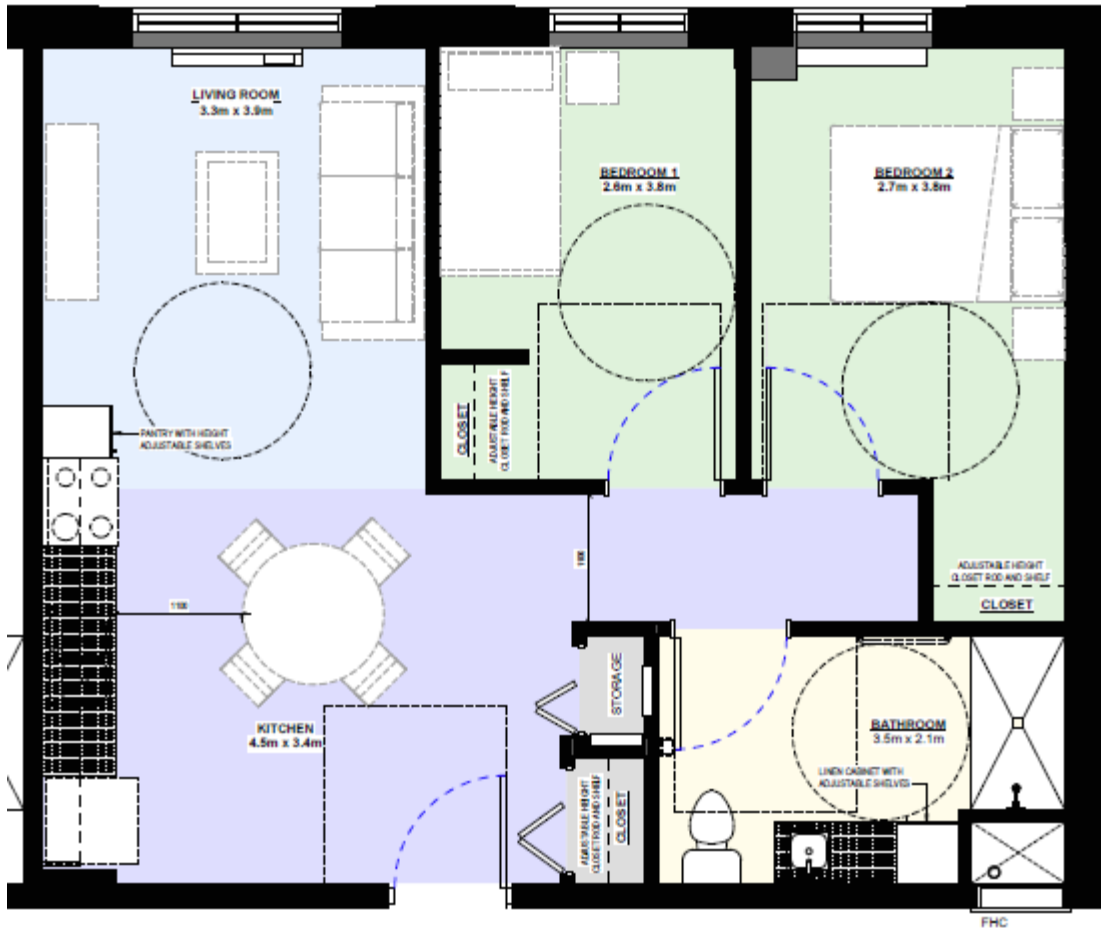


BEDROOM



BATHROOM WITH ROLL-IN SHOWER

Two-Bedroom Unit Configuration



TYPICAL TWO-BEDROOM FLOOR PLAN
(+/- 64m² / 689ft²)

RENDERED IMAGE OF THE TWO-BEDROOM UNIT

Two-Bedroom Unit Configuration



KITCHEN AND DINING AREA



OPEN LIVING ROOM



DINING ROOM AND ENTRANCE CLOSETS



BEDROOM #1

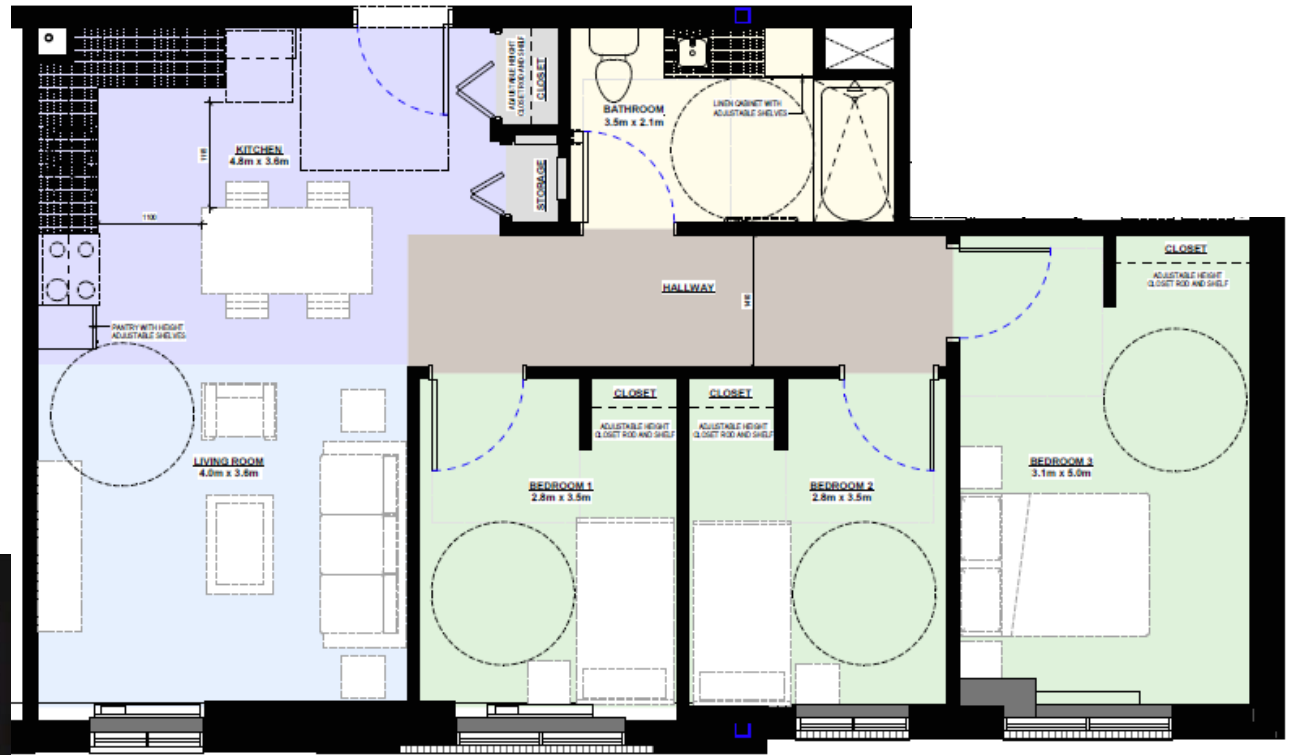


BEDROOM #2



BATHROOM – 8 UNITS WITH ROLL-IN SHOWERS + 8 UNITS WITH BATHTUBS

Three-Bedroom Unit Configuration



TYPICAL THREE-BEDROOM FLOOR PLAN
(+/- 85m² / 915ft²)

RENDERED IMAGE OF THE THREE-BEDROOM UNIT¹⁰



Three-Bedroom Unit Configuration



ENTRANCE, KITCHEN AND DINING AREA



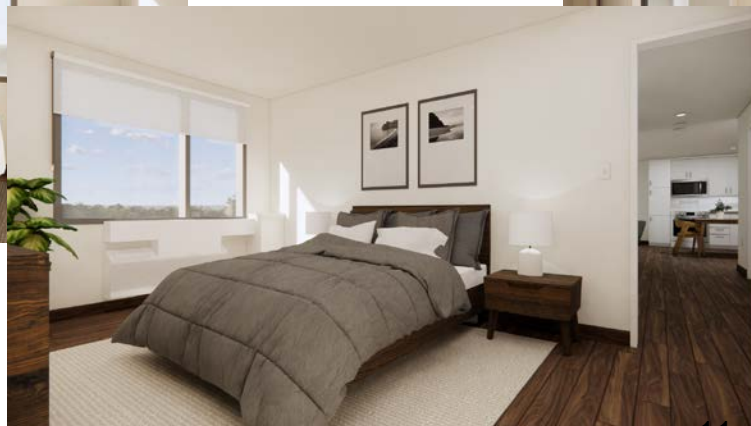
OPEN KITCHEN, DINING, LIVING ROOM



DINING / LIVING AREA TO BEDROOMS



BEDROOM #1



BEDROOM #3



BEDROOM #2

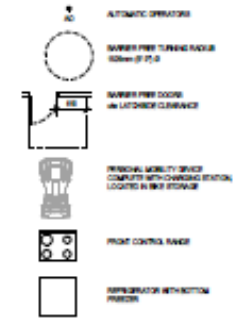


BATHROOM WITH BATHTUB

122 BASELINE ROAD WEST



LEGEND



ACCESSIBILITY FEATURES

- AUTOMATIC OPERATORS LOCATED AT ALL COMMON-USE ROOMS
- BIKE STORAGE ROOM COMPLETE WITH CHARGING STATIONS FOR PERSONAL MOBILITY DEVICES
- UNIVERSAL WASHROOM LOCATED ON LEVEL 1
- ACCESSIBLE ROOF TERRACE ON LEVEL 2
- 50% ACCESSIBLE LAUNDRY ROOM EQUIPMENT
- OUTDOOR AMENITY SPACE
- OUTDOOR PAVILLION

LEVEL 1 FLOOR PLAN



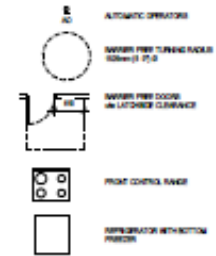
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APRIL 27, 2021



122 BASELINE ROAD WEST



LEGEND



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LEVEL 2 FLOOR PLAN



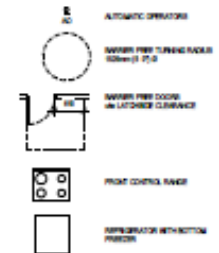
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122 BASELINE ROAD WEST



LEGEND



ACCESSIBILITY FEATURES

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- BIKE STORAGE ROOM COMPLETE WITH CHARGING STATIONS FOR PERSONAL MOBILITY DEVICES
- UNIVERSAL WASH ROOM LOCATED ON LEVEL 1
- ACCESSIBLE ROOF TERRACE ON LEVEL 2
- 20% ACCESSIBLE LAUNDRY ROOM EQUIPMENT
- OUTDOOR AMENITY SPACE
- OUTDOOR PAVILLION

LEVEL 3 FLOOR PLAN



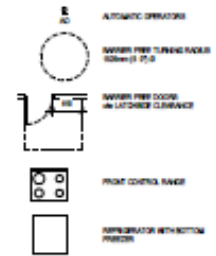
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122 BASELINE ROAD WEST



LEGEND



ACCESSIBILITY FEATURES

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- ACCESSIBLE ROOF TERRACE ON LEVEL 2
- 20% ACCESSIBLE LAUNDRY ROOM EQUIPMENT
- OUTDOOR AMENITY SPACE
- OUTDOOR PAVILLION

LEVEL 4 FLOOR PLAN



SCALE: As Indicated
APRIL 27, 2021



PROJECT PROFILE - 122 BASELINE ROAD WEST, LONDON

61-Unit, Multi-Residential Affordable Housing Development



Questions?



For Rental Information:

Call (519) 661-HOME

for the City of London Homeless Prevention Co-ordinated Access Hotline



London
CANADA



London
CANADA

E-Scooters and Cargo E-bikes



Cycling Advisory Committee (CAC)

June 16, 2021

17

Purpose

- Introduce Provincial pilots:
 1. E-scooters
 2. Large Cargo e-bikes
- Describe micromobility options
- Outline London's potential participation in two pilots
- Seek CAC input



1. E-scooters



What is an E-scooter

- A two-wheeled device the rider stands on, holding a handlebar
 - Powered by a battery
 - Can travel up to 24 km/h
 - Equipped with a hand brake, lights, bell, kick stand
- ➔ Currently not legal to ride on London public property



What is E-scooter Share

- A private company provides a fleet of e-scooters
- Residents/visitors unlock parked e-scooters using a mobile app
- Riders pay through the ride app
- At the end of the ride, the rider parks the e-scooter according to local rules





Ontario Pilot

- Applies to both e-scooters for personal use and public shared systems
- Municipalities have to opt-in
- Pilot runs January 1, 2020 to November 24, 2024
- Provincial regulations include:
 - Riders must be 16 or older
 - Speed limit is 24 km/h
 - E-scooters must be equipped with a bell, a brake and lights
 - Helmets are required for riders under 18
 - Single rider only
 - No basket or cargo



London Pilot Participation

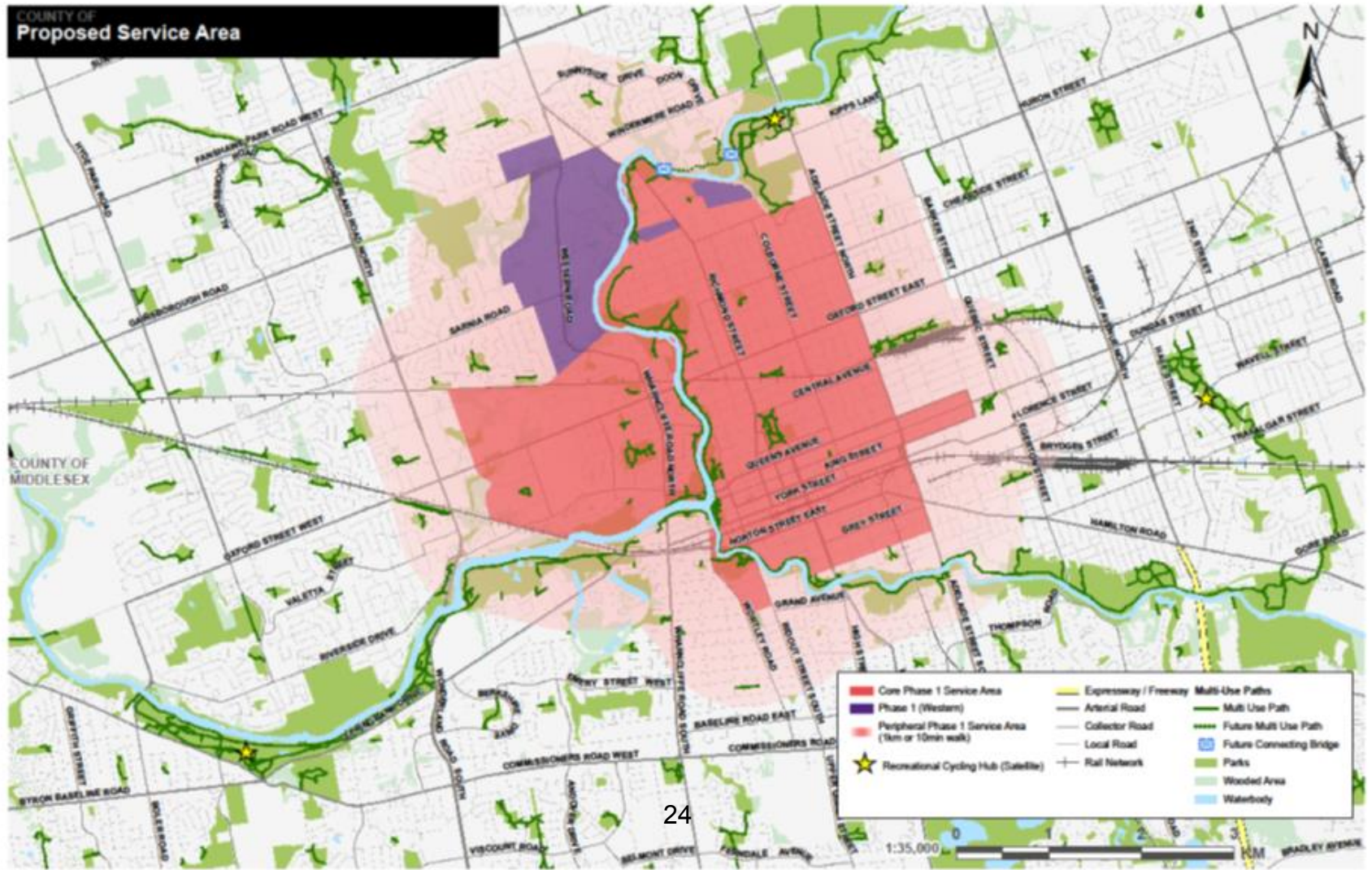
Late Summer 2021:

- City Council to determine if private and public share e-scooters will be allowed, where they can be used, parked, other items
- Only applies to public property

Next Steps:

- City seeking input from public, partners and City service areas to help inform Council's decisions
- If pilot approved by Council (with by-law), e-scooter share system(s) could start early spring 2022

COUNTY OF
Proposed Service Area





Reasons to Support E-scooters

- Reduces vehicle traffic
- Reduces air pollution (replaces car trips)
- Supports transit ridership – first/last mile connections
- Increases mobility options for low-income
- Supports bike share (if designed correctly)
- Supports London's declared Climate Emergency



Other Factors to Consider

- E-scooter parking – minimize obstructions and clutter
- Sharing of multi-use pathways
- Sidewalk riding
- Collecting injury statistics from operation
- Sanitation (COVID concerns)
- Equity (subsidized rates for lower-income Londoners)
- Enforcement (operation and parking)

Definitions

- Province and City have complicated or outdated definitions for bikes, e-scooters, e-bikes, cargo e-bikes
- These need updating





AODA Alliance's Position

January 22, 2020: Open letter to all Ontario Mayors and City Councillors from provincial AODA and 11 major disability organizations outlines concerns:

- Do not opt-in to pilot
- Shared e-scooter fleets could be mis-parked on sidewalks, causing clutter, introducing barriers to accessibility
- E-scooters are very quiet and may pose a safety risk to people who are blind
- Providing parking corrals in on-street parking spaces reduces accessible parking spaces for people who require them
- Injuries and enforcement place a burden on taxpayers



Potential Solutions to Concerns

- Audible warnings for the rider and pedestrians
- Geofencing pedestrian areas and slow zones
- Onboard diagnostics & alerts for tipped scooters
- User parking verification and incentives/penalties
- Sidewalk riding detection technologies (emerging)
- High-visibility scooter colours
- Double kick-stand (less likely to topple over)
- Braille/tactile and unique identifiable numbers on e-scooters



Experience Elsewhere

- E-scooter share services have evolved fast (over 4 years)
- Internationally, hundreds of cities have e-scooter share programs, including Seattle, Santa Monica, Washington, Denver, Mexico City, Paris, Barcelona
- Ontario experience (since 2019):
 - Ottawa, Waterloo, Windsor, Toronto, York Region, Hamilton, Mississauga
- Each city's context and experience is different



What London Pilot Could Look Like

- Allow in designated areas (e.g., on some multi-use pathways, bike lanes, roads \leq 50 km/h)
- No sidewalk riding
- Reduced speeds (20 km/h) along TVP
- Low speeds (10 km/h) in high activity pedestrian areas
- E-scooter parking in “street furniture zone” and on-street parking spaces



What London Pilot Could Look Like

- Monitor and collect data (e.g., trip data, parking compliance, injury data)
- In-app and in-person education
- Fines for users violating scooter rules
- Penalties for e-scooter share system operators (mis-management)



Have Your Say!

We don't have all the answers.
We need to hear from you!

1. July 16 – comments from CAC
2. Complete the Spring online Get Involved survey or share input with:
Allison Miller, TDM Coordinator
amiller@london.ca or 519 661-2489 (x5389)

Who else should we be talking to?

We will seek additional input if Council approves pilot project

2. Cargo E-Bikes



Tricycle cargo e-bike design with enclosed cargo box at the back



Reverse tricycle design with enclosed cargo box in the front

What is a Cargo E-bike

- Large cargo e-bikes are a larger type of electric-powered bike with a platform or box to carry big items like packages and boxes for deliveries
- Can be for personal use or for commercial delivery use
- Similar, smaller e-bikes (e.g., bakfiets) are already allowed





Ontario Pilot

- Specifically for larger cargo e-bikes which do not meet the current provincial definition of e-bikes (difference is maximum weight and electric motor power)
- ON Bill 282 (MOMS Act) requires Royal Assent (time of writing)
- Pilot runs March 1, 2021 to March 1, 2026
- Rider must be at least 16 years old and wear a helmet
- Cargo e-bike must:
 - Have a traditional bicycle or tricycle design;
 - Be electric-powered with a maximum power output of 1000 watts;
 - Have a maximum power-assisted speed of 32 km/h;
 - Have pedals to propel the bicycle at all times.



London Pilot Participation

- Late Summer 2021 City Council to decide:
 - If private and commercial large Cargo e-bikes will be allowed
 - Where they can be used
 - Where they can park and parking rates (if any); and
 - Insurance needs
- Pilot requires cargo e-bikes to be parked within spots for motor vehicles or a City-designated spot
- Province will use the information gathered from municipalities to help determine if cargo e-bikes will be allowed permanently and what the rules will be

Benefits

- Reduce vehicle congestion (parked delivery trucks)
- Faster, more flexible deliveries downtown
- Reduces air pollution, especially downtown
- Take action on London's Climate Emergency
- Corporate social responsibility (healthier employees)



Other Factors to Consider

- Speed
- Parking locations off-road
- Use of multi-use pathways
- Sidewalk riding
- Enforcement





Have Your Say!

We need to hear from you!

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Allison Miller, TDM Coordinator
amiller@london.ca or 519 661-2489 (x5389)

Who else should we be talking to?

We will seek additional input if Council approves pilot project



Sent via email: <advisorycommittee@london.ca> and <jbunn@london.ca>

May 21, 2021

London Accessibility Advisory Committee
City of London
300 Dufferin Avenue
London, ON
N6B 1Z2

RE: 2.2 Transportation Demand Management - E-scooters and Cargo E-Bikes

Dear London Accessibility Advisory Committee,

Bird Canada Inc. is a first KM / last KM, electric scooter sharing company dedicated to bringing affordable, environmentally friendly transportation solutions to Canadian municipalities. We provide shared e-scooter services in cities across Canada including Edmonton, Calgary, and Ottawa, and Windsor.

What is a Municipally Regulated Shared E-scooter Program?

(Page contains a picture of a Bird Canada e-scooter with a rider with one foot on the e-scooter, smiling with a helmet on his head).

Shared e-scooter programs in Canada are regulated provincially and municipally with robust regulatory frameworks in place. A municipal shared commercial e-scooter program is offered to cities at no direct cost to the City.

A municipal shared e-scooter program enables local residents to simply download a free app onto their smartphone, locate a shared e-scooter, scan the QR Code located on the shared e-scooter via the smartphone app to unlock the e-scooter, ride the shared e-scooter to their local destination where they would lock the e-scooter via the app and park it in compliance with local municipal regulations, ready for the next rider.



To date, regulated shared e-scooter programs are present in over 150 cities globally and in Canada, e-scooter share operations have existed in cities across the country, including Kelowna, Calgary, Edmonton, Waterloo, Ottawa, Windsor, and Montreal. A number of other municipalities are at various stages of regulatory development towards shared e-scooter pilot



programs including Richmond, Vernon, Red Deer, Lethbridge, Saskatoon, Winnipeg, Hamilton, Mississauga, Brampton, London, Waterloo (Waterloo Region), and Halifax.

Why Municipally Regulated Shared E-scooters?

A municipally regulated shared e-scooter program is beneficial to cities because it:

- **Encourages “Mode Shift”:** Shared e-scooters provide local residents with a choice to not take a personal car which contributes to traffic congestion. (In [Calgary](#), 1 in 3 shared e-scooter trips replaced a car trip).
- **Reduces Greenhouse Gas Emissions:** Shared e-scooters are [electric and do not emit greenhouse gas emissions](#) like cars do.
- **Facilitates Socially Distant Open-air Transportation:** During COVID-19, shared e-scooters provide an alternative transportation choice for local residents that a host of cities, including San Francisco, have deemed "[essential](#)".
- **Facilitates First and Last KM Connections with Public Transit:** During the 2019 Montreal shared e-scooter program, city staff [reported](#) that 27% of e-scooter trips started or ended at public transit (metro stations).
- **Economic development/recovery:** During the 2019 and 2020 Calgary e-scooter pilot, city staff [reported](#) that over 50% of e-scooter trips ended in a BIA and Ottawa city staff reported that during their 2020 e-scooter pilot, of the 34% of e-scooter riders who visited a local business and the 33% who visited a local restaurant:
 - 6% reported spending more than \$100 on a typical visit
 - 18% spent between \$51 and \$100
 - 36% spent between \$21 and \$50.

Canadian Provincial E-scooter Regulatory Development

To date, British Columbia, Alberta, Ontario, and Quebec have adopted provincial regulation to permit e-scooters municipally. While the form these rules take vary by Province, they all have the same purpose of permitting the shared use of e-scooters in municipalities that wish to make them available to local residents (in addition to individually owned e-scooters in Ontario).

- **British Columbia** has an Active Transportation strategy "[Move Commute Connect](#)". On Oct. 7, 2019, the BC government introduced [amendments to the Motor Vehicle Act](#) to permit e-scooters and pilots which were passed into law in late 2019. In January 2020, the BC government announced it was accepting applications from municipalities with respect to micro-mobility (shared e-scooters) with approval via [Order in Council](#) recently.



- **Alberta** has issued a [regulatory exemption](#) for electric scooter companies that is issued upon a municipality issuing a permit to an e-scooter company to operate locally. Bird Canada was granted a regulatory exemption by the Province in 2019 to operate an e-scooter share by the Province.
- **Quebec** Minister of Transport on June 19, 2019, authorized a [“Pilot project concerning electric scooters for self-service rental”](#). This was the first province in Canada to provide a regulatory framework for electric scooter share in Canada. Bird Canada has been [authorized by the Province](#) to participate in this Pilot.
- **Ontario** Minister of Transportation introduced [amendments to the Highway Traffic Act](#) to permit a 5-year e-scooter pilot that came into force on Jan. 1, 2020 that permits municipalities to have e-scooters on public roads (both shared scooters from companies like Bird Canada and individually owned and used scooters on public roads).

Province of Ontario and Municipal Regulatory Frameworks for Shared E-scooters

The Province of Ontario and municipalities with shared e-scooter programs have robust regulations in place to govern shared e-scooters. I encourage the Advisory Committee to click the links in this section and review the exhaustive regulations in place provincially and for example, in the Ottawa shared e-scooter pilot.

The province’s [pilot regulations](#) for e-scooters has an array of regulations concerning the operation of e-scooters (i.e. no double riding), the e-scooter equipment itself (i.e. weight, etc.), etc. Other sections of the provincial regulations for cities that permit e-scooters locally include:

- Where electric kick-scooters permitted
- Roadway use
- Safe operation
- General rules re operation
- Equipment
- Operator to stop for police officer
- Duty to report accident

Municipal programs for shared e-scooters (permit agreements) in cities such as Kelowna, Calgary, Edmonton, Ottawa and Windsor have extensive regulations in place for shared e-scooter programs. For example, in Ottawa, each shared e-scooter operator permitted by the City, has a signed binding agreement with the City of Ottawa. Bird Canada’s agreement with the City of Ottawa for the provision and operation of shared e-scooter services can be viewed [here](#). General information on Ottawa e-scooter rules:

<https://ottawa.ca/en/parking-roads-and-travel/cycling/e-scooters>.



[Bird Canada’s agreement with the City of Ottawa for the provision and operation of shared e-scooter services](#) is almost 30 pages of regulatory requirements that cover a thorough host of various mandated regulatory requirements including but not limited to:

- Fees and Securities (pg. 3)
- Parking of shared e-scooters (pg. 5)
- Removal of shared e-scooters (pg. 7)
- COVID-19 related sanitation (pg. 8)
- Communication and Education (pg. 8)
- Non-performance (of contractual obligations) (pg. 9)
- Data Reporting to the City (pg. 10)
- Indemnity (pg. 10)
- Insurance (pg. 11)

Common Questions & Answers about Municipal Shared E-scooter Programs

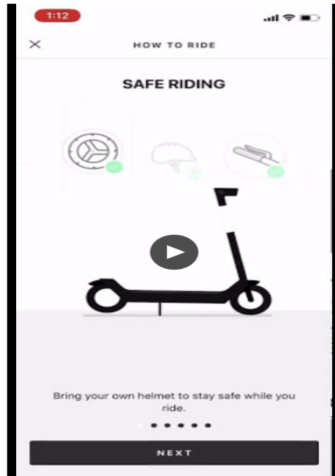
[Ottawa’s shared e-scooter program](#) in 2020: “*There’s a been a lot of thought put into this and, touch wood, it’s probably been one of the more successful pilot scooter projects across the country if not throughout North America,*” said **Tim Tierney, Ottawa City Councillor**, Chair Transportation Committee.

E-scooter Item	Bird Canada Response
<p>What technology does an e-scooter come equipped with?</p>	<p>Below is the Bird Two shared e-scooter model. This new model e-scooter features a higher maximum load capacity, larger 10” tire diameter, front and rear brakes, pneumatic tires, improved ability to operate in diverse weather conditions and on various surfaces with improved geofencing accuracy and all around improved robustness and durability/longevity.</p>

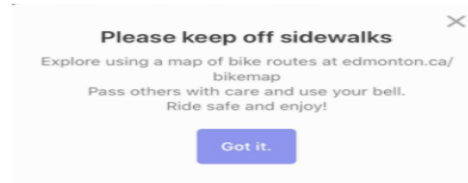


	<p>Anti-theft encryption Enhanced encryption keeps our rides safe and helps deter theft.</p> <p>Autonomous damage sensors Self-reporting damage sensors and automotive-inspired diagnostic technology.</p> <p>Seamless screws Protection against injury and theft with no exposed screws.</p> <p>Puncture-proof tires 10" tires feature puncture-proof tech, higher traction, and decreased vibration.</p> <p>Steering Improved steering geometry offers increased stability and responsiveness at all speeds.</p> <p>Rider and pedestrian safety Grip bell integrated into the handlebars.</p> <p>Industry's longest lasting battery Automotive-grade battery management system.</p> <p>Anti-tipping kickstand With a dual anti-tipping kickstand, this Bird stands on its own two feet.</p> <p>Performance A rear motor gives Bird Two faster acceleration and more control in critical situations.</p>
<p>Cost to City?</p>	<p>Bird Canada as a micro-mobility provider, provides its services to cities across Canada at no direct cost to the City or local taxpayers. Bird Canada does not request a subsidy to provide e-scooter services to local residents.</p> <p>Bird Canada was awarded the exclusive contract to provide shared e-scooters and e-bikes this week in Windsor, Ontario: "The bike/e-scooter share pilot program will run without any capital or operating funding required from the city," says an administration report going to council Monday. See more here.</p> <p>Ottawa city staff reported earlier this year that their municipal insurance pool has had no impact from their shared e-scooter program pilot to date.</p>
<p>Speed?</p>	<p>Unlike the other vehicles (human powered pedal bikes) which can travel at speeds well in excess of 25 km/h, Provinces have generally mandated that e-scooters be set at a max speed of 24 km/h.</p> <p>Municipalities in Canada (i.e. Edmonton, Calgary, Ottawa, Windsor and Montreal) with shared e-scooter pilot programs to date have mandated a maximum speed of 20 km/h for shared e-scooters. Bird Canada has a speed governor on it's e-scooters which sets them at the locally required speed.</p> <p>Also, through geo-fencing technology, Canadian cities have required slow down zones, for example in highly pedestrianized areas of the City, so that shared e-scooters travel slower in these zones (i.e. 15 km/h in Calgary, 8-15 km/h in Ottawa).</p>
<p>Safety?</p>	<p>Internationally, studies show the risk profile of e-scooters is akin to bicycles. No deaths from e-scooters have been reported in Canada to riders or pedestrians.</p>

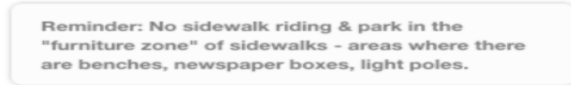
	<p>OECD: “A road fatality is not significantly more likely when using a shared standing e-scooter rather than a bicycle. The risk of an emergency department visit for an e-scooter rider is similar to that for cyclists.”</p> <p>Montreal: 4 light injuries from electric scooters between Aug 13th and Nov 15, 2019 out of 226,000 rides whereas e-bikes saw 360 injuries out of a significantly smaller 146,000 rides.</p> <p>Ottawa: 7 minor injuries caused by e-scooter falls or collisions. This represents an injury rate of 0.003 per cent</p> <p>Calgary: Significantly lower injuries sustained to e-scooter riders than bicycle riders during the two year e-scooter pilot. With sidewalk riding permitted in Calgary during the 2-year pilot, only 4 minor injuries to third parties (pedestrian/cyclist) were sustained as a result of an e-scooter).</p> <p style="text-align: center;">Table 4: AHS Data on Number of Transportation Injuries Requiring an Ambulance</p> <table border="1" data-bbox="446 877 1187 1092"> <thead> <tr> <th rowspan="2">Type</th> <th colspan="4">2019 (July 8 to October 31)</th> <th colspan="4">2020 (May 22 to September 30)</th> </tr> <tr> <th>E-Scooter</th> <th>Bicycle</th> <th>Vehicle</th> <th>Motorcycle</th> <th>E-Scooter</th> <th>Bicycle</th> <th>Vehicle</th> <th>Motorcycle</th> </tr> </thead> <tbody> <tr> <td>Emergency</td> <td>33</td> <td>197</td> <td>502</td> <td>103</td> <td>42¹</td> <td>484</td> <td>617</td> <td>166</td> </tr> <tr> <td>ICU</td> <td>0</td> <td>4</td> <td>17</td> <td>3</td> <td>0</td> <td>3</td> <td>11</td> <td>5</td> </tr> <tr> <td>Fatality²</td> <td>0</td> <td>1</td> <td>3</td> <td>0</td> <td>0</td> <td>3</td> <td>4</td> <td>1</td> </tr> <tr> <td>Surgery</td> <td>8</td> <td>33</td> <td>51</td> <td>35</td> <td>24</td> <td>109</td> <td>79</td> <td>57</td> </tr> </tbody> </table> <p>¹ There were an additional 25 e-Scooter injuries requiring EMS that did not contain detailed patient records in 2020. ² Fatality numbers do not include those who died on site. There were no e-Scooter fatalities.</p>	Type	2019 (July 8 to October 31)				2020 (May 22 to September 30)				E-Scooter	Bicycle	Vehicle	Motorcycle	E-Scooter	Bicycle	Vehicle	Motorcycle	Emergency	33	197	502	103	42 ¹	484	617	166	ICU	0	4	17	3	0	3	11	5	Fatality ²	0	1	3	0	0	3	4	1	Surgery	8	33	51	35	24	109	79	57
Type	2019 (July 8 to October 31)				2020 (May 22 to September 30)																																																	
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Fatality ²	0	1	3	0	0	3	4	1																																														
Surgery	8	33	51	35	24	109	79	57																																														
<p>Insurance?</p>	<p>Cities across Canada with e-scooter share programs all require e-scooter operators to possess Commercial General Liability insurance and related insurances (cyber, etc.). All the required insurance is carried by e-scooter operators in Canada as required by municipalities with shared e-scooter programs to date in Canada.</p>																																																					
<p>Education?</p>	<p>Shared e-scooter programs include in-app education on how to ride and park responsibly, in addition to reminder emails + in-app pop up messages and push notifications to smartphones:</p>																																																					



Geofenced to Eau Claire area in Calgary



Edmonton



Ottawa

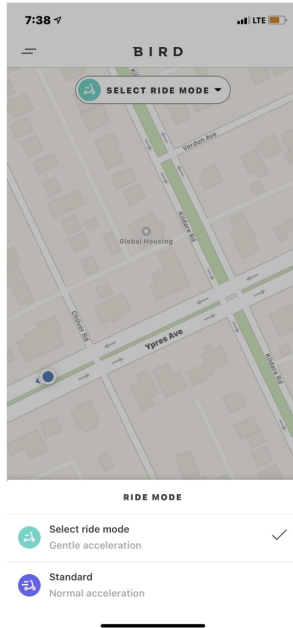
E-scooter companies provide public training information sessions:

- Bird Canada Safe Streets events are designed to promote responsible riding by:
 - Providing residents an opportunity to test ride an e-scooter at no cost (where permissible with local COVID-19 precautions)
 - Educating residents on safe and responsible riding including local rules like no sidewalk riding and how to park responsibly in the "street furniture zone" of sidewalks
 - Free helmets will be given away to local residents



“Beginner Mode”

- Beginner Mode automatically softens a Bird scooter’s acceleration, allowing riders to slowly work their way up to full speed. This is ideal for first time riders as they learn to get comfortable with riding an e-scooter.



Management of Public Right of Way?

There are several features that city staff could recommend be part of a shared e-scooter program:

- **Slow Down Zones:** Most Canadian cities have set scooters to a maximum of 20 km/h and some cities have implemented slow down zones for highly pedestrianized areas of the City so that scooters travel slower in these zones (i.e. 15 km/h in Calgary).
- **No Ride Zones:** Some cities have established no rides zones where upon entering the zone the scooter slows down gradually and stops safely to discourage riding. For example, Ottawa has mandated this for all National Capital Commission (NCC) pathways in the City to prevent shared e-scooters from being ridden on these pathways (the NCC is currently re-examining this policy as it currently permits e-bikes on these pathways).
- **No Park Zones:** Some cities have established areas where shared e-scooters are not permitted to be parked. When a rider attempts to end a trip in a geo-fenced no park zone, they are unable to do so and receive instructions via the app to park in a permitted area.

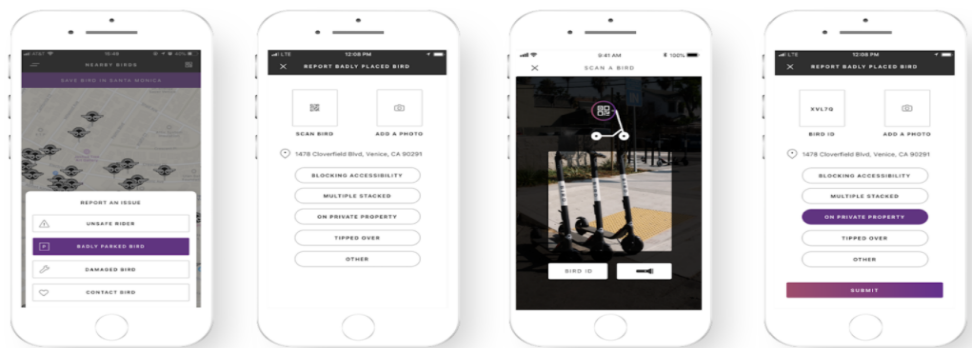
E-scooter companies like Bird Canada operate “Safe Streets” patrols of uniformed staff out in the public in key areas of the City to ensure e-scooters

are parked properly and riders are riding safely (not on sidewalks) and providing general public education:



Community Mode: An in-app reporting feature that allows anyone - whether or not they ride Bird - to report instances where a Bird is parked improperly, damaged, etc.

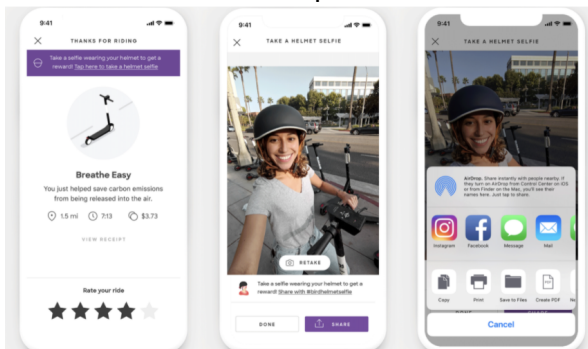
These reports help us take appropriate action such as deploying staff to reposition or remove a vehicle, or taking further disciplinary action as needed.



Helmets?

While provincial regulations with respect to helmets can vary across Canada, Bird Canada always recommends riders wear a helmet and we distribute helmets at no cost at public education events and via our website. We also use technology to encourage helmet use:

["Helmet Selfie"](#)

	<ul style="list-style-type: none"> Riders are asked to take a selfie showcasing their helmet to receive an incentive. Incentives can include future rider credit, rewarding riders for best practices. 
<p>What about e-scooters emitting a noise?</p>	<p>E-scooters are no different than traditional bicycles and e-bikes (in addition to electric cars) in terms of their quietness. However, unlike the other vehicles which can travel at speeds well in excess of 25 km/h, the Province of Ontario has mandated shared e-scooters be set at a max speed of 24 km/h (Municipalities with shared e-scooter pilot programs have mandated a max speed of 20 km/h for shared e-scooters).</p> <p>Shared e-scooter companies can add a consistent noise emission to their e-scooter while in operation if desired by a City. This would mean that while a shared e-scooter is being rented, the shared e-scooter would emit a noise at a regular interval. However, it should be noted that:</p> <ul style="list-style-type: none"> No other City in Canada with a shared e-scooter program to date has required e-scooters to emit a constant noise. Those cities include: Kelowna, Calgary, Edmonton, Waterloo, Ottawa or Montreal. Other similar vehicles, although equally quiet are not required to emit a constant noise: e-bikes, pedal bikes, and even e-cars are all similarly quiet vehicles with no requirement to emit a constant noise. A requirement to emit constant noise could raise 3-11 complaints about noise as there would be several hundred e-scooters emitting constant noise in the City (depending on permitted fleet size of a local shared e-scooter program).
<p>High visibility e-scooter colours?</p>	<p>The City may wish to consider unique “City of London” co-branding which could incorporate some of these high visibility bright or contrasting colour elements (taking into consideration limited “real estate” on an e-scooter). Windsor required city branding which has high visibility colours.</p>



Identifying e-scooter riders?

Bird Canada pioneered this in Ottawa and is adding this feature in Edmonton and Calgary.

A visible # on the e-scooter neck may deter bad rider behaviour such as sidewalk riding or bad parking behaviour or general poor riding behaviour because the visible # serves as a "licence plate" of sorts and may make riders feel as if they are identifiable.

A visible # may enable a member of the public (or bylaw) to more easily identify a negligent e-scooter rider and report it to an e-scooter operator (we can then match the visible # in a photo or description with date/time of day to determine the rider and provide a warning, financial penalty or suspension of service).

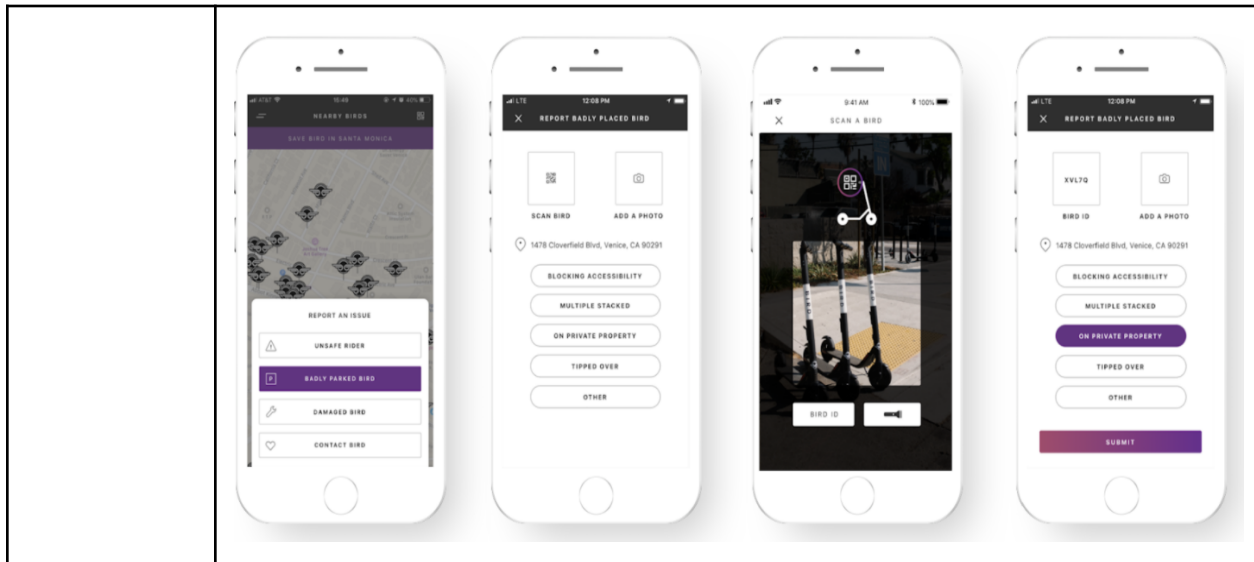


Braille?

Some cities like Calgary have required shared e-scooters to have Braille to provide customer contact information on the e-scooter itself.

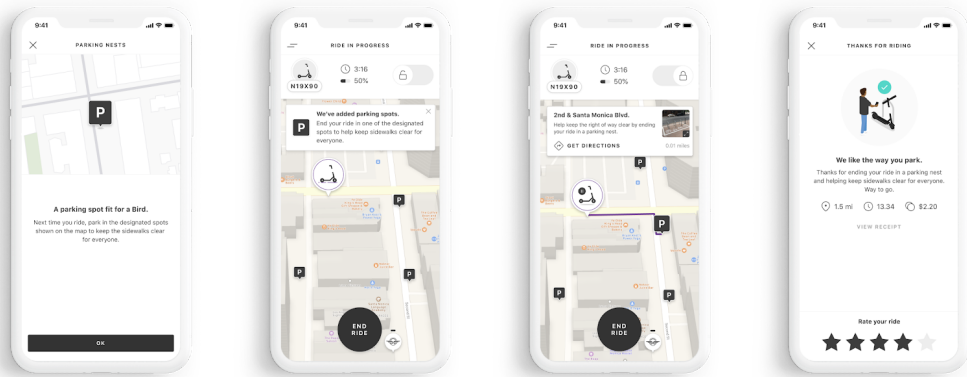


Shared e-scooter companies like Bird Canada also have a “Community Mode” feature for in-app reporting that allows anyone - whether or not they ride Bird - to report instances where a Bird is parked improperly, damaged, etc. These reports help us take appropriate action such as deploying staff to reposition or remove a vehicle, or taking further disciplinary action as needed.



<p>Sidewalk riding detection technology?</p>	<p>Bird’s next-generation Sidewalk Detection technology relies on our Vehicle Location System (VLS) to detect and stop sidewalk riding in real time. Riders will trigger a pre-programmed response quickly upon mounting the sidewalk, which results in the e-scooter safely and slowly reducing its speed until it comes to a complete stop. Simultaneously, we use the on-vehicle display and audible alert system to remind riders sidewalk riding is not allowed and they must return to a bike lane or street to resume their ride.</p>
<p>E-scooter anti-tip over technology?</p>	<p>Bird Canada’s dual-sided kick stands keep e-scooters standing upright. The “Bird Two” e-scooter model features an industrial-grade anti-tipping dual kickstand that is uniquely designed to withstand the demands of the shared micromobility market while reducing the chances of a vehicle being knocked over when parked.</p> <p>In addition, Bird Canada’s e-scooters are equipped with tip-over technology to inform internal teams if an e-scooter has fallen over while parked. Bird Canada’s local team can then respond and address this issue quickly in real time.</p>
<p>User parking verification and incentives?</p>	<p>For City designated parking locations, Bird Canada can implement our designated parking feature that uses advanced geofencing, in-app education, real-world visual reference points, real-time navigation, and GPS-enabled alerts to geolocate riders in designated parking locations and incentivise this parking behaviour through an incentive, financial or otherwise.</p> <p>When a rider initiates the end of their ride, our Vehicle-Location System uses horizontal accuracy, along with the latitude and longitude associated with the nearest geofenced drop-zone to determine if they are parking in a designated parking location:</p>

1. If the vehicle's location complies with a designated parking location, the Bird app instructs the rider to park in an upright position. Before the ride will end, riders must take a photo to verify proper parking.
2. If the vehicle's location does not comply with designated parking location, the Bird app can inform the rider they are attempting to park outside of a designated parking location. The app can then provide directions to the nearest available designated parking location in the area.



Benefits of shared e-scooters?

A municipally regulated shared e-scooter program is beneficial to cities because it:

- **Encourages “Mode Shift”:** Shared e-scooters provide local residents with a choice to not take a personal car which contributes to traffic congestion. (In [Calgary](#), 1 in 3 shared e-scooter trips replaced a car trip).
- **Reduces Greenhouse Gas Emissions:** Shared e-scooters are [electric and do not emit greenhouse gas emissions](#) like cars do.
- **Facilitates First and Last KM Connections with Public Transit:** During the 2019 Montreal shared e-scooter program, city staff [reported](#) that 27% of e-scooter trips started or ended at public transit (metro stations).
- **Facilitates Socially Distant Open-air Transportation:** During COVID-19, shared e-scooters provide an alternative transportation choice for local residents that a host of cities, including San Francisco, have deemed "[essential](#)".

E-scooter program results?

[Calgary](#)
City staff found:

- 1 in 3 shared e-scooter trips replaced a car trip.
- >50% of shared e-scooter trips ended in a [BIA or BRZ](#).

Ottawa

City staff reported:

- 27% indicated that they chose to use an e-scooter to reduce GHG emissions
- Reduction in GHG emissions: 46% reported driving less and 33% reported travelling less as a car passenger.
- 48% of e-scooter trips started in a BIA and 45% ended in a BIA, bringing residents to local businesses and supporting Ottawa’s economic recovery during COVID-19.
- Of the 34% of e-scooter riders who visited a local business and the 33% who visited a local restaurant:
 - 6% reported spending more than \$100 on a typical visit
 - 18% spent between \$51 and \$100
 - 36% spent between \$21 and \$50.

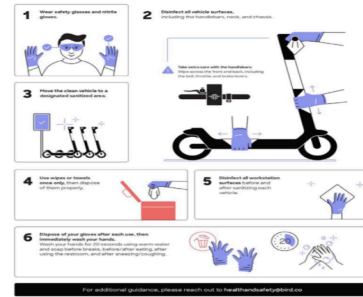
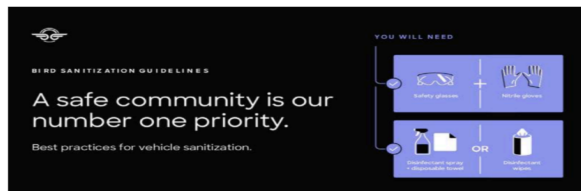
Montreal

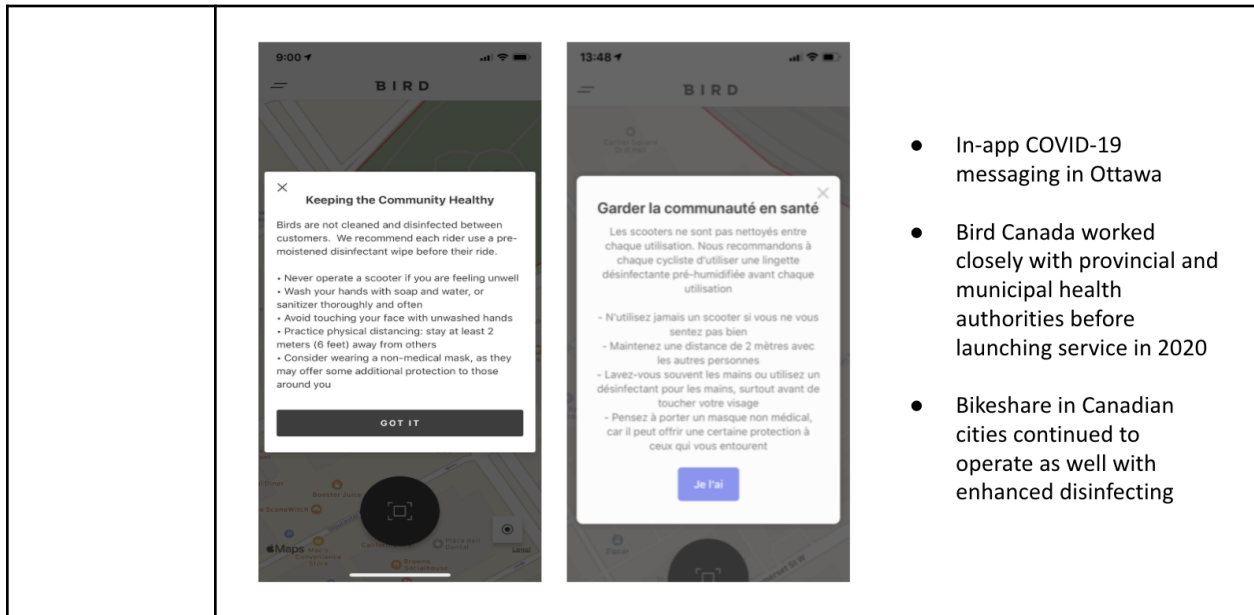
City staff reported:

- 27% of shared e-scooter trips made in Montreal has as their origin or destination, a metro or train station

COVID-19?

COVID-19 Protocols





- In-app COVID-19 messaging in Ottawa
- Bird Canada worked closely with provincial and municipal health authorities before launching service in 2020
- Bikeshare in Canadian cities continued to operate as well with enhanced disinfecting

Sincerely,

Chris Schafer
Vice President, Government Affairs
Bird Canada
(647) 389-8052
www.birdcanada.co

Accessibility Advisory Committee

Report

4th Meeting of the Accessibility Advisory Committee

April 22, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: J. Menard (Chair), T. Eadinger, N. Judges, A. McGaw, P. Moore, P. Quesnel, D. Ruston and K. Steinmann and J. Bunn (Committee Clerk)

ALSO PRESENT: L. Livingstone; D. Baxter, A. Husain, C. Saunders, M. Stone, A. Trudell (Anova) and R. Wilcox

ABSENT: M. Bush

The meeting was called to order at 3:01 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 Update on the United Nations Safe Cities and Safe Public Spaces Initiative

That it BE NOTED that the Safe Cities London Scoping Study and 2021-2023 Action Plan presentation, dated April 22, 2021, the Safe Cities London Scoping Study, dated March 2020 and the Safe Cities London Action Plan, as appended to the Agenda, were received; it being noted that the delegations from R. Wilcox, Director, Service, Innovation and Performance and Dr. A. Trudell, Anova, were received with respect to this matter.

3. Consent

3.1 3rd Report of the Accessibility Advisory Committee

That it BE NOTED that the 3rd Report of the Accessibility Advisory Committee, from its meeting held on March 25, 2021, was received.

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

That it BE NOTED that the Municipal Council resolution, from its meeting held on April 13, 2021, with respect to the 2nd Report of the Accessibility Advisory Committee, was received.

3.3 Municipal Council Resolution - New Sidewalks in 2021 Infrastructure Reconstruction Projects

That the Municipal Council BE ADVISED that the Accessibility Advisory Committee (ACCAC) continues to support its previous recommendation, from its meeting held on January 28, 2021, with respect to the installation of sidewalks in the City of London; it being noted that the recommendation read as follows:

“That the following actions be taken with respect to the Memo dated January 20, 2021, from the Director, Roads and Transportation, related to the 2021 Neighbourhood Street Reconstruction Projects - Complete Streets Sidewalk Assessments:

a) the Civic Administration BE ADVISED that the Accessibility Advisory Committee (ACCAC) supports the inclusion of sidewalks on both sides of the streets listed within the above-noted Memo except in circumstances that warrant sidewalks on only one side of the street; and,

b) the Civic Administration BE ADVISED that the only instances that call for zero sidewalks on a street should be situations where the circumstances are insurmountable for the installation of sidewalks and, in those cases, the ACCAC should be consulted”;

it being noted that the ACCAC reviewed the Municipal Council resolution letter, from its meeting held on March 23, 2021, with respect to New Sidewalks in 2021 Infrastructure Reconstruction Projects.

3.4 Notice of Revised Planning Application and Public Meeting Notice - Zoning By-Law Amendment - 1701-1737 Richmond Street

That it BE NOTED that the Notice of Revised Planning Application and Public Meeting Notice, dated March 31, 2021, from C. Maton, Senior Planner, with respect to a Zoning By-law Amendment related to the properties located at 1701-1737 Richmond Street, was received.

4. Sub-Committees and Working Groups

4.1 ACCAC Sub-Committee Structure

That it BE NOTED that the Accessibility Advisory Committee (ACCAC) held a general discussion with respect to the ACCAC Sub-Committee/Working Group structure.

5. Adjournment

The meeting adjourned at 4:26 PM.



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

May 5, 2021

C. Saunders
City Clerk

I hereby certify that the Municipal Council, at its meeting held on May 4, 2021 resolved:

That, on the recommendation of the City Clerk, the following actions be taken with respect to the current Advisory Committee appointments:

- a) the current term for the City of London Advisory Committee appointments BE EXTENDED, until December 31, 2021;
- b) additional appointments BE MADE for the identified Advisory Committees, whose voting membership is well below that number identified in each of the respective Terms of Reference;
- c) the following BE APPOINTED as Voting Member at Large for the term ending December 31, 2021:
 - i) Accessibility Advisory Committee (Requires up to 4 Members of which a minimum of 1 must have a disability)
 - Bonnie Quesnel
 - Dianne Haggerty
 - Jill Teeple
 - Katya Pereyaslavskaya
 - ii) Cycling Advisory Committee (Requires up to 4 Members at Large)
 - Marieke Mur
 - Trevor Wade
 - Irina Chulkova
 - Dan Doroshenko
 - iii) Diversity, Inclusion and Anti-Oppression Advisory Committee (Requires up to 7 Members at Large)
 - Melissa Alder
 - Hetham Hani Jamel Abu Kakry
 - Nour Al-Farawi
 - Wajdi Khouri
 - Krista Arnold
 - Citlally Maceil
 - Beverley Madigan

iv) Trees and Forests Advisory Committee (Requires up to 7 Members at Large)

- Samjhana Thapa
- G. Paul Nicholson. (4.2/7/CSC) (2021-C12)



C. Saunders
City Clerk
/hw

cc: B. Quesnel
D. Haggerty
J. Teeple
K. Pereyaslavska
M. Mur
T. Wade
I. Chulkova
D. Doroshenko
M. Alder
H. Hani Jamel Abu Kakry
N. Al-Farawi
W. Khouri
K. Arnold
C. Maceil
B. Madigan
S. Thapa
G. Paul Nicholson
B. Westlake-Power, Deputy City Clerk
M. Schulthess, Deputy City Clerk
H. Lysynski, Committee Clerk
J. Bunn, Committee Clerk
A. Pascual, Committee Clerk

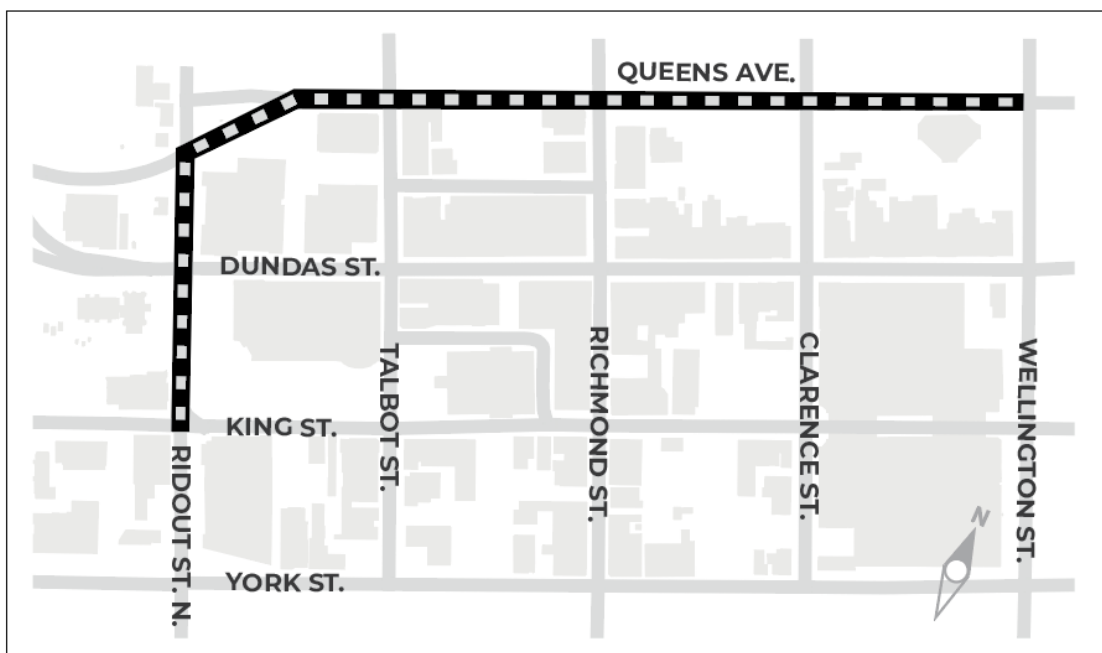


300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

London
CANADA

NOTICE OF PUBLIC INFORMATION CENTRE FOR DOWNTOWN LOOP (RAPID TRANSIT), PHASE 2 CONSTRUCTION

As the City of London prepares to construct Phase 2 of the Downtown Loop on Queens Avenue and Ridout Street in 2022, we are hosting a Public Information Centre on **Thursday, June 17, 2021 from 5 p.m. to 7 p.m.**, for residents and businesses to learn about the project and view the near-final designs.



Public Information Centre:

Join us virtually on June 17, 2021 to:

- view the near-final designs for the **Downtown Loop, Phase 2 (Queens Avenue and Ridout Street)**
- view visualizations of the bus stations and streetscapes
- learn more about the plans for construction
- participate in a Q&A session, and get answers to any questions about the project and phase two of construction

Visit getinvolved.london.ca/downtownloop for details on how join the Public Information Centre.

You may also sign up to receive email updates about the project at london.ca/downtownloop.

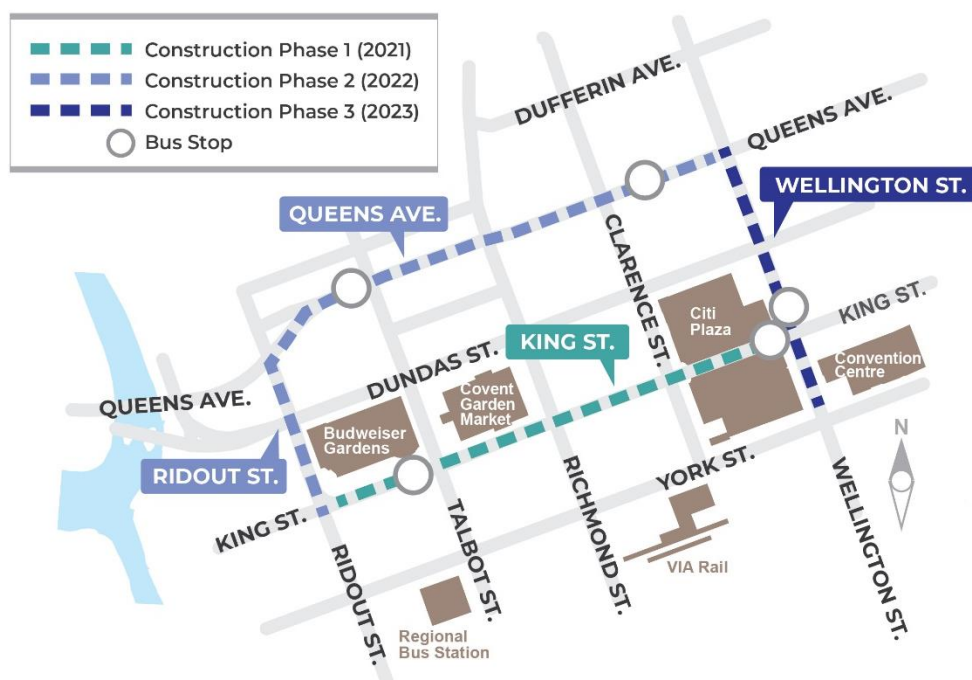
While this information would typically be presented in-person at a public information event, adjustments are being made to ensure public safety and follow COVID-19 restrictions on public gatherings. A recording of this meeting and all of the latest materials and information on Downtown Loop will be posted on the Get Involved website at getinvolved.london.ca/downtownloop on June 18, 2021 for those who are not able to attend the live event.

About the project:

The Downtown Loop, which will frame Dundas Place, running buses along Queens Avenue, King Street, Ridout Street, and Wellington Street, is scheduled for phased construction from 2021 to 2023. The project will add rapid transit elements and transportation improvements above ground, while repairing and replacing aging sewers and underground infrastructure.

The full Downtown Loop project will:

- improve traffic capacity and revitalize the 2 km of streets surrounding Dundas Place
- add new rapid transit stops on King Street at Wellington Street and Talbot Street; on Wellington Street at King Street; and on Queens Avenue at Clarence Street and Talbot Street
- add boulevard enhancements, new street lights and upgraded traffic signals
- move buses into their own curbside lane and give them a left-turn priority signal, improving safety and capacity for all road users in the core
- address necessary underground work, including replacing aging sewers and watermains to accommodate future growth



We recognize that not everyone will be able to access this information online. If you require any special accommodation, or have questions about the project, please contact us at downtownloop@london.ca, or (519) 930-3518.

Ted Koza
Division Manager, Major Projects
Tel: (519) 930-3518
Email: tkoza@london.ca.

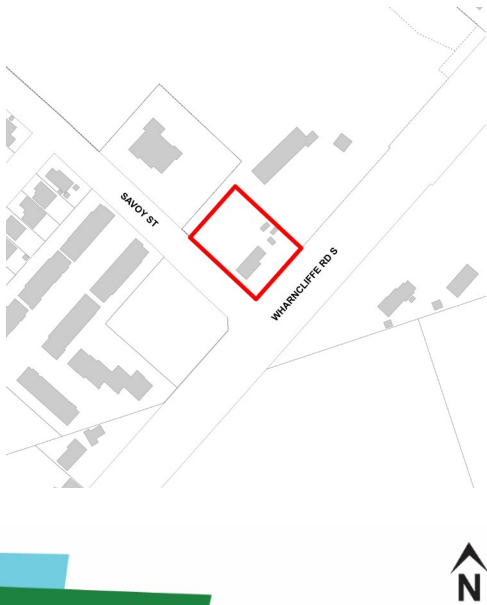
Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

2009 Wharncliffe Road South



File: OZ-9348

Applicant: 2425293 Ontario Inc.

What is Proposed?

Official Plan and Zoning amendments to allow:

- A 9-storey mixed-use apartment building containing 55 residential units and 477 square metres of commercial gross floor area;
- A maximum front yard depth of 3.9 metres;
- A minimum interior side yard depth of 1.2 metres;
- A parking rate of 1 space per residential unit
- A parking rate of 1 space per 40 square metres of gross floor area for any permitted non-residential use;
- A maximum building height of 31 metres;
- A mixed-use density of 216 units per hectare.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **June 2, 2021**

Catherine Maton

cmaton@london.ca

519-661-CITY (2489) ext. 5074

Development Services, City of London, 300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

File: OZ-9348

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Councillor Anna Hopkins

ahopkins@london.ca

519-661-CITY (2489) ext. 4009

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Date of Notice: May 12, 2021

Application Details

Requested Amendment to the 1989 Official Plan

To add a Chapter 10 Specific Area Policy to permit a mixed-use building with a maximum height of 9-storeys, 477 square metres of commercial gross floor area, and a maximum mixed-use density of 216 units per hectare.

Requested Amendment to The London Plan (New Official Plan)

To add a Chapter 10 Specific Area Policy to permit a mixed-use building with a maximum height of 9-storeys, 477 square metres of commercial gross floor area, and a maximum mixed-use density of 216 units per hectare.

Requested Amendment to the Southwest Area Secondary Plan

To add a Chapter 10 Specific Area Policy to permit a mixed-use building with a maximum height of 9-storeys, 477 square metres of commercial gross floor area, and a maximum mixed-use density of 216 units per hectare.

Requested Zoning By-law Amendment

To change the zoning from an Urban Reserve (UR4) Zone to a Business District Commercial Special Provision Bonus (BDC(_)*B-_) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

Both Official Plans and the Zoning By-law are available at london.ca.

Current Zoning

Zone: Urban Reserve (UR4) Zone

Permitted Uses: Existing dwellings; agricultural uses except for mushroom farms, commercial greenhouses, livestock facilities, and manure storage facilities; conservation lands; managed woodlot; wayside pit; passive recreation use; kennels; private outdoor recreation clubs; riding stables.

Special Provisions: None.

Requested Zoning

Zone: Business District Commercial Special Provision Bonus (BDC(_)*B-_) Zone

Permitted Uses: Animal hospitals; apartment buildings, with any or all of the other permitted uses on the first floor; bake shops; clinics; commercial recreation establishments; commercial parking structures and/or lots; converted dwellings; day care centres; dry cleaning and laundry depots; duplicating shops; emergency care establishments; existing dwellings; financial institutions; grocery stores; laboratories; laundromats; libraries; medical/dental offices; offices; personal service establishments; private clubs; restaurants; retail stores; service and repair establishments; studios; video rental establishments; lodging house class 2; cinemas; brewing on premise establishment; food store; animal clinic; convenience store; post office; convenience service establishments; dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion of the ground floor; bed and breakfast establishments; antique store; police stations; artisan workshop; craft brewery.

Special Provisions: A maximum front yard depth of 3.9 metres; a minimum interior side yard depth of 1.2 metres; a minimum parking rate of 1 space per residential unit; and a minimum parking rate of 1 space per 40 square metres of any permitted non-residential use.

Bonus Zone: A maximum building height 31 metres and a maximum mixed-use density of 216 units per hectare, in return for eligible facilities, services, and matters outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan

The City may also consider an alternative zone variation(s) to facilitate the requested development other than those identified above.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Multi-Family, Medium Density Residential in the 1989 Official Plan, which permits multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged as the main uses.

The subject lands are in the Neighbourhoods Place Type in The London Plan, permitting a range of low-rise residential uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the Planning Act. The ways you can participate in the City's planning review and decision making process are summarized below.

See More Information

You can review additional information and material about this application by:

- Contacting the City's Planner listed on the first page of this Notice; or
- Viewing the application-specific page at london.ca/planapps
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Development Services staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

This request represents residential intensification as defined in the policies of the Official Plan. Under these policies, Development Services staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the Neighbourgood website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed official plan amendment and zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

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For more information go to <https://olt.gov.on.ca/contact/local-planning-appeal-tribunal/>.

Notice of Collection of Personal Information

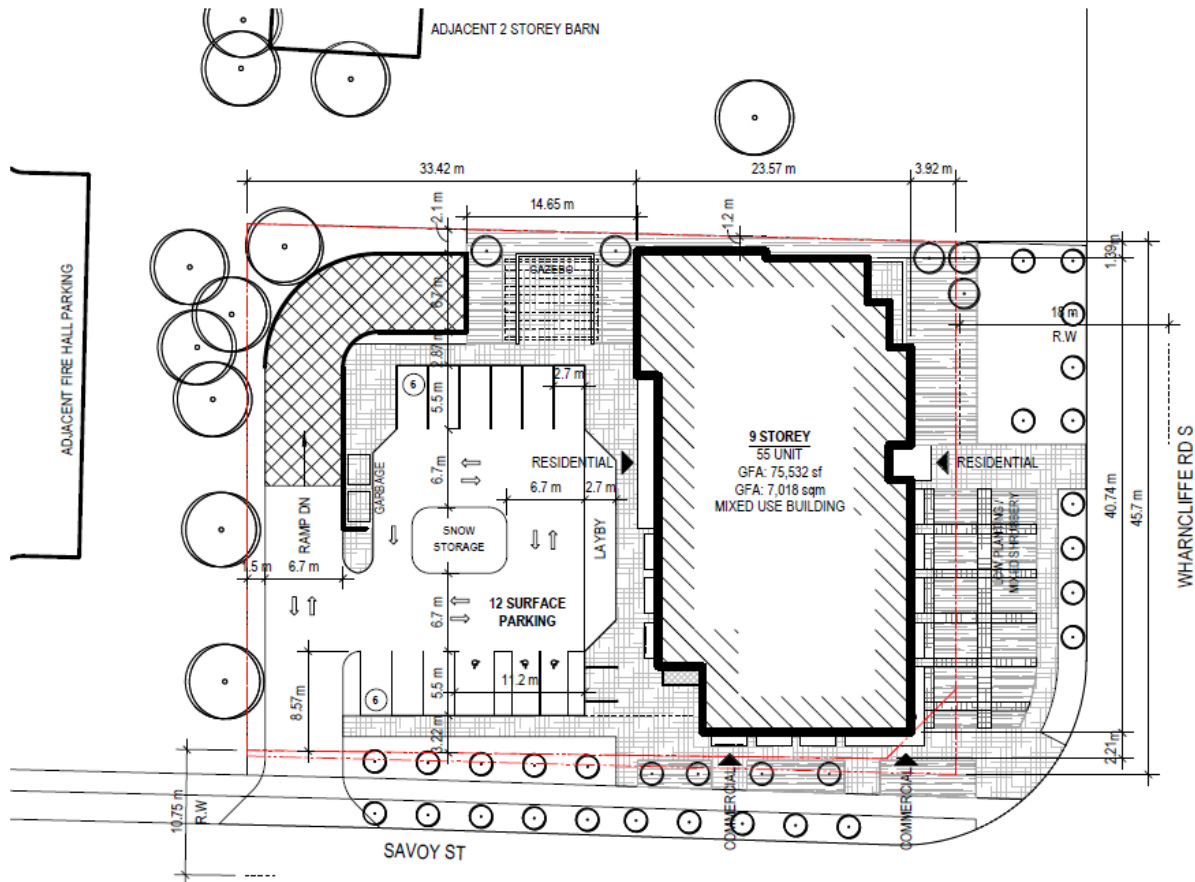
Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001,

as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

Accessibility

Alternative accessible formats or communication supports are available upon request. Please contact developmentsservices@london.ca for more information.

Site Concept



Site Concept Plan

The above image represents the applicant's proposal as submitted and may change.

Building Renderings



Conceptual Rendering – Northerly view from intersection of Wharncliffe Road South and Savoy Street

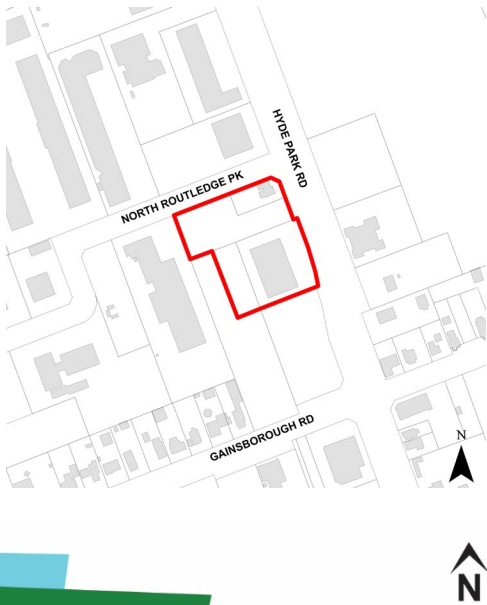


Conceptual Rendering – Southerly view from Wharncliffe Road South

The above images represent the applicant's proposal as submitted and may change.

Zoning By-Law Amendment

1634 – 1656 Hyde Park Road and Other Properties



File: Z-9301

Applicant: 1630 HP Inc.

What is Proposed?

Zoning amendment to allow:

- An eight storey mixed-use apartment building with 144 residential dwelling units and 1,279.3m² of retail space
- Retention, slight relocation and integration of Heritage building at 1656 Hyde Park Road
- Special zoning provisions to establish a maximum building height and a maximum mixed-use density, modify the maximum yard depth adjacent to Hyde Park Road, permit apartment buildings with dwelling units in the front portion of the ground floor along North Routledge Park, establish a standard commercial parking rate and reduce residential parking requirements
- Bonus zoning for additional height

YOU ARE INVITED!

Further to the Notice of Application you received on January 27, 2021, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, May 31, 2021, no earlier than 5:30 p.m.

Meeting Location: During the COVID-19 emergency, the Planning and Environment Committee meetings are virtual meetings, hosted in City Hall, Council Chambers (see insert)

For more information contact:

Barb Debbert
bdebbert@london.ca
519-661-CITY (2489) ext. 5345
Development Services, City of London
300 Dufferin Avenue, 6th Floor,
London ON PO Box 5035 N6A 4L9
File: Z-9301

london.ca/planapps

To speak to your Ward Councillor:

Josh Morgan
joshmorgan@london.ca
519-661-CITY (2489) ext. 4007

If you are a landlord, please post a copy of this notice where your tenants can see it. We want to make sure they have a chance to take part.

Application Details

Requested Zoning By-law Amendment

To change the zoning from a Business District Commercial (BDC) Zone and Holding Business District Commercial Special Provision (h-18*BDC(39)) Zone to a Business District Commercial Special Provision Bonus (BDC()*B-) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at london.ca.

Current Zoning

Zone: Business District Commercial (BDC) Zone and Holding Business District Commercial Special Provision (h-18*BDC(39)) Zone

Permitted Uses: A wide range of compatible office, retail, facility and residential uses which are appropriate in all Business District Commercial Zone variations.

Special Provision(s): In the Business District Commercial (BDC(39)) Zone, maximum building height of 29 metres, maximum mixed-use density of 150 units per hectare, permit dwelling units in the front portion of the ground floor along Gainsborough Road, maximum gross floor area of 605 square metres for any restaurant use, parking rate of 1 space per 20 square metres for all commercial uses, including patios, parking rate of 1 space per residential dwelling unit

Residential Density: except as in the Business District Commercial (BDC(39)) Zone, to be determined through site-specific zoning

Height: except as in the Business District Commercial (BDC(39)) Zone, 12 metres

Bonus Zone: n/a

Requested Zoning

Zone: Business District Commercial Special Provision Bonus (BDC()*B-) Zone

Permitted Uses: A wide range of compatible office, retail, facility and residential uses which are appropriate in all Business District Commercial Zone variations.

Special Provision(s): Maximum building height of 29 metres, maximum mixed-use density of 169 units per hectare, (144 residential units and 1,279.3square metres of commercial floor area); a maximum front yard depth of 10.1m in place of 3.0 metres located within the courtyard abutting the heritage building; dwelling units on the entire first floor along North Routledge Park; a parking rate of 1 space per 20 square metres for all commercial uses, including patios; and a parking rate of 1 space per residential unit.

Residential Density: 169 units per hectare

Height: 29 metres

Bonus Zone: Permit density greater than 150 units per hectare and height greater than 4 storeys. The proposed facilities, services and matters to support Bonus Zoning include building design, affordable housing and the preservation of structures identified as being of cultural heritage value or interest.

The City may also consider a holding provision with respect to heritage matters, and the use of alternative or additional Special Provisions and/or Bonus Zoning requirements to implement the proposed plan.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Main Street Commercial Corridor in the Official Plan, which permits small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings as the main uses.

The subject lands are in the Main Street Place Type in The London Plan, permitting a broad range of residential, retail, service and office uses. Mixed-use buildings will be encouraged and retail and service uses will be encouraged at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors. .

How Can You Participate in the Planning Process?

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decisions on such planning applications in accordance with the requirements of the Planning Act. If you previously provided written or verbal comments about this application, we have considered your comments as part of our review of the application and in the preparation of the planning report and recommendation to the Planning and Environment Committee. The additional ways you can participate in the City's planning review and decision making process are summarized below.

See More Information

You can review additional information and material about this application by:

- Contacting the City's Planner listed on the first page of this Notice; or
- Viewing the application-specific page at london.ca/planapps
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and zoning changes at this meeting, which is required by the Planning Act. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the Neighbourgood website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

Attendance is available through telephone or virtual web streaming (computer) application. Pre-registration is required to access these options and can be found in the Public Participation insert.

Please refer to the enclosed Public Participation Meeting Process insert.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

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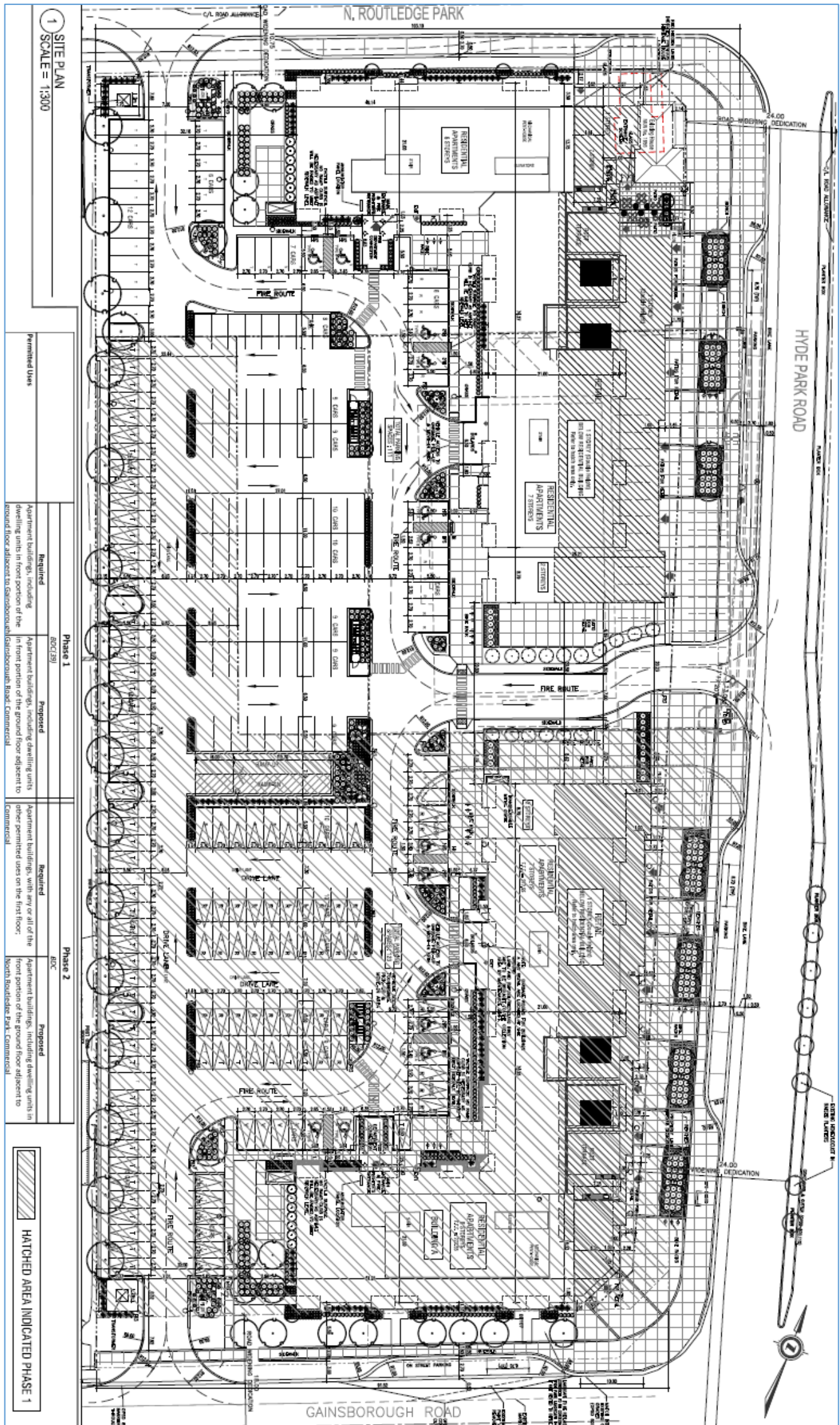
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Accessibility

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Site Concept



The above image represents the applicant's proposal as submitted and may change.

Building Rendering



View from Intersection of Hyde Park Road and North Routledge Park

The above image represents the applicant’s proposal as submitted and may change.



Public Participation Meeting Process

As part of the City's ongoing efforts to slow the spread of COVID-19, and in keeping with the regulations and guidelines provided by the Province of Ontario, the Public Participation Meeting process has been modified. The Public Participation Meeting process has been modified to protect the health and well-being of members of the public and City employees during the pandemic. City Hall is currently closed to in-person meeting participation.

Anyone wishing to speak at a Public Participation Meeting can do so virtually, using Zoom online or by phone. Pre-registration is required.

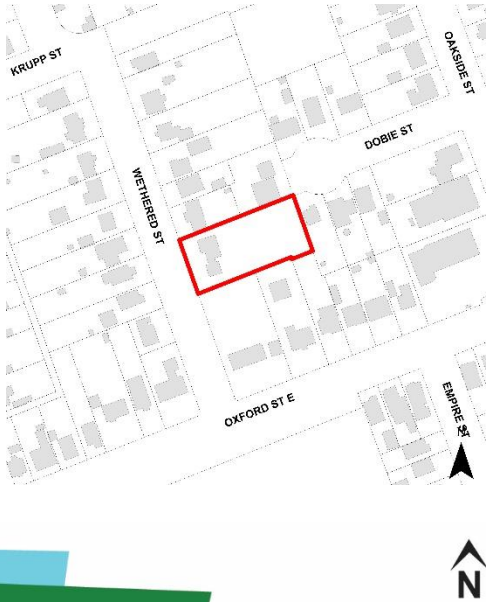
- Members of the public are required to pre-register to speak at the public participation meeting. To register this must be requested no later than 9:00 a.m. the day of the meeting. Speakers will be limited to five minutes of verbal presentation.
- Registered speakers will be given the information to connect to the Zoom meeting and will also be able to present by phone.
- Pre-register by calling **519-661-2489 ext. 7100** or by **emailing PPMClerks@london.ca**. Please indicate the meeting and item when contacting the Clerk's Office. Directions on how to participate will be provided upon registration.
- Members of the public can also participate by submitting written communications to the committee or to Members of Council prior to the meeting.

Pre-registration is only required for those wishing to speak at a Public Participation Meeting.

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Zoning By-Law Amendment

16 Wethered Street



File: Z-9309

Applicant: 2445727 Ontario Inc. (Phil Pattyn)

What is Proposed?

Zoning amendment to allow:

- Eight-unit, two-storey townhouse development; and
- Special zoning provision to reduce the front yard depth requirement.

YOU ARE INVITED!

Further to the Notices of Application you received on February 10, 2021, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, May 31, 2021, no earlier than 4:30 p.m.

Meeting Location: During the COVID-19 emergency, the Planning and Environment Committee meetings are virtual meetings, hosted in City Hall, Council Chambers (See insert)

For more information contact:

Alanna Riley
ariley@london.ca
519-661-CITY (2489) ext. 4579
Development Services, City of London
300 Dufferin Avenue, 6th Floor,
London ON PO Box 5035 N6A 4L9
File: Z-9309

london.ca/planapps

To speak to your Ward Councillor:

Jesse Helmer
jhelmer@london.ca
519-661-CITY (2489) ext. 4004

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Application Details

Requested Zoning By-law Amendment

To change the zoning from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-4(_)) Zone. Changes to the currently permitted land uses and development regulations are summarized below. The Zoning By-law is available at london.ca.

Current Zoning

Zone: Residential R1 (R1-6) Zone

Permitted Uses: a single detached dwelling

Special Provision(s): n/a

Residential Density: minimum lot frontage – 15.0 metres; minimum lot area – 450 sq. metres

Height: 10.5 metres

Requested Zoning

Zone: Residential R5 Special Provision (R5-4(_)) Zone

Permitted Uses: Cluster townhouse dwellings and cluster stacked townhouse dwellings

Special Provision(s): minimum front yard depth of 5.0 metres in place of 6.0 metres

Residential Density: 40 units per hectare

Height: 12.0 metres

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Low Density Residential in the 1989 Official Plan, which permits single-detached, semi-detached and duplex dwellings as the main uses. It also permits consideration of residential intensification up to a maximum density of 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low rise apartments.

The subject lands are in the Neighbourhoods Place Type on a Neighbourhood Street in The London Plan, permitting single detached, semi-detached, and duplex dwellings, converted dwellings, townhouses, secondary suites, home occupations, and group homes.

How Can You Participate in the Planning Process?

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See More Information

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Attendance is available through telephone or virtual web streaming (computer) application. Pre-registration is required to access these options and can be found in the Public Participation insert.

Please refer to the enclosed Public Participation Meeting Process insert.

What Are Your Legal Rights?

Notification of Council Decision

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Accessibility

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Building Renderings



Original rendering – front view from Wethered Street looking northeast



Original rendering – Front view from Wethered Street looking southeast

The above images represent the applicant's proposal as originally submitted and do not reflect recent design changes.



Public Participation Meeting Process

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Pre-registration is only required for those wishing to speak at a Public Participation Meeting.

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Hi Jerri,

I hope that this finds you well. Please find below some additional information regarding Safe Cities London that can be provided to the Accessibility Advisory Committee.

Thank you,
Rosanna

Safe Cities London

The Safe Cities London Advisory Committee meets every other month on the 2nd Thursday of that month. The next meeting is scheduled for Thursday, June 10 from 10:30 a.m. – 12:00 p.m. The attached Terms of Reference outlines the purpose, guiding principles, membership, etc.

If individuals do not wish to be part of the Safe Cities London Advisory Committee, there is also an opportunity to join a Safe Cities Action Team. Currently, there are four active 'action teams' based on actions that have been prioritized by Safe Cities London. These include:

- Bystander intervention training
- Integrate Gender Based Analysis Plus (GBA+) in policy and practice
- Create an online resource that outlines bus safety protocols in partnership with London Transit Commission
- Identify community partners to engage in this work

The Action Teams are intended to be nimble and structured around the time and resources required to complete the specific action. The four action teams noted above are working to have their actions completed by the end of 2021. The frequency and timing of these meetings is determined by each action team. If someone is interested in joining I would be happy to connect with the action team lead.



Rosanna Wilcox, She/Her
Director, Strategy and Innovation
City Manager's Office
City of London

300 Dufferin Avenue, London, ON PO Box 5035 N6A 4L9
P: 519.661.CITY (2489) x 5879
rwilcox@london.ca | www.london.ca

Safe Cities London Advisory Committee Terms of Reference

Background

United Nations Women Safe Cities Initiative

Safe Cities and Safe Public Spaces (Safe Cities) is a worldwide United Nations Women initiative that draws attention to the issue of violence against women and girls in public spaces, such as the workplace, a school, a restaurant or bar, while using public transportation or recreational spaces, or in a park.

In 2013, sexual violence against women and girls in public spaces was identified as an area of concern by the United Nations Commission for the Status of Women, who called on governments around the world to prevent violence against women and girls. The goal of the Safe Cities initiative is to empower women and girls and create safer communities by identifying strategies for preventing and responding to violence.

Safe Cities London

Safe Cities London is committed to making London a safe city where women, girls, nonbinary and trans individuals, and survivors access public spaces and participate in public life without fear or experience of sexual violence. A collaborative, city-wide initiative, Safe Cities London engages researchers, community leaders, service organizations, community members, and individuals with lived experience. The timeline below outlines the formation and evolution of Safe Cities London.

- 2017** London City Council unanimously endorsed the Safe Cities initiative. London became the third Canadian city to be part of the United Nations Safe Cities initiative, along with Winnipeg and Edmonton.
- 2018** London City Council allotted financial resources for the Safe Cities London scoping study. A Community Advisory Committee and Research Sub-Committee were created to guide the scoping study. The scoping study was conducted between July 1, 2018 and December 31, 2018.
- 2019** The Community Advisory Committee and Research Sub-Committee prepared the Safe Cities London Scoping Study which included local and national statistical data, results from the scoping study, and a series of next steps.
- 2020** The Community Advisory Committee worked collectively to develop the Safe Cities London Action Plan.

Safe Cities London Scoping Study

Between July 1, 2018 and December 31, 2018, Safe Cities London conducted a scoping study to examine the incidence of sexual violence in public spaces in London (where, what, who, when), the factors women, girls, nonbinary and trans individuals, and survivors reported affected their sense of safety, and local and national trends.

The Safe Cities London scoping study sought to better understand the local context related to targeted acts of violence experienced by women, girls, nonbinary and trans individuals, and survivors including sexual violence in public spaces, as well as factors that influence the perceptions of safety for women, girls, nonbinary and trans individuals, and survivors. The Safe Cities London Scoping Study provides a summary of the results, including results from the participative mapping tool and focus groups.

Safe Cities London Advisory Committee

General Purpose

The Safe Cities London Advisory Committee will be responsible for the following:

- Overseeing and guiding the implementation of the Safe Cities London Action Plan
- Monitoring and measuring the performance and impact of the Safe Cities London Action Plan

Guiding Principles

The following principles will guide the work of the Advisory Committee:

- **Intersectionality:** We will prioritize the use of an intersectional lens.
- **Accountability:** We will take responsibility for actions and outcomes.
- **Innovation:** We will take calculated risks and implement innovative approaches.
- **Collaboration:** We will provide strategic guidance and share roles and responsibilities.
- **Evidence-Informed:** We will make decisions based on evidence.¹
- **Accessibility:** We will ensure that everything we do is in an accessible format.²
- **Trauma-Informed:** We will embed a trauma-informed lens in our work.

Areas of Focus

The Safe Cities London Advisory Committee will have three areas of focus, in alignment with the Safe Cities London Action Plan:

- Social Norms
- Policy and Practice
- Collaboration

¹ Evidence includes, but is not limited to academic studies and the experience and expertise of researchers, practitioners, and individuals with lived experience.

² This includes compensating individuals with lived experience for their contributions to this work.

The areas of focus are set within the context of the following public spaces in London: in transit; parks, paths, and green spaces; residential areas; local businesses, shopping areas, and service centres; downtown; nightlife and entertainment spaces; campuses and schools; and online/virtual spaces.

Membership

UN Women requires member cities to have the community involved in the development and implementation of actions that are part of the initiative.

Member agencies/organizations and community members recruited to the Safe Cities London Advisory Committee should be reflective of the diverse make-up of the community. Members will have lived experience, expertise on sexual violence, intersectionality and diversity, as well as the areas of focus identified in the Safe Cities Action Plan.

Membership Term

The term of the appointment is 12 months, from January – December. This term can be renewed on an annual basis.

Responsibilities of the Chair(s)

- Set the agenda for Safe Cities London Advisory Committee meetings.
- Encourage broad participation from members in discussion.
- End each meeting with a summary of decisions and assignments.
- Find replacements for members who discontinue participation.

Should the Chair be unable to attend a meeting, they will contact one of the other members to serve as Committee Chair.

Responsibilities of Safe Cities London Advisory Committee Members

- Understand the goals, objectives and outcomes of Safe Cities London.
- Act on opportunities to communicate positively about Safe Cities London and share information within their own organization.
- Participate in meetings through attendance, discussion, and review of minutes, papers, and other documents.
- Send an alternate when attendance at meetings is not possible. When sending an alternate is not possible, Advisory Committee members will follow up with the Advisory Committee Chair or another member to receive an update about the meeting discussion and results.
- Commit to working in alignment with the Safe Cities London Guiding Principles.
- Support open discussion and debate and encourage fellow Committee members to voice their insights.
- Participate on at least one Action Team to support the implementation of Safe Cities London Action Plan initiatives.
- Seek input beyond the Advisory Committee membership to ensure the use of an intersectional lens.

Action Teams

Action Teams will be established to align with the areas of focus in the Safe Cities London Action Plan. The purpose of the Action Teams is to allow smaller groups of the Safe Cities London Advisory Committee to focus on the implementation of actions and initiatives. This will allow sufficient and specific attention and expertise to be given to each area. Action Teams are temporary in nature and will be formed to complete specific initiatives and dissolved once initiatives are complete.

Members of the Action Teams are from the Safe Cities London Advisory Committee, noting that additional representatives from member organizations may be invited to participate as required. Members are able to join more than one Action Team.

Decision-Making Process

The Safe Cities London Advisory Committee will follow a group consensus decision-making model. If a decision cannot be reached through a consensus and reasonable amount of discussion, then the Chairs will have the authority to move the decision to a vote.

Any documents, reports, media or tools produced for Safe Cities London will be brought to the Safe Cities London Advisory Committee for official approval before distribution to the broader community.

Frequency of Meetings

Meeting will be held bi-monthly on a regular schedule or as required by the call of the Chair.

Agenda, Minutes, and Decision Papers

A package will be sent to members electronically in advance of a meeting. This package will include the following:

- Agenda for upcoming meeting
- Any other documents/information to be considered at the meeting

Report to Governance Working Group

To: Chair and Members
Governance Working Group
From: Cathy Saunders, City Clerk
Subject: Advisory Committee Review – Interim Report VI
Date: May 17, 2021

Recommendation

That, on the recommendation of the City Clerk, the following actions be taken with respect to the Advisory Committee Review:

- a) the report dated January 11, 2021 entitled “Advisory Committee Review – Interim Report VI”, BE RECEIVED; and,
- b) the Civic Administration BE DIRECTED to report back to a future meeting of the Governance Working Group with respect to feedback related to the draft Terms of Reference, attached as Appendix A to this report.

Executive Summary

The purpose of this interim report is to provide draft details for consideration, related to a proposed new advisory committee structure. This report has concurrently been provided to all current advisory committee members. It is recommended that the report be received at this time, with additional discussion at a future meeting in order to provide an opportunity for additional feedback from advisory committee members with respect to this matter.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Finance and Administrative Services Committee, February 27, 2012
- Strategic Priorities and Policy Committee, December 16, 2013
- Strategic Priorities and Policy Committee, March 17, 2014
- Civic Works Committee, June 19, 2018
- Corporate Services Committee, November 13, 2018
- Corporate Services Committee, March 19, 2019
- Governance Working Group, August 24, 2020
- Governance Working Group, November 10, 2020
- Corporate Services Committee, April 19, 2021

1.2 Previous Council Direction

The following was resolved at the November 24, 2020 meeting of the Municipal Council:

That the following actions be taken with respect to the 2nd Report of the Governance Working Group from its meeting held on November 10, 2020:

- a) the following actions be taken with respect to the Advisory Committee Review:
 - i) the report dated November 10, 2020 entitled "Advisory Committee Review - Interim Report III", BE RECEIVED;
 - ii) the City Clerk BE DIRECTED to report back to the Governance Working Group (GWG) with respect to the next steps required to implement the revised Advisory Committee Structure, as outlined in the report noted in a) above subject to the following modifications:

- A) the proposed Environmental & Ecological Committee and Childcare Advisory Committee shall remain as Advisory Committees;
 - B) a minimum numbers of meetings will be provided for;
 - C) Experts Panels are to be clarified; and,
 - D) comments provided by the Governance Working Group with respect to the proposed revised Advisory Committee Structure be further considered;
- iii) the City Clerk BE DIRECTED to consult with the current Advisory Committees with respect to the proposals set out in the staff report subject to the modifications listed in b) above and report back to the GWG with the results of that consultation;
 - iv) the communication, dated November 8, 2020, from D. Wake regarding this matter BE RECEIVED;
- b) the City Clerk BE DIRECTED to report back to the Governance Working Group (GWG) providing an overview of other municipalities' policies and processing with respect to the handling of unsolicited petitions, and to provide draft policies and procedures for the consideration of the GWG with respect to this matter; and,
 - c) clauses 1.1 and 2.1 BE RECEIVED for information. (5.1/18/SPPC)

2.0 Discussion and Considerations

2.1 Individual Committee Structure(s)

Previous reports have reviewed options for the purpose of any given advisory group, in terms of “engagement” versus “expert advice”. Currently, and in accordance with the above-noted direction, there is not a recommendation to proceed with the establishment of any new expert panels.

This report proposes that ‘Advisory Committee’ be used as a term to define specific types of groups, such as the Environmental & Ecological Planning Advisory Committee and Childcare Advisory Committee. These two committees were specifically identified by Council to remain in the status of ‘Advisory Committee’. The membership of these committees would be more specific, although not as specialized as the requirements of membership on an ‘expert panel’.

“Community Engagement Panel” is a new term proposed for other groups that the council may convene, that have a purpose more closely related to engagement on specific matters. In the case of these committees (panels), membership would be more generalized to provide for representation of a broader nature. Individuals would be expected to have an interest in the subject matter, but specific ‘qualifications’ would not be required. The community engagement panel membership appointments could be managed differently than advisory committee appointments; these panels are proposed to encourage broad participation for all who may be interested in a particular subject matter.

2.2 Draft Terms of Reference

Attached to this report, as Appendix A, are draft Terms of Reference for the proposed committees as previously directed by Council (except for the Community Safety and Well-Being Advisory Committee). Please note that most ‘names’ associated with the proposed committees are intended for discussion purposes.

In each of the proposed Terms of Reference, the Non-Voting Resources have been updated to be as flexible as possible in order to better serve the needs of the respective committees. There are some included non-voting membership suggestions, however these are intended to be potential guidelines and it would not be expected that there

would be “appointments” of resource members or that would attendance of any resource members for all meetings.

These Terms of Reference attempt to balance the feedback received to date, which was quite broad, with the direction from Council at this time.

Legislatively Required Committees:

Community Safety and Well-Being Advisory Committee – This committee is currently outside of this advisory committee structure but is Corporately established in accordance with the applicable legislation, the *Police Services Act*. This is not included with this report.

London Planning Advisory Committee – The committee will fulfil the legislative requirement under the *Planning Act*, 1990 for the establishment of a Planning Advisory Committee and will address heritage-related matters.

Accessibility Advisory Committee – The proposed Terms of Reference has been streamlined and is primarily based on the legislative requirements.

Additional Committees/Groups:

Ecological Advisory Committee

Child Care Advisory Committee

Integrated Transportation Community Engagement Panel

Environmental Stewardship and Action Community Engagement Panel

Diversity, Inclusion and Anti-Oppression Community Engagement Panel

Animal Welfare Community Engagement Panel

3.0 Next Steps

3.1 Continued Consultation

The City Clerk’s Office will work to gather feedback on the proposed Terms of Reference provided with this report. This will include consultation with elected officials, advisory committee members and the Civic Administration to ensure this structure is appropriately aligned with the corporate structure, and that the roles are reflective of current established direction. At the same time, work will continue on the General Terms of Reference for all Advisory Committees.

3.2 Additional Considerations

Traditionally, the advisory committees have enjoyed a parliamentary structure less formal than the City Standing Committees or Council. At the same time, the parliamentary structure that is required of the advisory committees has inadvertently created difficulties for the functionality of the committees. A few examples are the quorum requirement for meetings and the lack of a member who is interested to serve as the committee Chair. Occasionally, there have also been committees that have not been as efficient as they may otherwise be, due to a lack of parliamentary procedure experience. Should there be support for the above-noted proposed structure, it would be recommended to also consider differentiating the operation of these structures in the General Guidelines for All Advisory Committees. This could include, but not be limited to, modifying the quorum requirement, and having a staff person lead the committee in more of a moderator role for the community engagement panels.

4.0 Financial Impact/Considerations

None at this time.

5.0 Conclusion

The responses received from current advisory committee members related to the previously considered structure varied significantly. This is not unlike the previous feedback that was provided in the report from March 2019, which included the previous advisory committee membership. As such, the Committee may wish to provide additional specifics for staff, to be better positioned to present an implementation plan.

Prepared, Submitted and Recommended by:

Cathy Saunders, City Clerk
Michael Schulthess, Deputy City Clerk
Barb Westlake-Power, Deputy City Clerk

Terms of Reference
London Planning Advisory Committee

Role

The role of an advisory committee is to provide recommendations, advice, and information to the Municipal Council on those specialized matters which relate to the purpose of the advisory committee.

Mandate

The London Planning Advisory Committee (LPAC) shall serve as the City's municipal heritage committee, pursuant to Section 28 of the *Ontario Heritage Act*, RSO 1990, c O.18. As part of their decision making process, Municipal Council shall consult with the London Planning Advisory Committee in accordance with the *Ontario Heritage Act*, as specified through the passing of a by-law or policy, or as set out in this mandate. The LPAC shall also serve as the City's planning advisory committee, pursuant to Section 8(1) of the *Planning Act*, RSO 1990, c P.13.

The London Planning Advisory Committee reports to the Municipal Council, through the Planning and Environment Committee.

The role of the LPAC includes the following:

- to advise Municipal Council within its capacity as the City's municipal heritage committee;
- to recommend and to comment on appropriate policies for the conservation of cultural heritage resources within the City of London, including Official Plan policies;
- to recommend and to comment on the protection of cultural heritage resources within the City of London, such as designation under the *Ontario Heritage Act*;
- to recommend and to comment on the utilization, acquisition and management of cultural heritage resources within the City of London, including those that are municipally owned;
- to recommend and to comment on cultural heritage matters, agricultural and rural issues;
- to recommend and comment on various planning and development applications and/or proposals;
- to review and to comment on the preparation, development, and implementation of any plans as may be identified or undertaken by the City of London or its departments where and when cultural heritage, rural and/or agricultural issues may be applicable;
- to advise Municipal Council and comment on legislation, programs, and funding that may impact the community's cultural heritage resources and rural issues; and
- to assist in developing and maintaining up-to-date information on cultural heritage resources, and to assist in the identification, evaluation, conservation, and management of those resources on an ongoing basis through the review of documents prepared by the Civic Administration and/or local community groups.

Composition

Voting Members

The London Planning Advisory Committee shall consist of a minimum of five members to a maximum of fifteen members. Appointments to the London Planning Advisory Committee may include the following:

- Three members-at-large;
- One representative from a Youth-Oriented Organization (i.e. ACO NextGen); and,
- Where possible, appointments to LACH may include a representative of the following broad sectors or spheres of interest:
 - Built Heritage (Architecture and Conservancy Ontario London);

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- o Local History (London & Middlesex Historical Society);
- o Archaeology/Anthropology (Ontario Archaeological Society, London Chapter);
- o Natural Heritage (Nature London);
- o Movable Heritage – Archives, (Archives Association of Ontario);
- o Movable Heritage – Museums & Galleries;
- o Neighbourhood Organizations;
- o Development Community (London Home Builders Association/London Development Institute);
- o London and area Planning Consultants;
- o Representative of the Indigenous Population;
- o Agricultural organizations; and
- o London Society of Architects.

Should it not be possible to represent a sector or sphere of interest on LACH after consultation with other organizations in the respective sector, member-at-large appointments may increase.

Non-Voting Resource Group

Representatives from organizations within any of the following sectors may be called upon as the LPAC determines to be necessary:

- Heritage Planner(s)/City's Planning Division;
- Culture Office;
- Post-Secondary Students; and
- London Heritage Council.

Sub-committees and Working Groups

The London Planning Advisory Committee may form sub-committees and working groups as may be necessary to address specific issues; it being noted that the City Clerk's office does not provide support resources to these sub-committees or groups. These sub-committees and working groups shall draw upon members from the LPAC and may include outside resource members as deemed necessary. The Chair of a sub-committee and/or working group shall be a voting member of the LPAC.

Term of Office

Appointments to advisory committees shall be determined by the Municipal Council.

Conduct

The conduct of Advisory Committee members shall be in keeping with Council Policy and the Respectful Workplace Policy.

Meetings

Meetings shall be once monthly at a date and time set by the City Clerk in consultation with the London Planning Advisory Committee. Length of meetings shall vary depending on the agenda. Meetings of sub-committees and/or working groups that have been formed by the LPAC may meet at any time and at any location and are in addition to the regular meetings of the LPAC.

Terms of Reference
Accessibility Advisory Committee

Role

The role of an advisory committee is to provide recommendations, advice and information to the Municipal Council on those specialized matters which relate to the purpose of the advisory committee.

The establishment and role of the Accessibility Advisory Committee is mandated by the *Accessibility for Ontarians with Disabilities Act, 2005*, SO 2005, c 11.

Definitions (AODA 2005)

“the organizations” refers to:

- the City of London and may refer to the City's Agencies, Boards and Commissions, to be determined subject to the *Ontarians with Disabilities Act, 2001* (ODA 2001) and the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA 2005) and its regulations. It is intended that the Accessibility Advisory Committee shall advise comprehensively upon issues for a barrier-free London which may entail forwarding recommendations to the City's Agencies, Boards and Commissions and/or other outside organizations;

“barrier” means:

- anything that prevents a person with a disability from fully participating in all aspects of society because of their disability, including a physical barrier, an architectural barrier, an information or communication barrier, an attitudinal barrier, a technological barrier, a policy or a practice (“obstacle”);

“disability” means:

- any degree of physical disability, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical co-ordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device;
- a condition of mental impairment or a developmental disability;
- a learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language;
- a mental disorder; or
- an injury or disability for which benefits were claimed or received under the insurance plan established under the *Workplace Safety and Insurance Act, 1997*; (“handicap”).

Mandate

The Accessibility Advisory Committee (ACCAC) shall advise and assist “the organizations” in promoting and facilitating a barrier-free London for citizens of all abilities (universal accessibility). This aim shall be achieved through the review of municipal policies, programs and services, which may include the development of means by which an awareness and understanding of matters of concern can be brought forward and the identification, removal and prevention of barriers faced by persons with disabilities, and any other functions prescribed under the *Ontarians with Disabilities Act, 2001* (ODA 2001), *Accessibility for Ontarians with Disabilities Act, 2005* (AODA 2005) and regulations.

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The Accessibility Advisory Committee reports to Municipal Council, through the Community and Protective Services Committee. The Accessibility Advisory Committee is responsible for the following:

Duties Required by the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA 2005)

- (a) participating in the development and/or refinement of the City of London's Multi-Year Accessibility Plan, which outlines the City of London's strategy to prevent and remove barriers for persons with disabilities;
- (b) advising the City of London on the implementation and effectiveness of the City's Multi-Year Accessibility Plan to ensure that it addresses the identification, removal and prevention of barriers to persons with disabilities in the City of London's by-laws, and all its policies, programs, practices and services;
- (c) selecting and reviewing in a timely manner the site plans and drawings for new development, described in section 41 of the *Planning Act*;
- (d) reviewing and monitoring existing and proposed procurement policies of the City of London for the purpose of providing advice with respect to the accessibility for persons with disabilities to the goods or services being procured;
- (e) reviewing access for persons with disabilities to buildings, structures and premises (or parts thereof) that the City purchases, constructs, significantly renovates, leases, or funds for compliance with the City of London's Accessibility Design Standards (FADS);
- (f) Consulting on specific matters as prescribed under the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA 2005)

Other Duties

- (g) advising "the organizations" on issues and concerns (barriers) faced by persons with disabilities and the means by which "the organizations" may work towards the elimination of these barriers;
- (h) annually reviewing and recommending changes to The City of London's Facility Accessibility Design Standards (FADS) and other applicable and related policies including, but not limited to, sidewalk design, traffic signalization, public works etc.;
- (i) supporting, encouraging and being an ongoing resource to "the organizations", individuals, agencies and the business community by educating and building community awareness about measures (such as the availability of employment, leisure and educational choices) for improving the quality of life for persons with disabilities, through the removal of physical barriers, incorporation of universal design standards, and education to overcome attitudinal barriers to make London an accessible, livable City for all people.

Composition

Voting Members

A maximum of thirteen members consisting of:

- a majority of the members (minimum 7) shall be persons with disabilities as required under the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA 2005). The Committee members shall be representative of gender, ethnicity and diverse types of disabilities wherever possible; and
 - a maximum of six additional members, as follows:
 - one member (parent) representing children with disabilities; and
 - five members-at-large, interested in issues related to persons with disabilities
- * it being noted that these additional members may also have a disability.

Non-Voting Resource Group

Non-Voting and Resource members may be engaged as the committee deems necessary.

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Staff Resources

Staff resources will be allocated as required, however the specific liaison shall be the Supervisor, Municipal Policy (AODA), or designate.

Sub-committees and Working Groups

The Advisory Committee may form sub-committees and working groups as may be necessary to address specific issues; it being noted that the City Clerk's office does not provide resources or support to these groups. These sub-committees and working groups shall draw upon members from the Advisory Committee as well as outside resource members as deemed necessary. The Chair of a sub-committee and/or working group shall be a voting member of the Advisory Committee.

Term of Office

Appointments to advisory committees shall be determined by the Municipal Council.

Conduct

The conduct of Advisory Committee members shall be in keeping with Council Policy.

Meetings

Meetings shall be once monthly at a date and time set by the City Clerk in consultation with the advisory committee. Length of meetings shall vary depending on the agenda. Meetings of working groups that have been formed by the Advisory Committee may meet at any time and at any location and are in addition to the regular meetings of the Advisory Committee.

Terms of Reference
Ecological Advisory Committee

Role

The role of an advisory committee is to provide recommendations, advice, and information to the Municipal Council on those specialized matters which relate to the purpose of the advisory committee.

Mandate

The Ecological Advisory Committee (EAC) reports to the Municipal Council, through the Planning and Environment Committee. The Ecological Advisory Committee provides technical advice to the City of London on matters which are relevant to the City of London's Official Plan, including London's natural heritage systems as it relates to Environmentally Significant Areas, woodlands, stream corridors, etc.

The EAC works with Civic Administration, including Ecologists, and may provide advice including, but not limited to, the following matters:

- natural areas, environmental features and applicable policies which may be suitable for identification and/or recognition in the Official Plan;
- management and enhancement of the Natural Heritage System, including Official Plan Policy, Environmental Management Guidelines and other policies and practices;
- to provide advice as part of the development of Conservation Master Plans for London's Environmentally Significant Areas and in Subwatershed Studies;
- reports, projects and processes that may impact the natural heritage system, including Areas Plans, Natural Heritage Studies, Environmental Impact Studies (EIS), Subject Land Status reports, Environmental Assessments, etc.;
- projects (including City-lead) occurring within the Official Plan trigger distance for an EIS, regardless of whether or not the project includes a formalized EIS;
- technical advice, at the request of the Municipal Council, its Committees or the Civic Administration, on environmental matters which are relevant to the City's Official Plan or Natural Heritage System;
- any matter which may be referred to the Committee by Municipal Council, its Committees, or the Civic Administration.

Composition

Voting Members

Up to nineteen members of the community with an interest in the matters included in the mandate of the EAC. A professional designation, education or experience in related fields is not a requirement but is considered an asset based on the technical nature of the committee work. Areas of expertise may include the following: Biology, Ornithology, Geology, Botany, Zoology, Landscape Architecture, Forestry, Ecology, Resource Management, Hydrology, Geography, Environmental Planning, Limnology and Natural History.

Non-Voting Resource Group

Representatives such as any of the following may be called upon as the EAC determines to be necessary:

- Civic Administration, including Ecologist(s);
- Upper Thames River Conservation Authority;
- Lower Thames Valley Conservation Authority;
- Kettle Creek Conservation Authority; and
- Ministry of Natural Resources.

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Sub-committees and Working Groups

The Advisory Committee may form sub-committees and working groups as may be necessary to address specific issues; it being noted that the City Clerk's office does not provide resource support to these sub-committees or groups. These sub-committees and working groups shall draw upon members from the Advisory Committee as well as outside resource members as deemed necessary. The Chair of a sub-committee and/or working group shall be a voting member of the Advisory Committee.

Term of Office

Appointments to advisory committees shall be determined by the Municipal Council.

Conduct

The conduct of Advisory Committee members shall be in keeping with Council Policy and the Respectful Workplace Policy.

Meetings

Meetings shall be once monthly at a date and time set by the City Clerk in consultation with the EAC. Length of meetings shall vary depending on the agenda. Meetings of sub-committees and/or working groups that have been formed by the EAC may meet at any time and at any location and are in addition to the regular meetings of the EAC.

Terms of Reference
Child Care Advisory Committee

Role

The role of an advisory committee is to provide recommendations, advice, and information to the Municipal Council on those specialized matters which relate to the purpose of the advisory committee.

Mandate

The Child Care Advisory Committee provides information, advice and recommendations to Municipal Council through the Community and Protective Service Committee on issues affecting early learning and child care of children such as, but not limited to, special needs funding, resource centres funding, wage subsidy, childcare fee subsidy and health and safety issues.

The Advisory Committee also provides an opportunity for information sharing between Municipal, Provincial and Federal social service administrations and the child care community.

Composition

Voting Members

Up to thirteen members-at-large, representing the following sectors:

- Licensed Child Care Providers (at least seven members representing the current composition of multi and single site child care and early learning sector for children from infancy through 12 years of age, including representation from the French language child care sector and the Licensed Home Child Care sector);
- Fanshawe Early Childhood Education Program;
- Ontario Early Years Child and Family Centres; and
- Informed Community Members.

Non-Voting Resource Group

At least one representative of each of the following:

Government:

- City of London, Children's Services
- Local School Boards – TVDSB, LDCSB, French Language School Boards

Community Agencies:

- Middlesex-London Health Unit
- Support Services for children with special needs

Sub-committees and Working Groups

The Advisory Committee may form sub-committees and working groups as may be necessary to address specific issues; it being noted that the City Clerk's office does not provide resource support to these sub-committees or groups. These sub-committees and working groups shall draw upon members from the Advisory Committee as well as outside resource members as deemed necessary. The Chair of a sub-committee and/or working group shall be a voting member of the Advisory Committee.

Term of Office

Appointments to advisory committees shall be determined by the Municipal Council.

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Conduct

The conduct of Advisory Committee members shall be in keeping with Council Policy and the Respectful Workplace Policy.

Meetings

Meetings shall be held a minimum of three times annually at a date and time set by the City Clerk in consultation with the advisory committee; additional meetings may be convened as may be deemed necessary. Length of meetings shall vary depending on the agenda. Meetings of working groups that have been formed by the Advisory Committee may meet at any time and at any location and are in addition to the regular meetings of the Advisory Committee.

Terms of Reference
Integrated Transportation Community Engagement Panel

Role

The role of a community engagement panel is to provide the Municipal Council with a formalized on-going opportunity for public consultation and to offer recommendations, advice, and information to the Municipal Council on those specialized matters which relate to the purpose of the panel.

Mandate

The Integrated Transportation Community Engagement Panel (ITCEP) reports to the Municipal Council through the Civic Works Committee. The ITCEP will advise and support City Council in the implementation of various municipal plans, including but not limited to:

- Transportation Master Plan (TMP);
- London Road Safety Strategy (LRSS); and
- Bicycle Master Plan (BMP).

The ITCEP shall be available to the Civic Administration to provide review and feedback for initiatives related to all forms of transportation and transportation planning. This shall include, but not be limited to the following matters:

- transportation master planning studies and implementation projects carried out for the City of London;
- the long-term capital plans for pedestrians, transit, active transportation (including cycling), road and parking facilities;
- significant land use plans that affect transportation matters;
- Area Planning Studies, Secondary Plans and Official Plan reviews;
- assisting the development of new active transportation and transportation demand management policies, strategies and programs;
- advising on measures required to implement the City's commitment to active transportation, including safety features; and
- recommending and advising on new transportation planning initiatives in the context of available approved budgets and under future potential budget allocations.

Composition

Voting Members

Up to thirteen members of the community with an interest in the matters included in the mandate of the Integrated Transportation Community Engagement Panel.

Non-Voting Resource Group

Representatives from organizations within any of the following sectors/organizations may be called upon as the ITCEP determines to be necessary:

- City of London Service Areas (various);
- London Transit Commission;
- London Police Service;
- Middlesex-London Health Unit;
- Post-Secondary Student(s);
- London Middlesex Road Safety Committee;
- Canadian Automobile Association;
- Urban League of London;
- Chamber of Commerce;
- London Development Institute;
- London Cycle Link;
- Thames Region Ecological Association; and
- Cycling Club(s) – with Ontario Cycling Association membership.

Sub-committees and Working Groups

The community engagement panel may form sub-committees and working groups as may be necessary to address specific issues; it being noted that the City Clerk's office does not provide resource support to these sub-committees or groups. These sub-committees and working groups shall draw upon members from the community engagement panel and may include outside resource members as deemed necessary. The Chair of a sub-committee and/or working group shall be a voting member of the community engagement panel.

Term of Office

Appointments to community engagement panel shall be determined by the Municipal Council.

Conduct

The conduct of community engagement panel members shall be in keeping with Council Policy including the Respectful Workplace Policy.

Meetings

Meetings shall be once monthly at a date and time set by the City Clerk in consultation with the community engagement panel. Length of meetings shall vary depending on the agenda. Meetings of working groups that have been formed by the Advisory Committee may meet at any time and at any location and are in addition to the regular meetings of the community engagement panel.

Terms of Reference
Environmental Stewardship and Action
Community Engagement Panel

Role

The role of a community engagement panel is to provide the Municipal Council with a formalized on-going opportunity for public consultation and to offer recommendations, advice, and information to the Municipal Council on those specialized matters which relate to the purpose of the panel.

Mandate

The Environmental Stewardship and Action Community Engagement Panel reports to the Municipal Council, through the Planning and Environment Committee. The Environmental Stewardship and Action Community Engagement Panel provides input, advice and makes recommendations on environmental matters affecting the City of London.

The Environmental Stewardship and Action Community Engagement Panel is a Council resource with respect to matters such as the following:

- remedial planning toward the clean-up of contaminated areas;
- waste reduction, reuse and recycling programs;
- water and energy conservation measures;
- climate change mitigation;
- the development and monitoring of London's Urban Forest Strategy and Climate Emergency Action Plan and a resource for other related policies and strategies;
- the maximization of the retention of trees and natural areas; and
- other aspects of environmental concerns as may be suggested by the Municipal Council, its other Committees, or the Civic Administration.

Composition

Voting Members

Maximum of thirteen members consisting of individuals with an interest and/or background in environmental initiatives.

Non-Voting Resource Group

Representatives may be called upon as the Panel determines to be necessary, including from the following:

- Thames Region Ecological Association;
- Ministry of the Environment or Ministry of Natural Resources;
- Middlesex-London Health Unit;
- Thames Valley District School Board;
- London District Catholic School Board;
- Civic Administration (various);
- London Hydro;
- Local Conservation Authorities;
- Youth Representatives, including Post-secondary students;
- Institute for Catastrophic Loss Reduction, University of Western Ontario; and
- UWO Biotron.

Sub-committees and Working Groups

The Environmental Stewardship and Action Community Engagement Panel may form sub-committees and working groups as may be necessary to address specific issues; it being noted that the City Clerk's Office does not provide resources or support to these sub-committees or groups. These sub-committees and working groups shall draw upon members from the Environmental Stewardship and Action Community Engagement Panel

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as well as outside resource members as deemed necessary. The Chair of a sub-committee and/or working group shall be a voting member of the Environmental Stewardship and Action Community Engagement Panel.

Term of Office

Appointments to Community Engagement Panels shall be determined by the Municipal Council.

Conduct

The conduct of Environmental Stewardship and Action Community Engagement Panel members shall be in keeping with Council Policy including the Respectful Workplace Policy.

Meetings

Meetings shall be once monthly at a date and time set by the City Clerk in consultation with the Environmental Stewardship and Action Community Engagement Panel. Length of meetings shall vary depending on the agenda. Meetings of working groups that have been formed by the Environmental Stewardship and Action Community Engagement Panel may meet at any time and at any location and are in addition to the regular meetings of the Environmental Stewardship and Action Community Engagement Panel.

Terms of Reference
Diversity, Inclusion and Anti-Oppression Community
Engagement Panel

Role

The role of a community engagement panel is to provide the Municipal Council with a formalized on-going opportunity for public consultation and to offer recommendations, advice, and information to the Municipal Council on those specialized matters which relate to the purpose of the panel.

Mandate

The Diversity, Inclusion and Anti-Oppression Community Engagement Panel reports to the Municipal Council, through the Community and Protective Services Committee. The Diversity, Inclusion and Anti-Oppression Community Engagement Panel is to provide leadership on matters related to diversity, inclusivity, equity and the elimination of discrimination in the City of London.

The Diversity, Inclusion and Anti-Oppression Community Engagement Panel (DIACEP) may be called upon for the following:

- to provide consultation, advice, report findings and make recommendations to City Council as necessary or at such times as Council may deem desirable, on matters of discrimination as defined by the Ontario Human Rights Code and matters related to diversity, inclusivity and equity in the City of London;
- to act as a resource for the City in the development, maintenance and refinement of policies and practices that facilitates an inclusive and supportive work environment. This includes, but is not limited to, human resource policies related to recruitment, hiring, training, and promotion that provide equitable opportunity for members of London's diverse populations;
- to participate in the development of new policies and programs or the refinement of existing ones, related to matters of discrimination, diversity, inclusivity and equity in the City of London; and
- to be a source of information to the Council on community resources available regarding issues of discrimination.

Composition

Voting Members

- ten members-at-large
- a minimum of one individual who is primarily French-speaking

Non-Voting Members

Representative from organizations within any of the following sectors may be called upon as the DIACEP determines to be necessary:

- ethno-cultural and linguistic community organizations;
- police, justice and legal services;
- age-based organizations/services;
- health care services;
- educational institutions/organizations/services;
- immigrant settlement services;
- income support organizations/services;
- employment-related agencies/organizations;
- faith-based community groups;
- LGBT groups;
- gender-based groups;
- aboriginal community groups/agencies;
- aboriginal community groups/agencies;
- persons with disabilities groups/agencies;
- race, anti-racism or anti-hate groups/organizations; and
- post-secondary students - from each of the University Students' Council, Western

Sub-committees and Working Groups

The Community Engagement Panel may form sub-committees and working groups as may be necessary to address specific issues; it being noted that the City Clerk's Office does not provide resource support to these sub-committees or working groups. These sub-committees and working groups shall draw upon members from the Community Engagement Panel as well as outside resource members as deemed necessary. The Chair of a sub-committee and/or working group shall be a voting member of the Community Engagement Panel.

Term of Office

Appointments to community engagement panels shall be determined by the Municipal Council.

Conduct

The conduct of community engagement panel members shall be in keeping with Council Policy including the Respectful Workplace Policy.

Meetings

Meetings shall be once monthly at a date and time set by the City Clerk in consultation with the community engagement panel. Length of meetings shall vary depending on the agenda. Meetings of working groups that have been formed by the community engagement panel may meet at any time and at any location and are in addition to the regular meetings of the community engagement panel.

Terms of Reference
Animal Welfare Community
Engagement Panel

Role

The role of a community engagement panel is to provide the Municipal Council with a formalized on-going opportunity for public consultation and to offer recommendations, advice, and information to the Municipal Council on those specialized matters which relate to the purpose of the panel.

Mandate

The Animal Welfare Community Engagement Panel reports to the Municipal Council through the Community and Protective Services Committee. The mandate of the Animal Welfare Community Engagement Panel is to advise the Municipal Council on issues relating to animal welfare for domestic animals, urban wildlife and animals for use in entertainment, within the City of London. Farm animals do not, however, fall within the mandate of the Animal Welfare Community Engagement Panel.

The Animal Welfare Community Engagement Panel (AWCEP) will act as a resource on issues and initiatives relating to animal welfare within the City of London include animal control legislation (municipal, provincial and federal); licensing and other fees; public education and awareness programs; off-leash dog parks; adoption programs; spay/neuter programs; feral cats; discussing and understanding animals in entertainment; and enforcement.

Typical duties of the AWCEP would include:

- advising on issues and concerns faced by animals within the City of London;
- advising on opportunities that have been identified within the community to improve animal welfare;
- reviewing and making recommendations to the Community and Protective Services Committee on solutions to improve animal welfare in the City of London;
- supporting, encouraging and being a resource to the Municipal Council and the Civic Administration

Composition

Voting Members:

A maximum of thirteen voting members consisting of individuals with an interest or background in animal welfare.

Representatives from the following organizations or categories are desirable:

- Friends of Captive Animals;
- London Dog Owners Association;
- Wildlife Rehabilitator, including naturalists with either educational credentials or active involvement with wildlife through an organization;
- Animal Rescue Group;
- Veterinarian or Veterinary Technician; and
- Local Pet Shop Owner.

APPENDIX A

Non-Voting Resource Group:

Representative from organizations within any of the following sectors may be called upon as the AWCEP determines to be necessary:

- Civic Administration (various departments);
- Middlesex-London Health Unit;
- Upper Thames River Conservation Authority;
- Ministry of Natural Resources; and
- student representatives.

Sub-committees and Working Groups

The community engagement panel may form sub-committees and working groups as may be necessary to address specific issues; it being noted that the City Clerk's Office does not provide resources or support to these sub-committees or groups. These sub-committees and working groups shall draw upon members from the community engagement panel as well as outside resource members as deemed necessary. The Chair of a sub-committee and/or working group shall be a voting member of the Community engagement panel.

Term of Office

Appointments to community engagement panels shall be determined by the Municipal Council.

Conduct

The conduct of community engagement panel members shall be in keeping with Council Policy including the Respectful Workplace Policy.

Meetings

Meetings shall be once monthly at a date and time set by the City Clerk in consultation with the community engagement panel. Length of meetings shall vary depending on the agenda. Meetings of working groups that have been formed by the community engagement panel may meet at any time and at any location and are in addition to the regular meetings of the community engagement panel.