

Agenda

Transportation Advisory Committee

9th Meeting of the Transportation Advisory Committee

October 26, 2021, 12:15 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	
2.1. 12:15 PM J. Pucchio, AECOM - City of London - Western Road and Sarnia Road/Philip Aziz Avenue Intersection Improvements	2
2.2. 12:30 PM H. Huotari, R.V. Anderson Associates - Oxford Street West and Gideon Drive Intersection - Municipal Class Environmental Assessment	9
2.3. 12:45 PM K. Welker and P. Hohner, Stantec - Windermere Road Improvements - Municipal Class Environmental Assessment	28
3. Consent	
3.1. 8th Report of the Transportation Advisory Committee	53
3.2. Public Meeting Notice - Official Plan Amendment - Masonville Secondary Plan	55
3.3. Public Meeting Notice - Zoning By-law Amendment - 99 Southdale Road West	60
3.4. Notice of Public Information Centre for East London Link (Rapid Transit) - Phase 1 Construction	66
4. Sub-Committees and Working Groups	
5. Items for Discussion	
5.1. Advisory Committee Pilots - Strengths-Weaknesses-Opportunities-Threats (SWOT) Comparison Document	68
5.2. Transportation Advisory Committee 2021 Work Plan	72
6. Adjournment	

WELCOME

City of London: Western Road and Sarnia Road / Philip Aziz Avenue Intersection Improvements



Municipal Class Environmental Assessment

SCHEDULE 'C'

Transportation Advisory Committee

October 26th, 2021

PIC #1



The Purpose of PIC #1 will be to:

- Re-introduce the project and provide a brief history of the study.
- Present the background information collected to date.
- Present the Alternative Planning Solutions:
 1. **Do Nothing** – This alternative provides a basis to which other alternatives can be compared.
 2. **Expand Pedestrian, Bicycle, Transit Use** – Diverting traffic within the corridor from vehicles to pedestrian, bicycle and transit use.
 3. **Operational Improvements** – Improved turning lanes and signalization optimization.
 4. **Improvements to parallel roads**- Improving local road (e.g. Brescia Lane or Kininvie Drive) to improve destination access.
 5. **Improvements along Philip Aziz Avenue** – Widening to provide improve traffic operations, cycling facilities and support pedestrian usage.
- Present the evaluation of the planning solutions and the preliminary recommended alternative.
- Solicit feedback.

Project Summary / Study Area

In 2015, the City of London initiated the Western Road and Sarnia Road/Philip Aziz Avenue Improvements Municipal Class EA (MCEA).

In 2016, the MCEA was put on hold when alternatives for transit routes through the study area were being considered as they related to Rapid Transit (RT).

The northern routes for RT have been deferred and the City has restarted this project

The primary Study Area is the Western Road and Sarnia Road/Philip Aziz Intersection, including the roadways leading up to it.

The Study Area may also include adjacent lands and/or roadways.

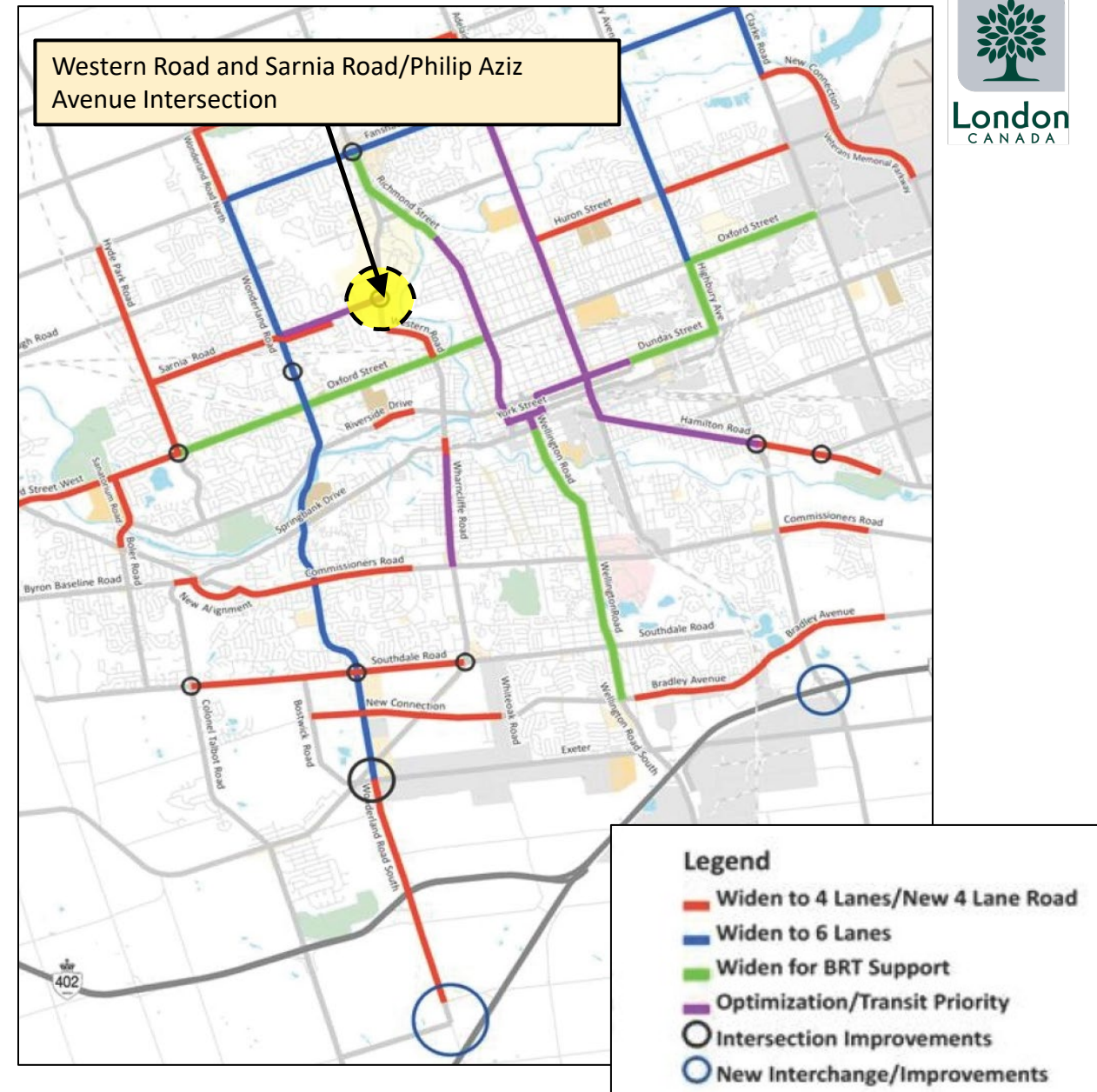


Project Background

Transportation Master Plan

The City of London 2030 Transportation Master Plan (TMP) identified necessary improvements to the study area these include:

- Intersection improvements to accommodate forecasted increase in traffic;
- Signal improvements to support transit signal priority;
- Address safety; and
- Improve road width constraints along Philip Aziz Avenue.



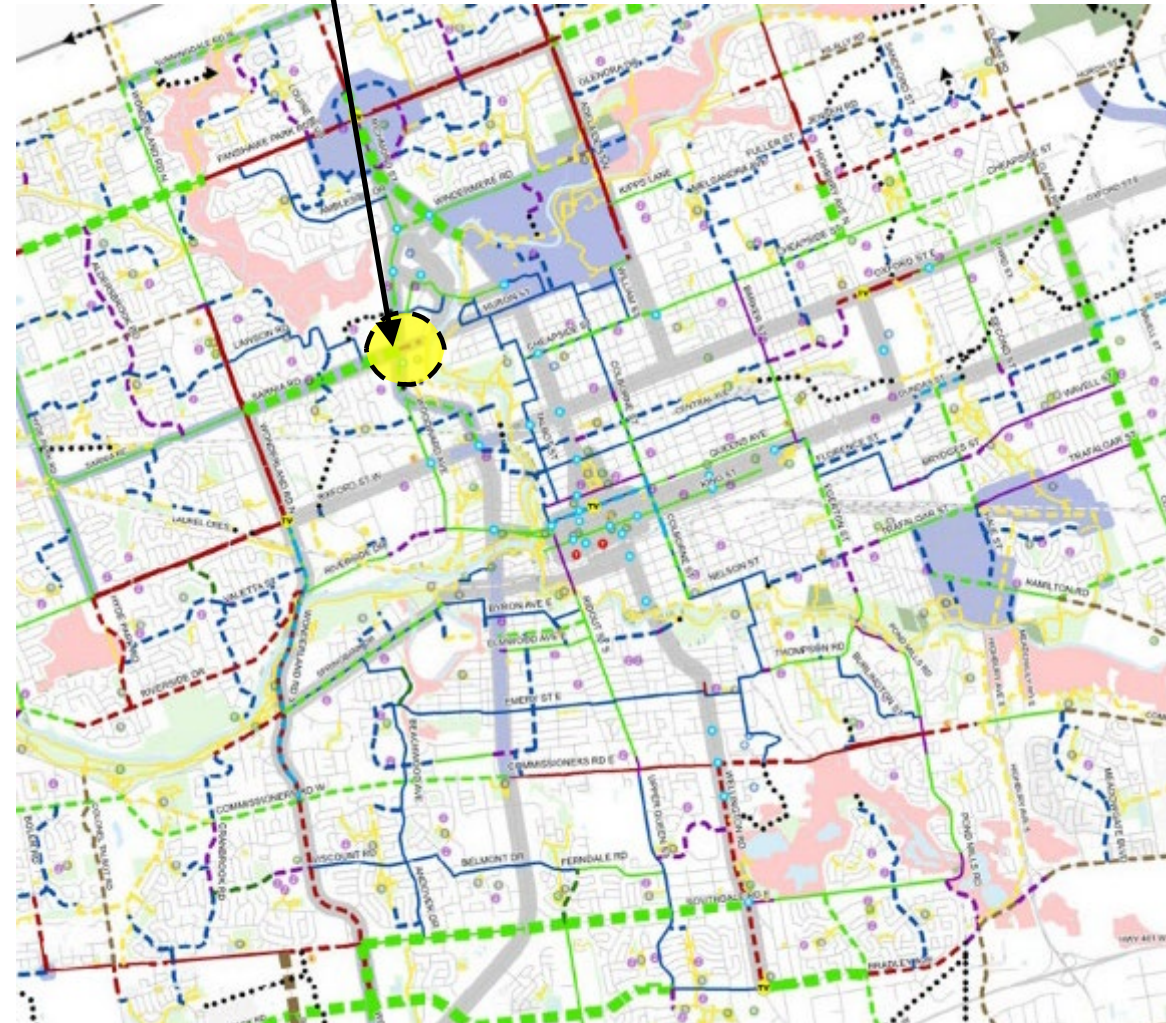
Project Background

Cycling Master Plan

The City of London 2016 Cycling Master Plan recommended the following improvements within the study area:

- Buffered Bike Lanes on Sarnia Road
- Signed Bike Route with sharrow on Philip Aziz Avenue
- Bike Lanes on Western Road

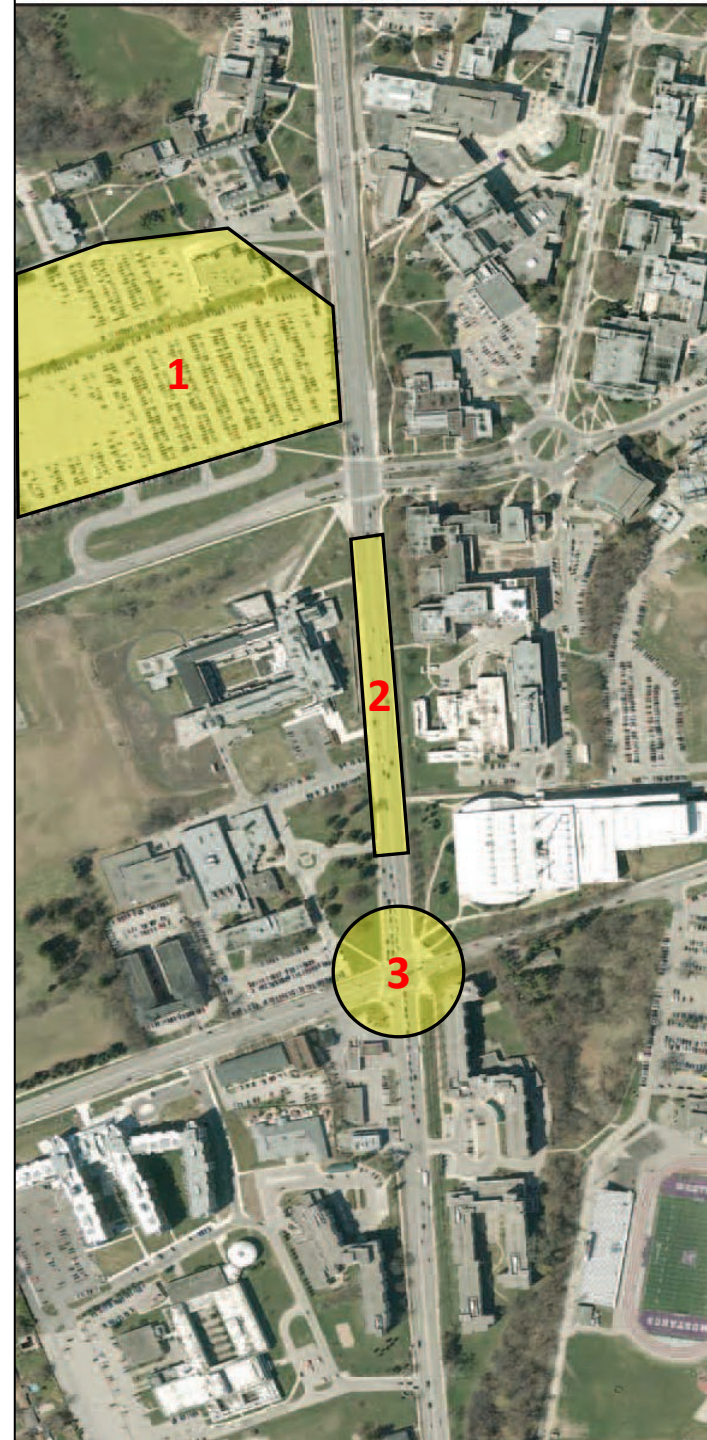
Western Road and Sarnia Road/Philip Aziz Avenue Intersection



Project Background

Existing Traffic Conditions

- 1.** Primary trip generating/destination areas:
 - Springett parking lot
 - Huron University College parking lot
- 2.** Pedestrian Traffic:
 - High Mid Block pedestrian crossing volumes
- 3.** Intersection Level of Service:
 - Intersection is operating over capacity levels in the AM and PM peak hours.



Next Steps



- Describe the MCEA Schedule C process
- Present background information collected
- Present planning alternatives, evaluation and preliminary planning recommendation.
- PIC #1 Comments will be considered and become part of the public record..

- Present Design Alternatives, evaluation and recommendation.
- PIC #2 Comments will be considered and become part of the public record.

- Prepare Environmental Screening Report
- Report will be available for Public Review for 30-Days.
- If no issues are raised within the 30-day review period, the City can proceed to detailed design,



Oxford Street West and Gideon Drive Intersection

Municipal Class Environmental Assessment



Transportation Advisory Committee (TAC)

October 26, 2021

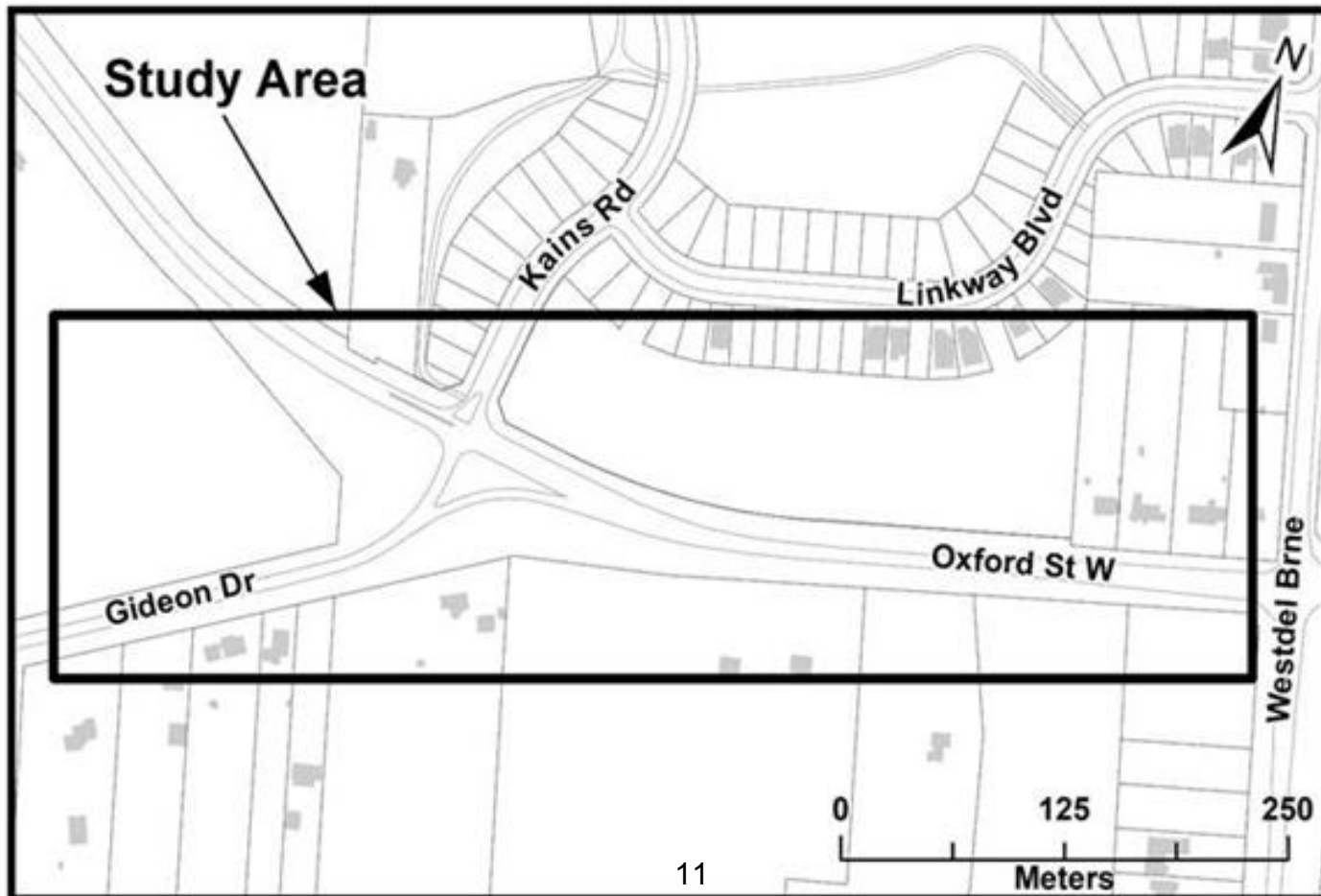
Agenda



- Study Area and Objectives
- Municipal Class Environmental Assessment (EA) Process
- Existing Conditions
- Problem or Opportunity Statement
- Alternative Solutions
- Preliminary Study Recommendations
- Next Steps in the Project
- Discussion Period

Study Area

The study area consists of the Oxford Street West and Gideon Drive intersection and includes up to 200 meters in each direction of the intersection.



Study Objectives

The EA was initiated in response to ongoing and planned development on the west side of the City, the connection of Kains Road, and associated increases in traffic through the intersection.

The study will review opportunities to address:

- Traffic operations and safety
- Active transportation (walking, cycling) needs
- Support the City's Climate Emergency Action Plan goals
- Roadway drainage improvements and stormwater management
- Upgrades of underground services (watermain, storm and sanitary sewer) as required

Municipal Class EA Study Process

A Municipal Class Environmental Assessment (EA) is undertaken:

- Prior to municipal road, water, wastewater and other municipal construction projects
- To ensure all reasonable alternatives including 'Do Nothing' are considered and that a preferred alternative will have minimal impact on the natural, cultural, social and economic environment
- To gather essential input from the public, stakeholders and technical agencies



This project is classified as a Schedule 'B' Municipal Class EA and is subject to Phases 1 and 2 of the Municipal Class Environmental Assessment prior to construction.

Study Organization



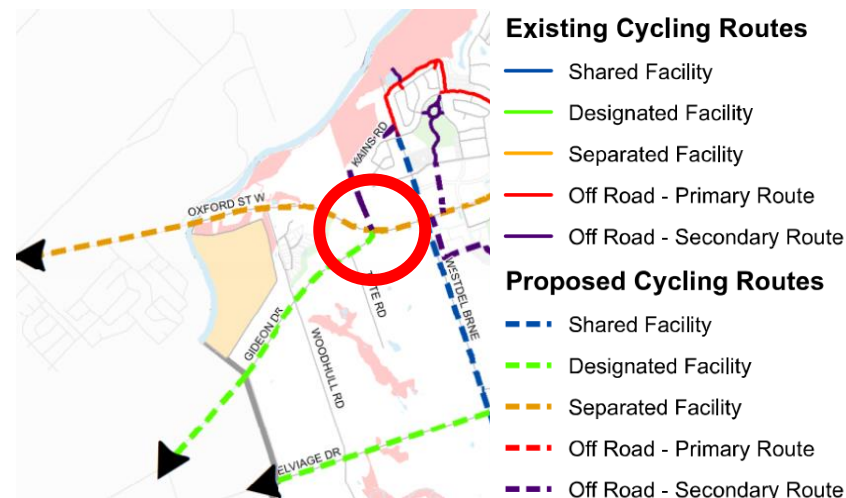
Existing Conditions – Transportation

Transportation

- Unsignalized intersection with stop signs for Kains Road and Gideon Drive
- Large curves on Oxford Street east and west of the intersection
- Posted speed limit of 80 km/h on Gideon Drive, and Oxford Street west of the intersection; and 60 km/h on Oxford Street east of the intersection
- Traffic volumes projected to increase with ongoing development surrounding the intersection, including general corridor growth

Active Transportation

- Sidewalk on east side of Kains Road, with no formal active transportation facilities along Oxford Street or Gideon Drive
- City of London Cycling Master Plan recommends buffered paved shoulders on Oxford Street, paved shoulders on Gideon Drive and a multi-use path on Kains Road





Problem or Opportunity Statement

The Problem / Opportunity Statement outlines the need and justification for the overall project and establishes the general parameters, or scope, of the study. The Study Problem & Opportunity Statement developed for the project is comprised of the following key elements:

- The Oxford Street West and Gideon Drive intersection does not balance the full range of potential users within the community, including users of all ages and abilities, pedestrians, cyclists, transit vehicles and motorists
- The existing Oxford Street West and Gideon Drive intersection will not accommodate projected traffic volumes
- Existing watermains and sewers in the vicinity of the intersection are positioned to provide opportunities for future connection to designated development lands

Alternative Solutions

The following alternative solutions to address the problem and opportunity statement were identified and developed for evaluation:

- **Alternative 1: Do Nothing** – Maintain existing condition of Oxford Street West and Gideon Drive
- **Alternative 2: Signalized Intersection** – Improvements consist of installation of traffic signals, crosswalks and cycling facilities
- **Alternative 3: Single-Lane Roundabout** – Implement a single lane roundabout, crosswalks and cycling facilities
- **Alternative 4: Multi-Lane Roundabout**– Implement a multi-lane roundabout with additional lanes to accommodate heavier traffic movements. Install crosswalks and cycling facilities

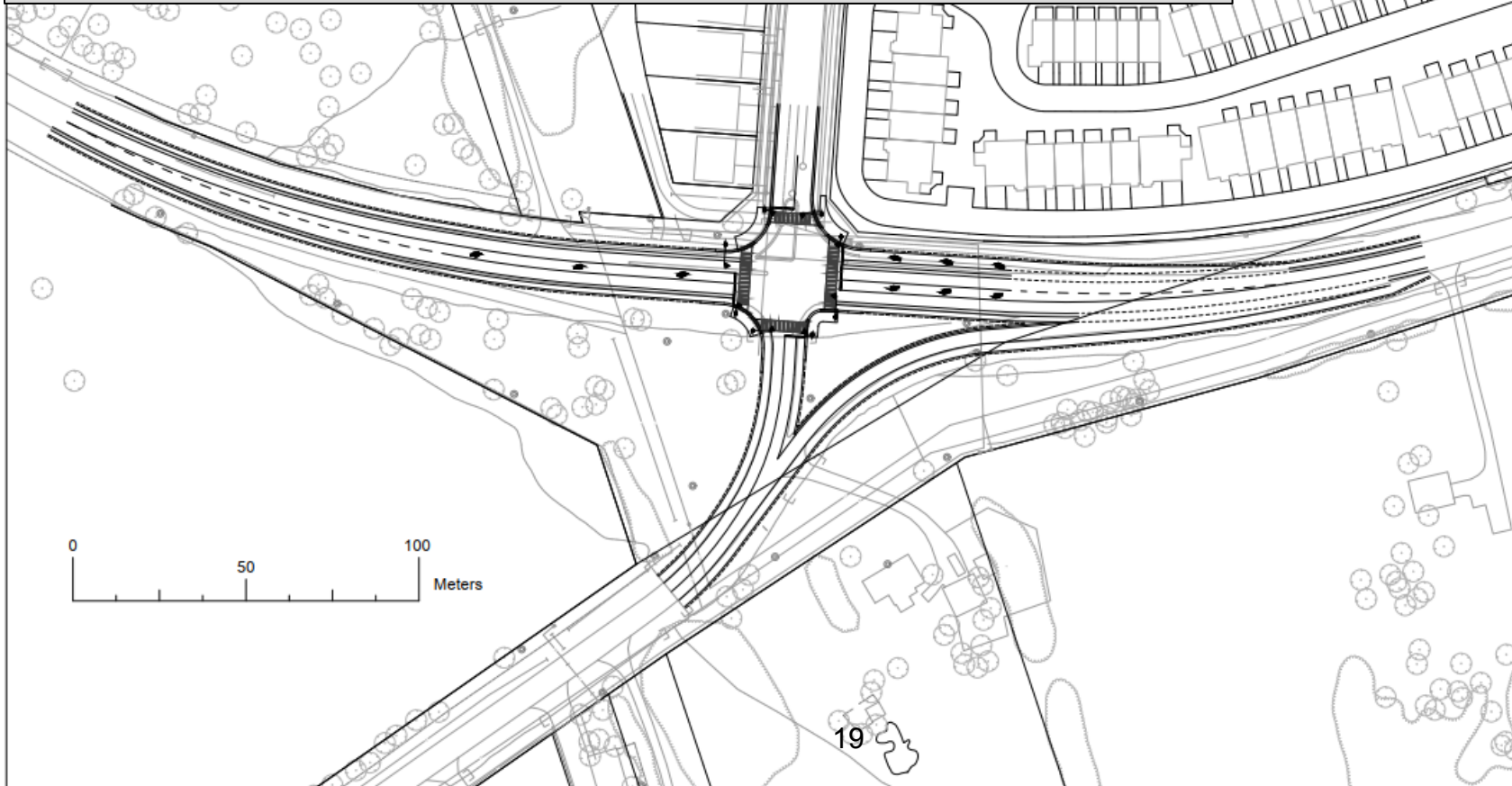
Alternative 1 – Do Nothing

- No traffic operation or safety improvements
- Does not accommodate projected traffic volumes
- Does not improve active transportation facilities
- Does not address the problem / opportunity statement



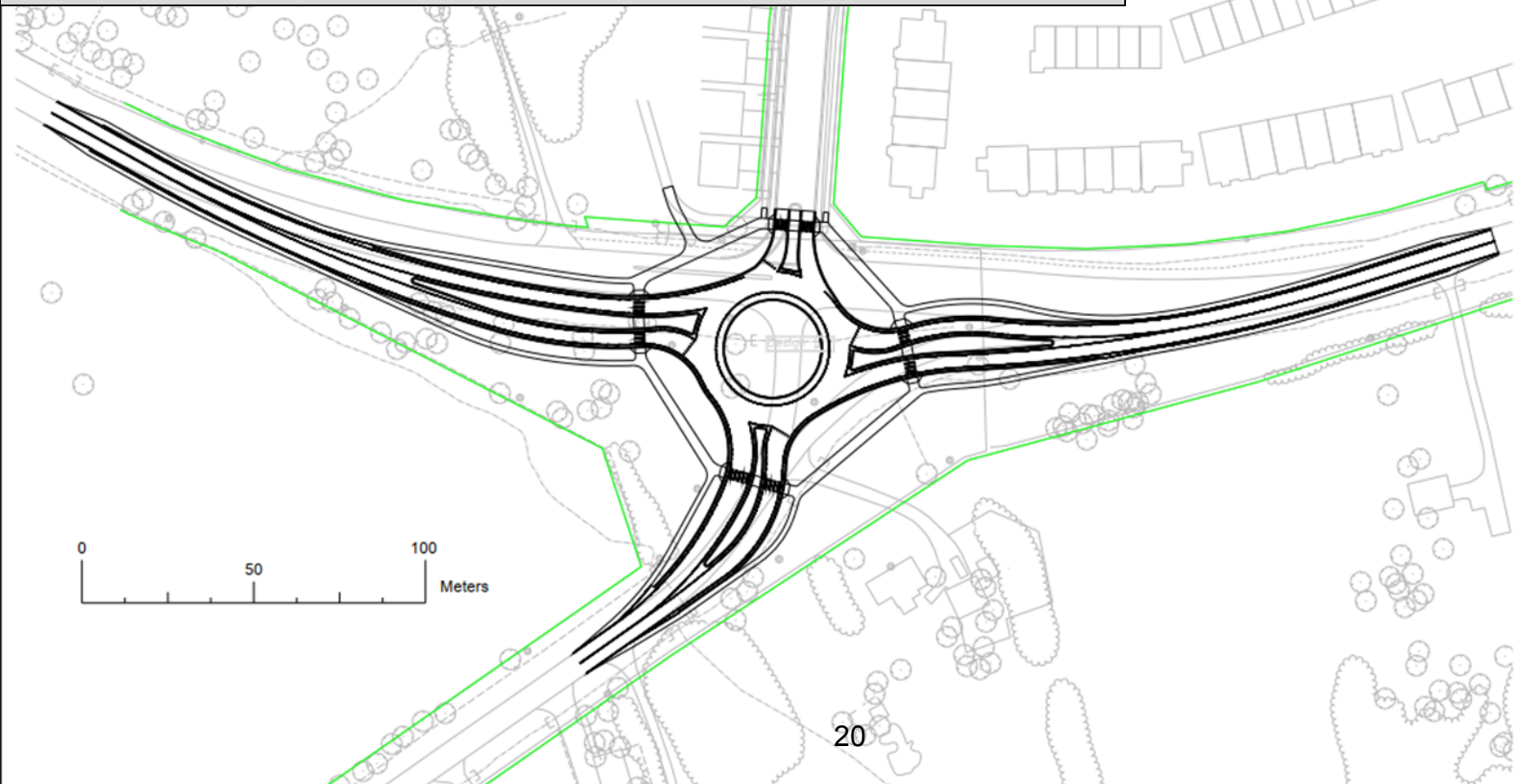
Alternative 2 – Signalized Intersection

- Traffic signal in between curves is a potential safety concern
- Increased queuing along Oxford Street during red signal phase
- Increased noise & air pollution from starts/stops and vehicle idling
- Minor traffic calming benefit for corridor



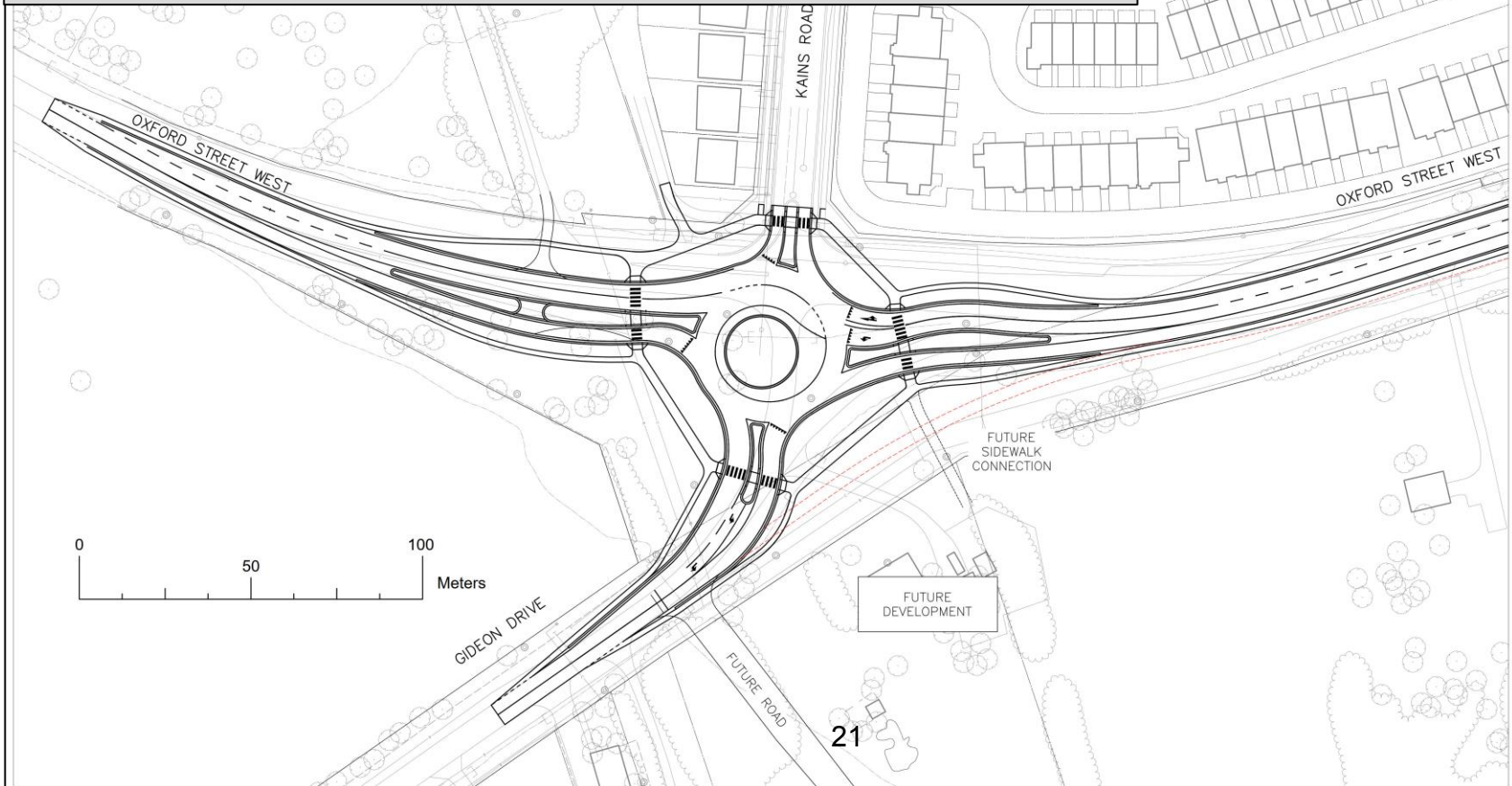
Alternative 3 – Single-Lane Roundabout

- Traditional roundabout (one approach lane per direction)
- Queuing on east approach during peak hours
- Improved accommodation for pedestrians and cyclists
- Traffic calming feature for the corridor



Alternative 4 – Multi-Lane Roundabout

- Additional lane added to east approach (increased capacity)
- Integrates with potential future widening of Oxford Street
- Improved accommodation for pedestrians and cyclists
- Traffic calming feature for the corridor



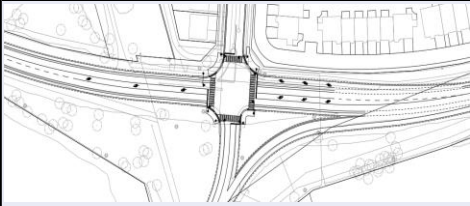




Evaluation of Alternative Solutions - Methodology

Evaluation criteria representing the broad definition of the environment, as described in the *EA Act* were developed to comparatively evaluate the alternative solutions.

CRITERIA	DESCRIPTION
Traffic Operations and Safety	How will the alternative serve the existing and future vehicular, pedestrian and cycling traffic needs? (Safety, Volumes, Active Transportation, Sightlines)
Socio-Economic Environment	What impacts will the alternative have on the local community (e.g., compatibility with area land use, impacts on local businesses, property requirements, access restrictions, etc.)
Natural Environment and Climate Change	How does the alternative affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the alternative address climate change and align with City's Climate Action Plan?
Cultural Heritage Resources	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
Costs	What is the capital cost of the alternative? What is the cost for utility relocations, property acquisitions, maintenance and operation costs?

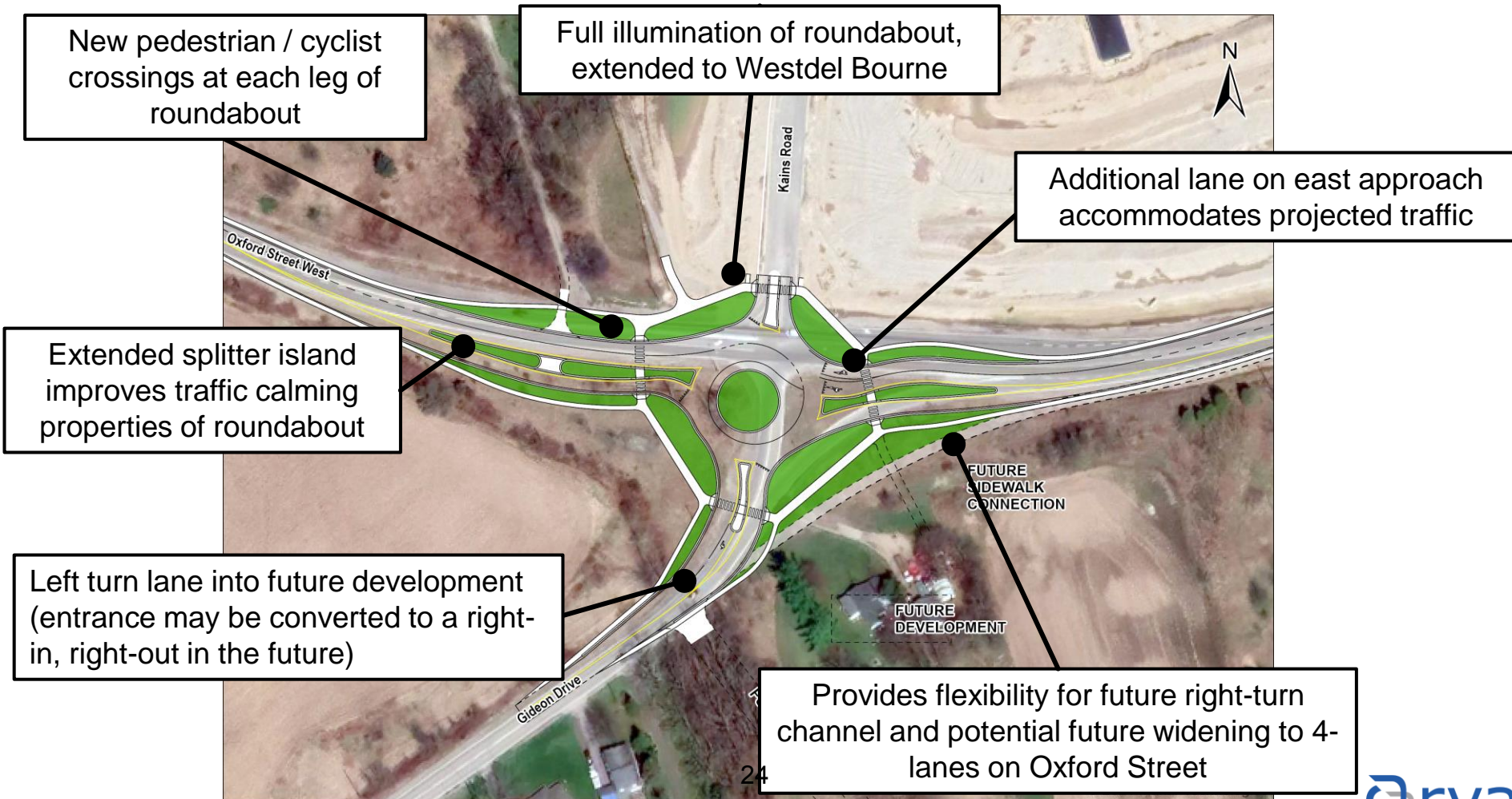
Evaluation of Alternative Solutions

Alternative Solutions	Traffic Operations & Safety	Social Environment	Natural Environment	Cultural Heritage Resources	Cost	Evaluation Summary
Alternative 1 - Do Nothing	○	◐	◐	●	●	Not Recommended
 Alternative 2 - Signalized Intersection	◐	◐	◐	●	◐	Not Recommended
 Alternative 3 - Single-Lane Roundabout	◐	●	◐	●	◐	Not Recommended
 Alternative 4 - Multi-Lane Roundabout	●	●	◐	●	◐	Recommended to be Carried Forward

Alternative 4 - Multi-lane roundabout is the recommended solution to be carried forward

Summary of Study Recommendations

Key elements of the study recommendations are described below.



Key Transportation Benefits

Implementation of the study recommendations will provide the following benefits to transportation operations and safety in the study area:

- Additional westbound lane accommodates projected traffic volumes and potential future widening of Oxford Street West
- Traffic calming benefits of a roundabout improves safety and reduces severity of potential collisions at intersection and along corridor
- Improved visibility due to full illumination of roundabout, extended to Westdel Bourne
- Provides integration with Cycling Master Plan recommendation of buffered paved shoulders on Oxford Street, paved shoulders on Gideon Drive and a multi-use path on Kains Road
- Improved level of active transportation safety through the introduction of an off-road multi-use path and pedestrian / cyclist crossings on all approaches
- Improved connectivity and safety for users of the Thames Valley Parkway

Next Steps



- Present the study recommendations to the public at the PIC (November 17)
- Consult with additional stakeholders and technical agencies, as required
- Confirm study recommendations (i.e. preliminary preferred solution)
- Prepare and submit a Project File Report for 30 Day public review
- Proceed to detailed design in 2022 - 2023 and construction in 2024 (pending Council approval and budget)



London
CANADA



Questions?



Windermere Road Improvements Municipal Class Environmental Assessment



Transportation Advisory Committee Meeting
October 26, 2021





Purpose of Public Information Centre (PIC) 2

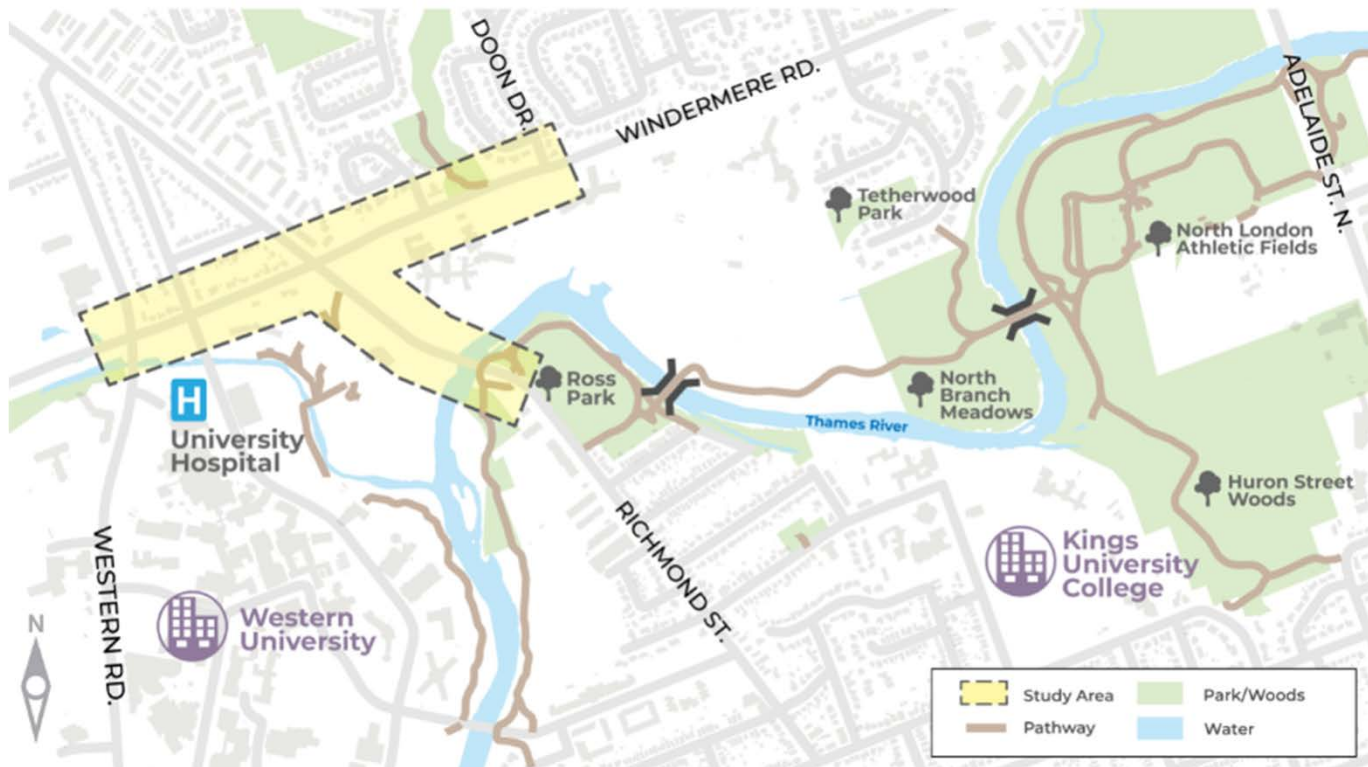
- Reminder of the Study Area and Objectives
- Review where we are in the Process
- Identify the results of the evaluation of alternative designs
- Present the Recommended Design Alternative
- Next Steps

Visit getinvolved.london.ca/windermere to learn more!

Study Area and Objectives

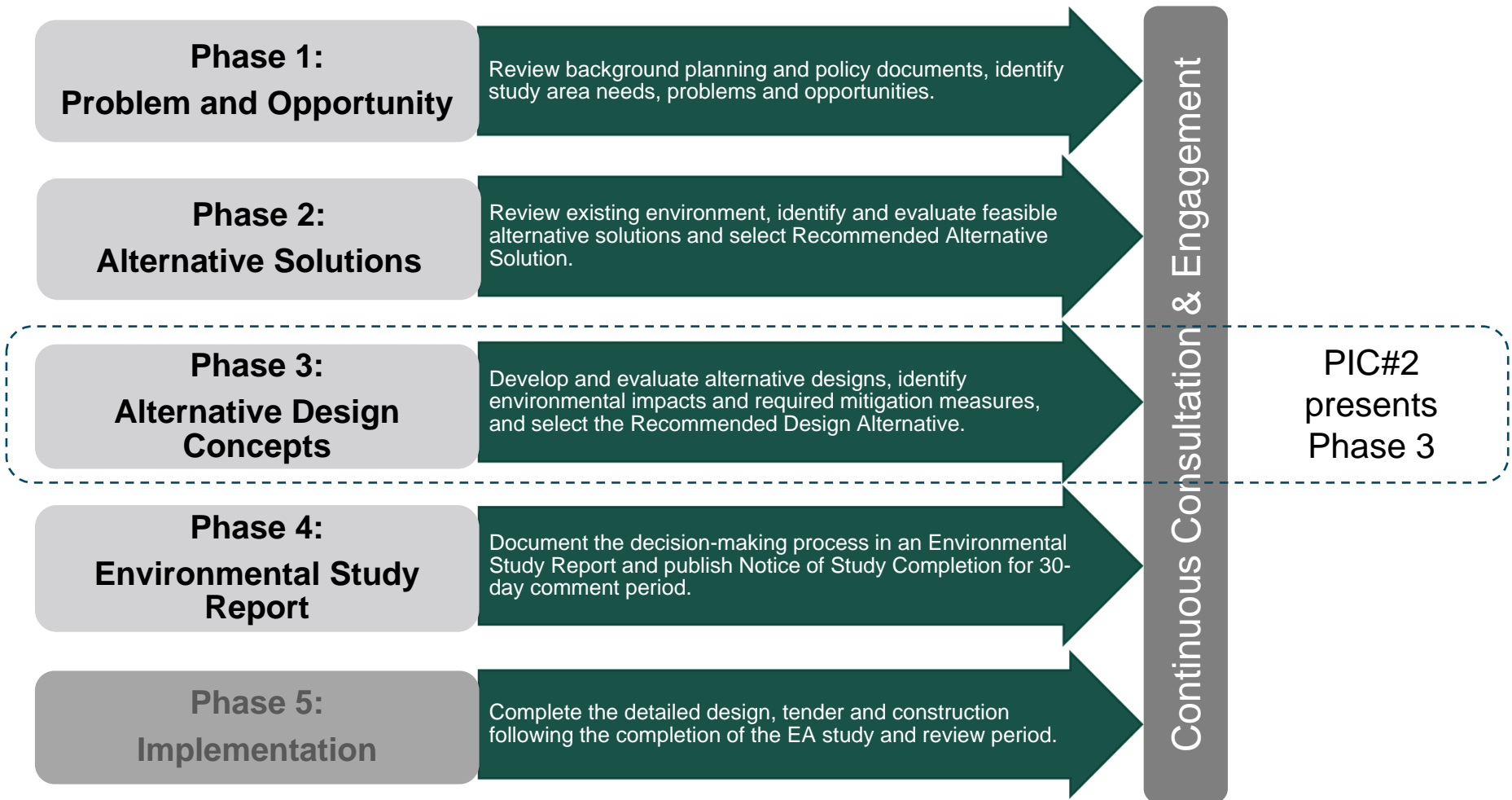
Study Objectives

- Provide accessible conditions for all road users along the corridor within the study area.
- Identify watermains and sewers that need replacement.
- Assess the potential of an active transportation connection from Windermere Road to the Thames Valley Parkway.





Municipal Class EA Study Process



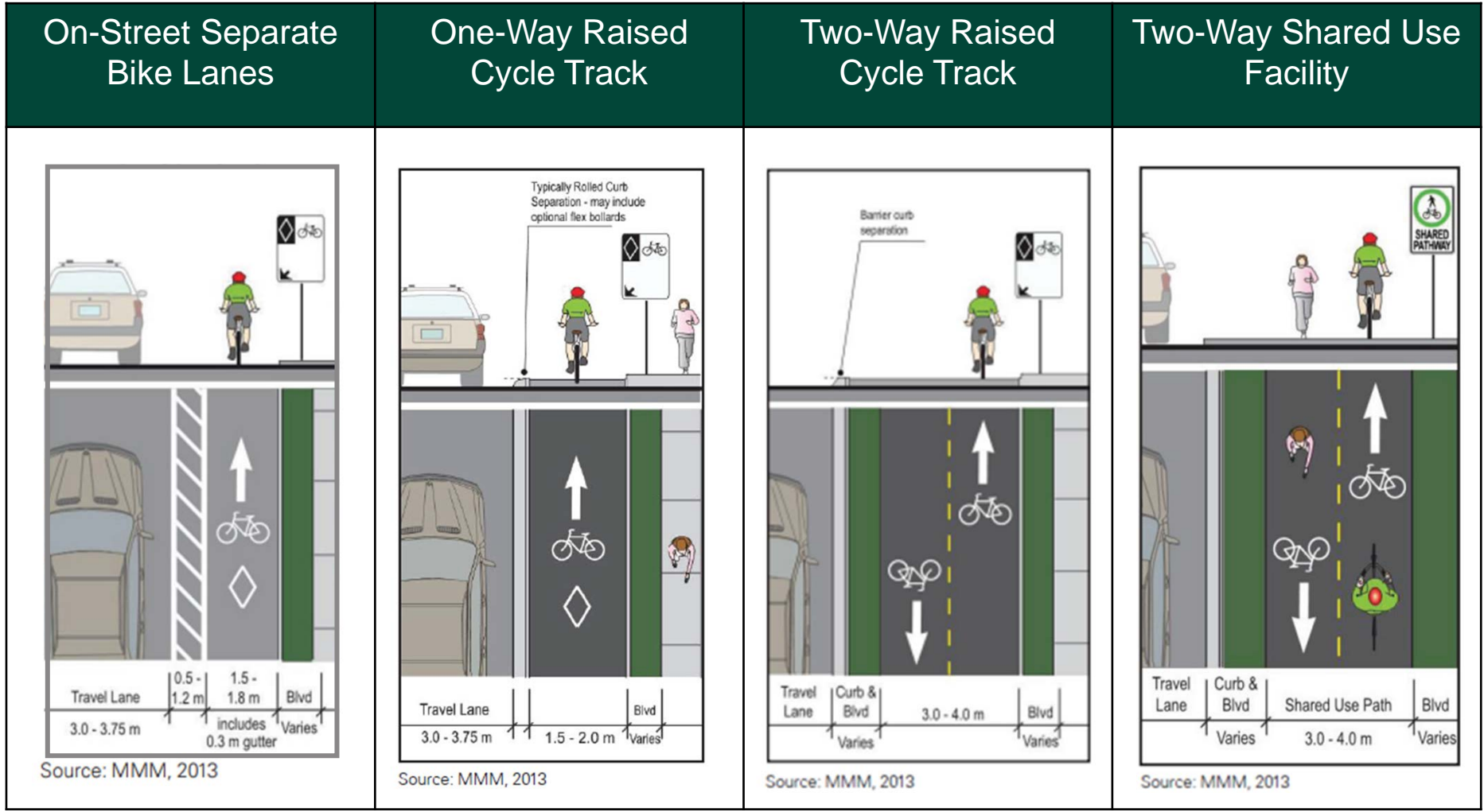
Recommended Alternative Solution

As presented at PIC 1, based on the assessment of alternative solutions, the following combination of alternative solutions is recommended:

- Transit infrastructure improvements
- Active transportation improvements, including the potential connection to the Thames Valley Parkway
- Intersection and/or operational improvements



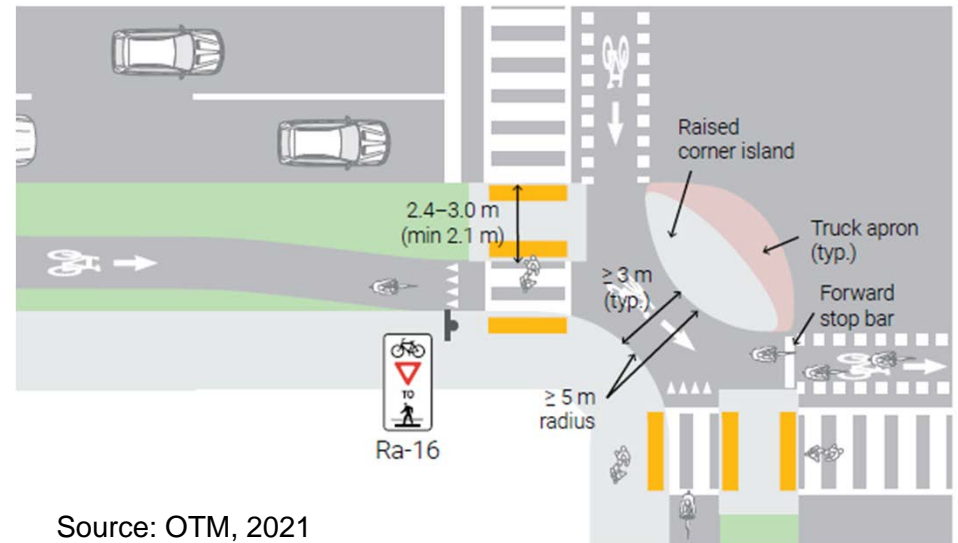
Alternative Active Transportation Designs



Alternative Operational/Intersection Designs

Operational/Intersection Improvements

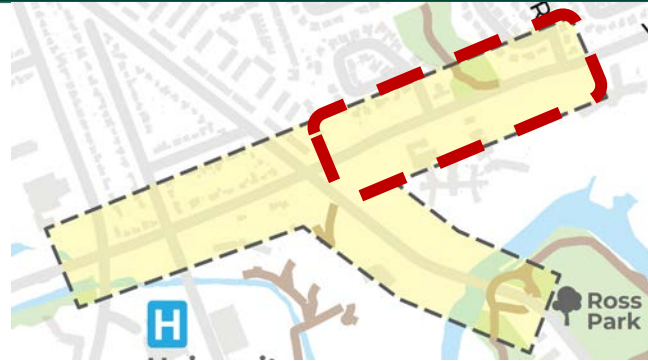
- Provision for future active transportation facilities on Richmond Street north of Windermere
- Adjustment of Windermere Road alignment from Western Road to Richmond Street
- Sewer and watermain replacement, as required
- Protected intersections for cyclists
- Median islands
- Crosswalks/cross rides
- Positive offset left turn lanes on Richmond Street



Source: OTM, 2021



Evaluation of Active Transportation Designs – Windermere Road East of Richmond Street

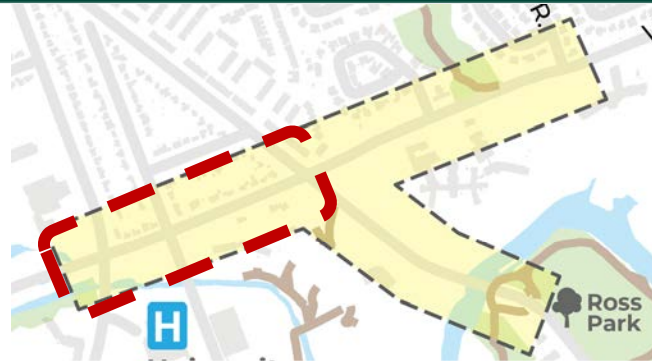


Windermere Road – East of Richmond Street

Factor	Option 1 On-Street Separate Bike Lane	Option 2 One-way Raised Cycle Track	Option 3 Two-way Raised Cycle Track	Option 4 Two-way Shared Use Facility
Natural Environment (15%)	Least Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Socio-Economic Environment (50%)	Moderately Preferred	Most Preferred	Least Preferred	Moderately Preferred
Cultural Environment (5%)	Least Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Technical Considerations (30%)	Most Preferred	Moderately Preferred	Least Preferred	Moderately Preferred
Overall Summary	Moderately Preferred	Most Preferred	Least Preferred	Moderately Preferred



Evaluation of Active Transportation Designs – Windermere Road West of Richmond Street

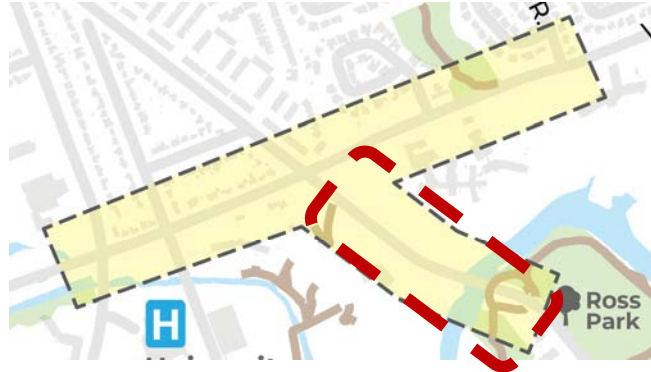


Windermere Road – West of Richmond Street

Factor	Option 1 On-Street Separate Bike Lane	Option 2 One-way Raised Cycle Track	Option 3 Two-way Raised Cycle Track	Option 4 Two-way Shared Use Facility
Natural Environment (15%)	Least Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Socio-Economic Environment (50%)	Moderately Preferred	Most Preferred	Least Preferred	Moderately Preferred
Cultural Environment (5%)	Least Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Technical Considerations (30%)	Most Preferred	Moderately Preferred	Least Preferred	Moderately Preferred
Overall Summary	Moderately Preferred	Most Preferred	Least Preferred	Moderately Preferred



Evaluation of Active Transportation Designs – Richmond Street

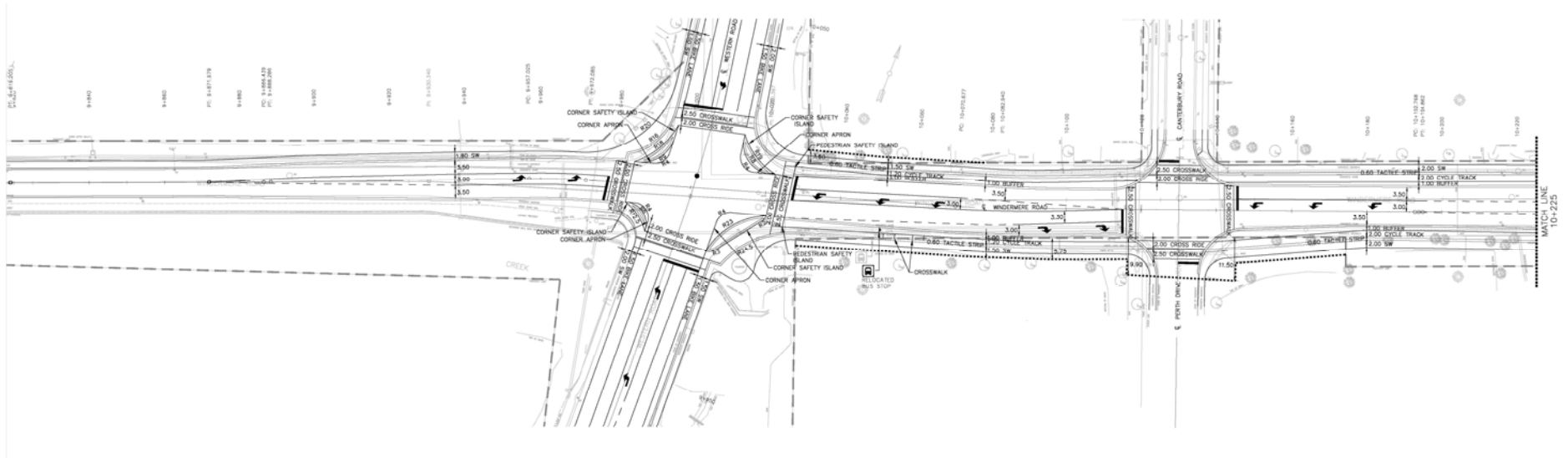


Richmond Street (South of Windermere Road)

Factor	Option A Two-way Shared Use Facility	Option B One-way Raised Cycle Track
Natural Environment (15%)	Most Preferred	Moderately Preferred
Socio-Economic Environment (50%)	Most Preferred	Moderately Preferred
Cultural Environment (5%)	Moderately Preferred	Moderately Preferred
Technical Considerations (30%)	Most Preferred	Moderately Preferred
Overall Summary	Most Preferred	Moderately Preferred

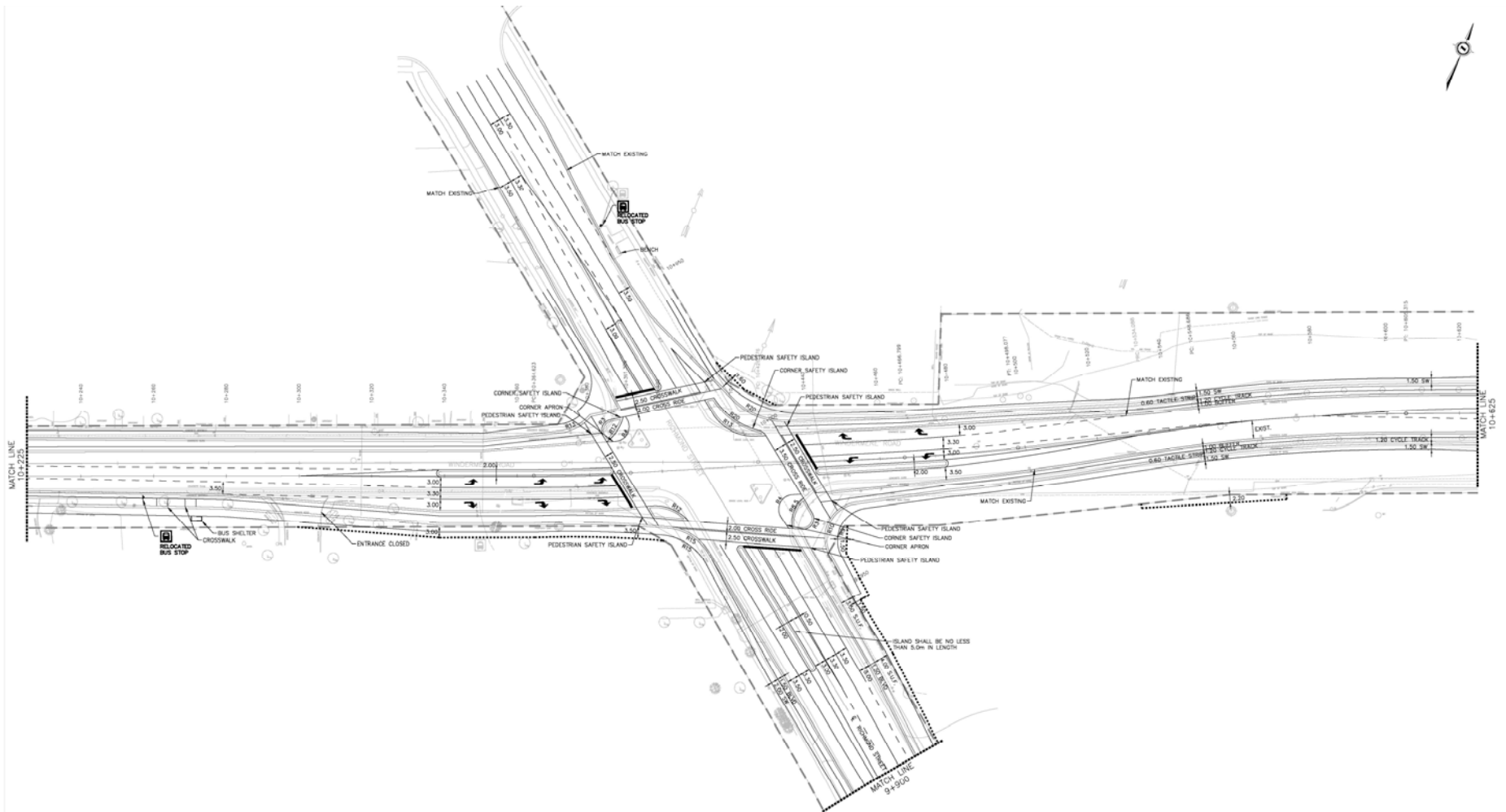


Proposed Improvements – Windermere Road west of Richmond



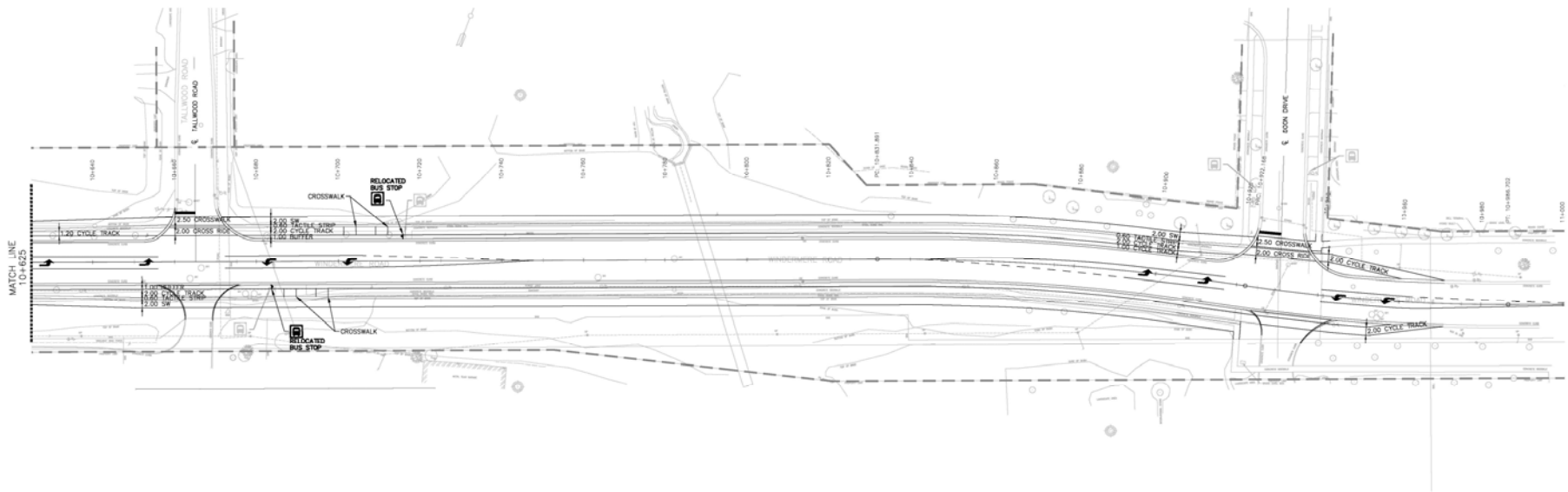


Proposed Improvements – Richmond Street Intersection





Proposed Improvements – Windermere Road east of Richmond



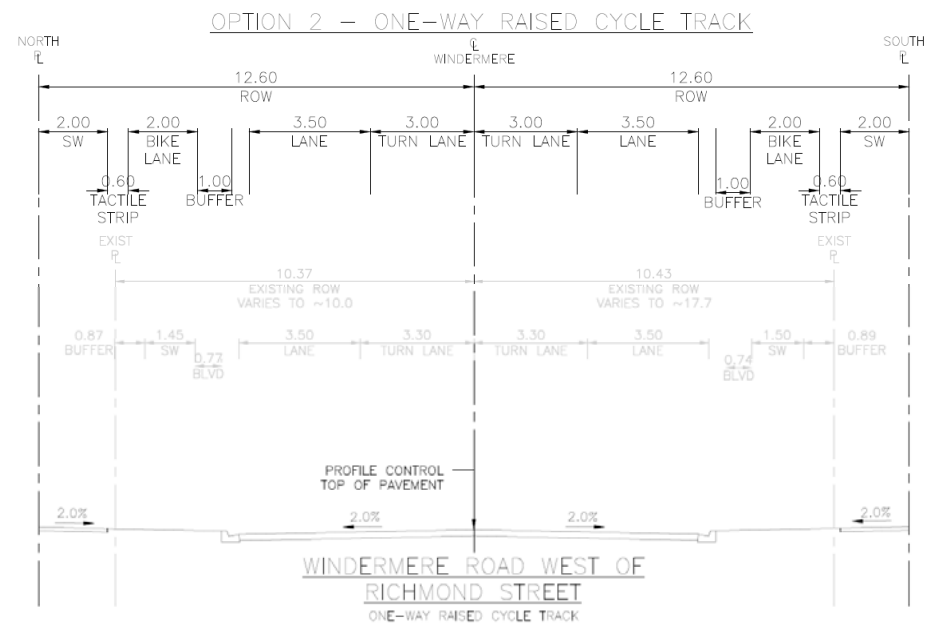
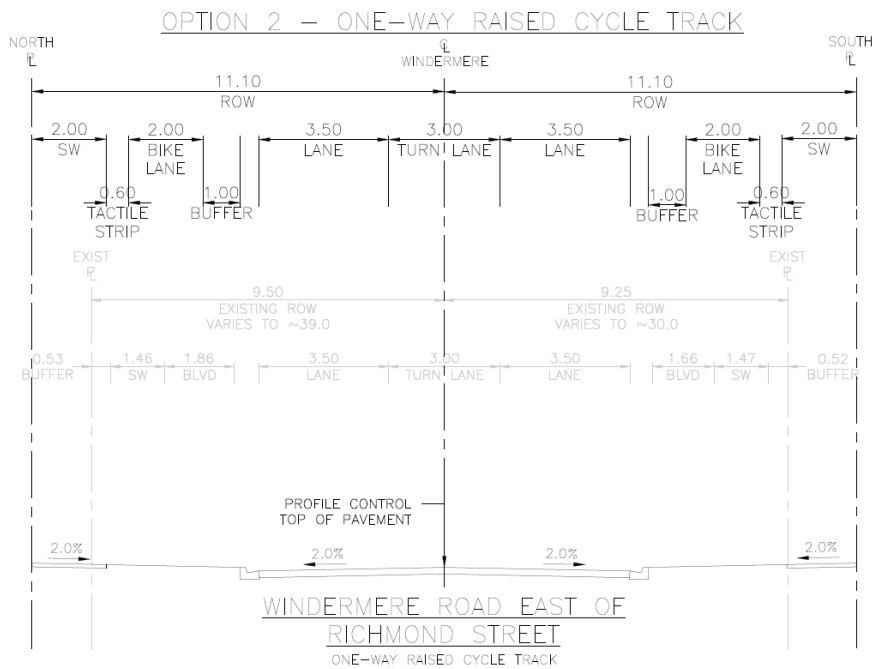


Proposed Improvements – Richmond Street south of Windermere



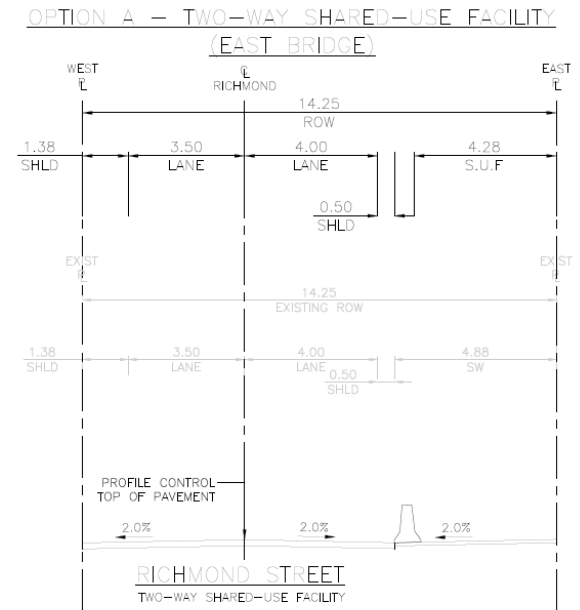
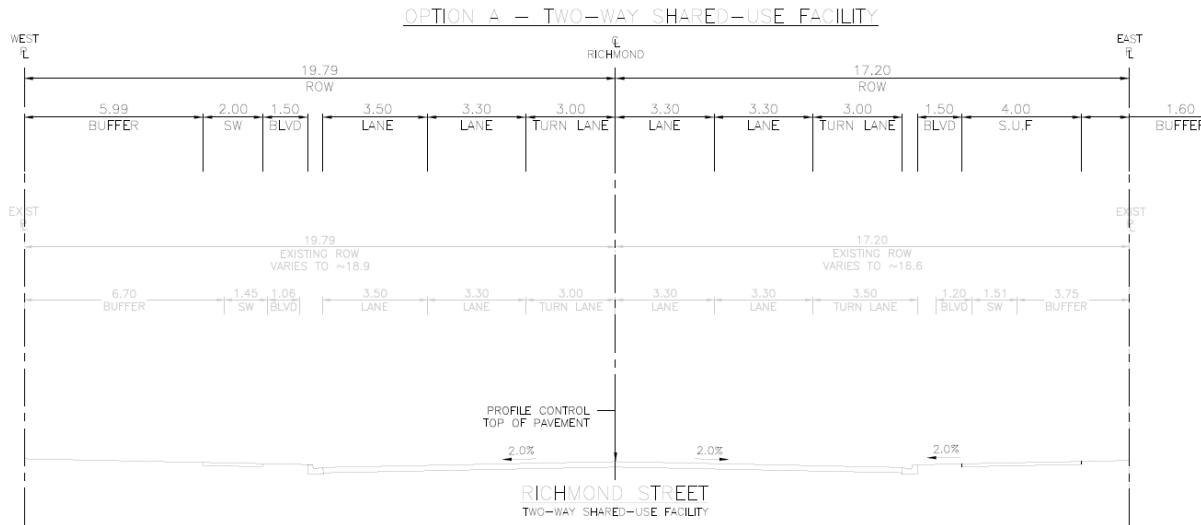


Proposed Improvements – Windermere Road Cross-Section





Proposed Improvements – Richmond Street Cross-Section





Next Steps

Present the Preferred Design to the Public in PIC #2, then review and respond to comments received

Continue to engage Indigenous communities, and consult with the public and agencies

Confirm the Preferred Design

Prepare the Environmental Study Report (ESR)

Notice of Study Completion (30-day public review of ESR)

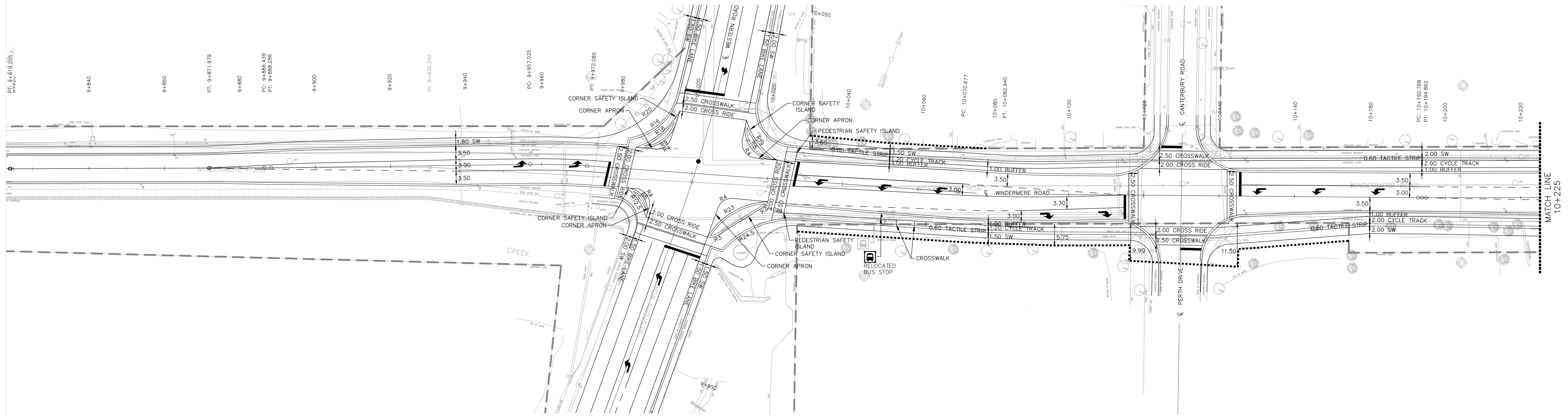
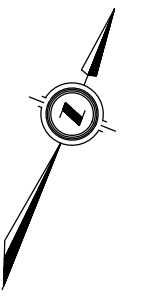
The results of these next steps will be summarized in the ESR.

SUPPLEMENTAL LEGEND:

- EXISTING ROW
- PROPOSED NEW ROW LIMIT

NOTES:

1. BUS STOPS TO BE IMPLEMENTED ACCORDING TO OTM BOOK 18, FIGURE 7.5.
2. DROP CURBS TO BE INSTALLED AT ALL DRIVEWAY LOCATIONS.



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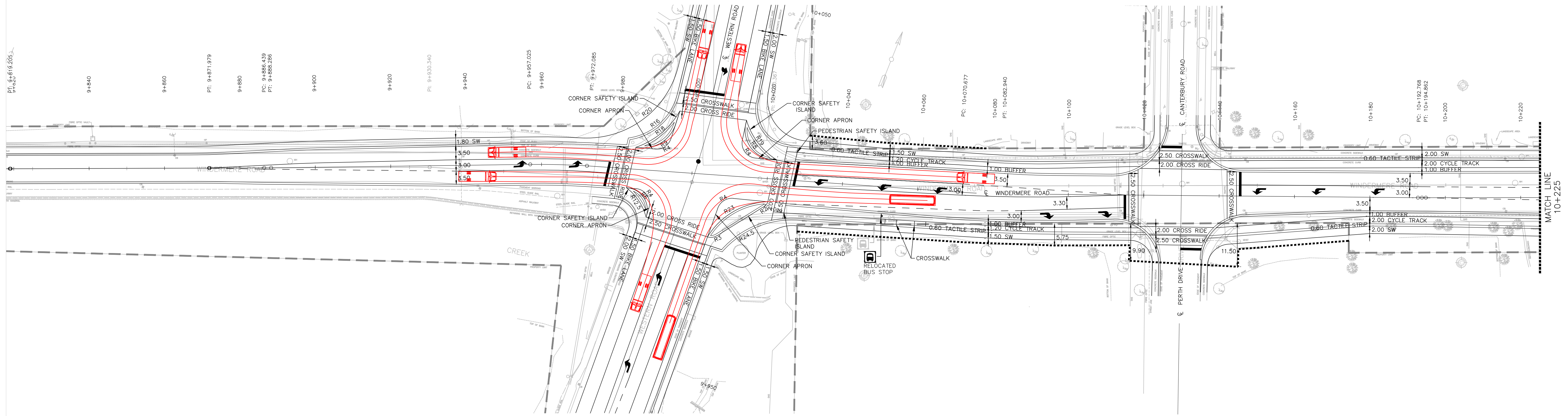
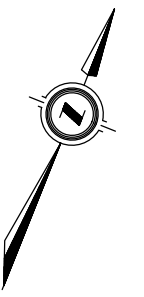
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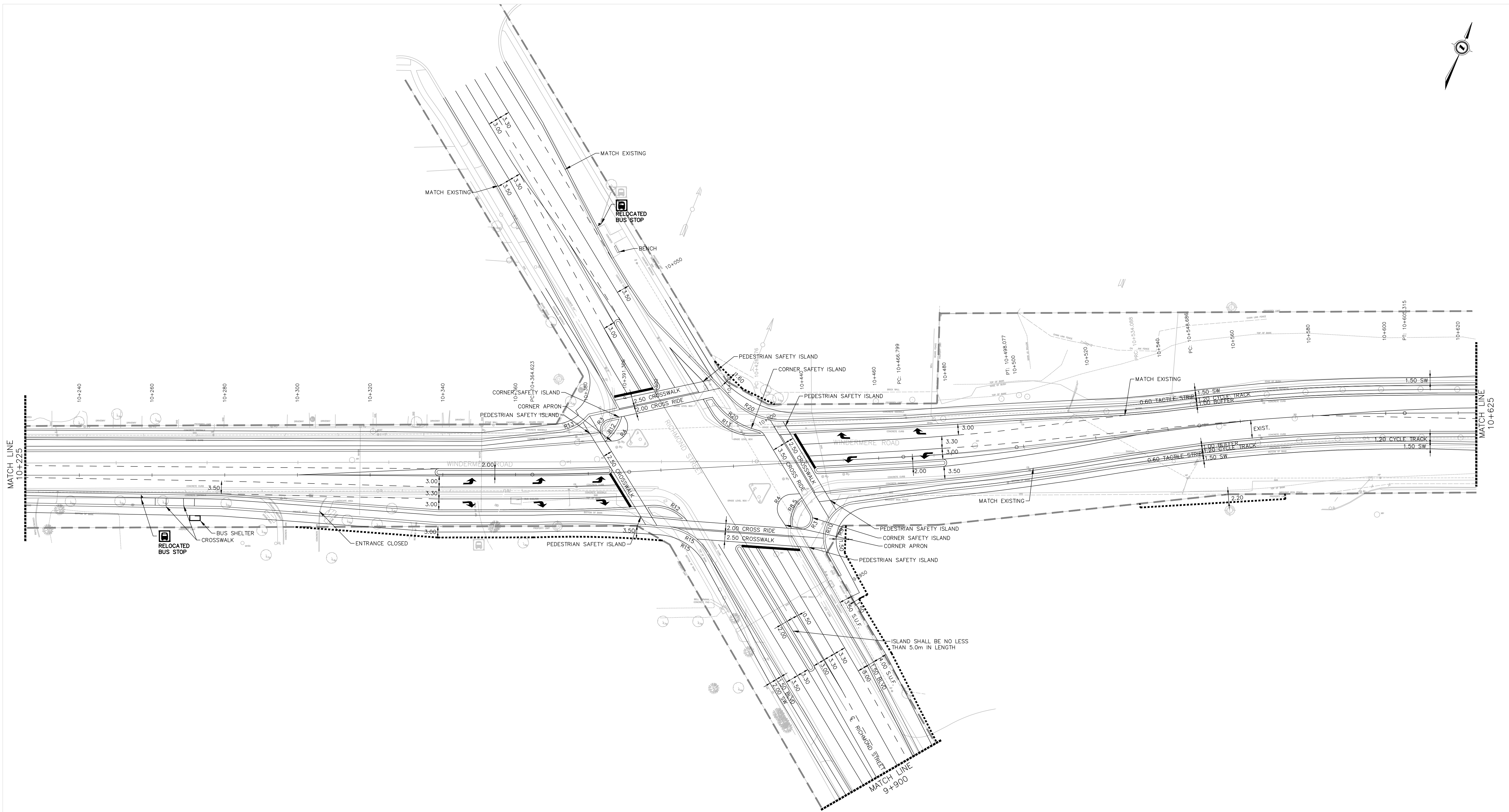
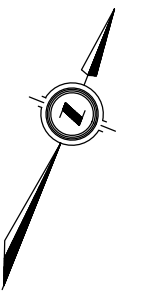
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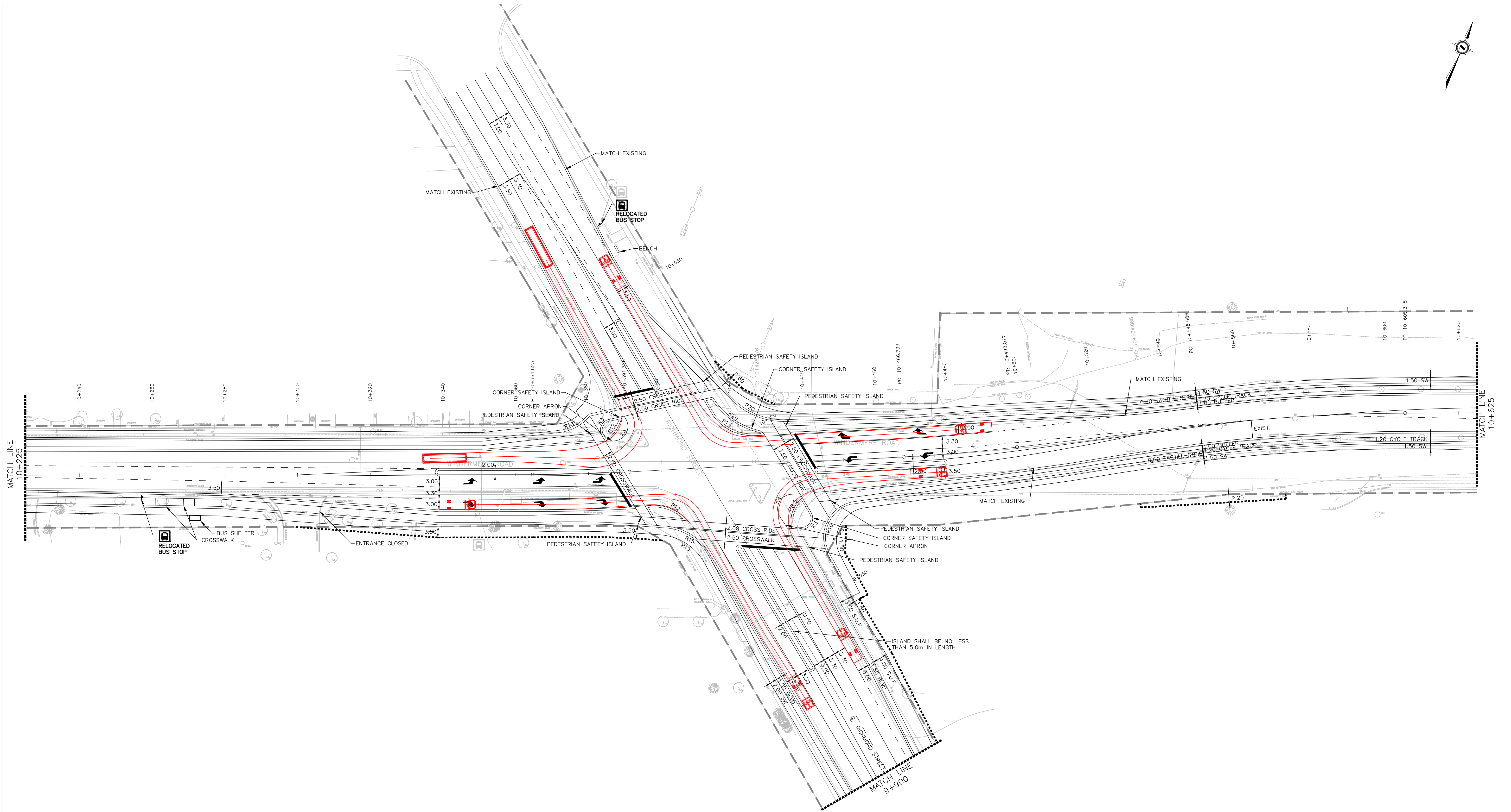
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		PLAN FILE No.



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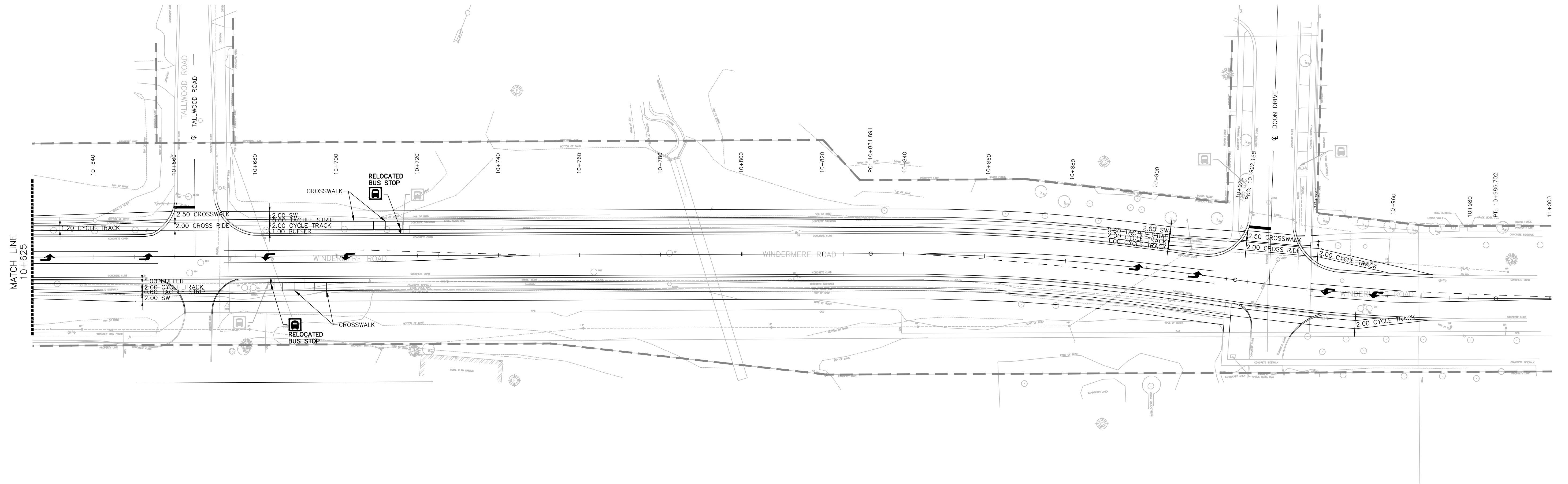
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	WINDERMERE ROAD	SHEET No.
		02
		PLAN FILE No.



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SCALE

TITLE

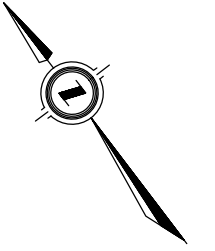
WINDERMERE RD EA

WINDERMERE ROAD

PROJECT No.

SHEET No. 03

PLAN FILE No.



EXISTING SERVICES	DRAWING #, SOURCE	DATE	CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT
					DESIGN				
					DRAWN BY				
					CHECKED				
					APPROVED				
					DATE				


CONSULTANT OR DIVISION



600-171 Queens Avenue
London, ON N6A 5J7
www.stantec.com

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing, any errors or omissions shall be reported to Stantec without delay. The Copyrights to all design and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorized by Stantec is forbidden.

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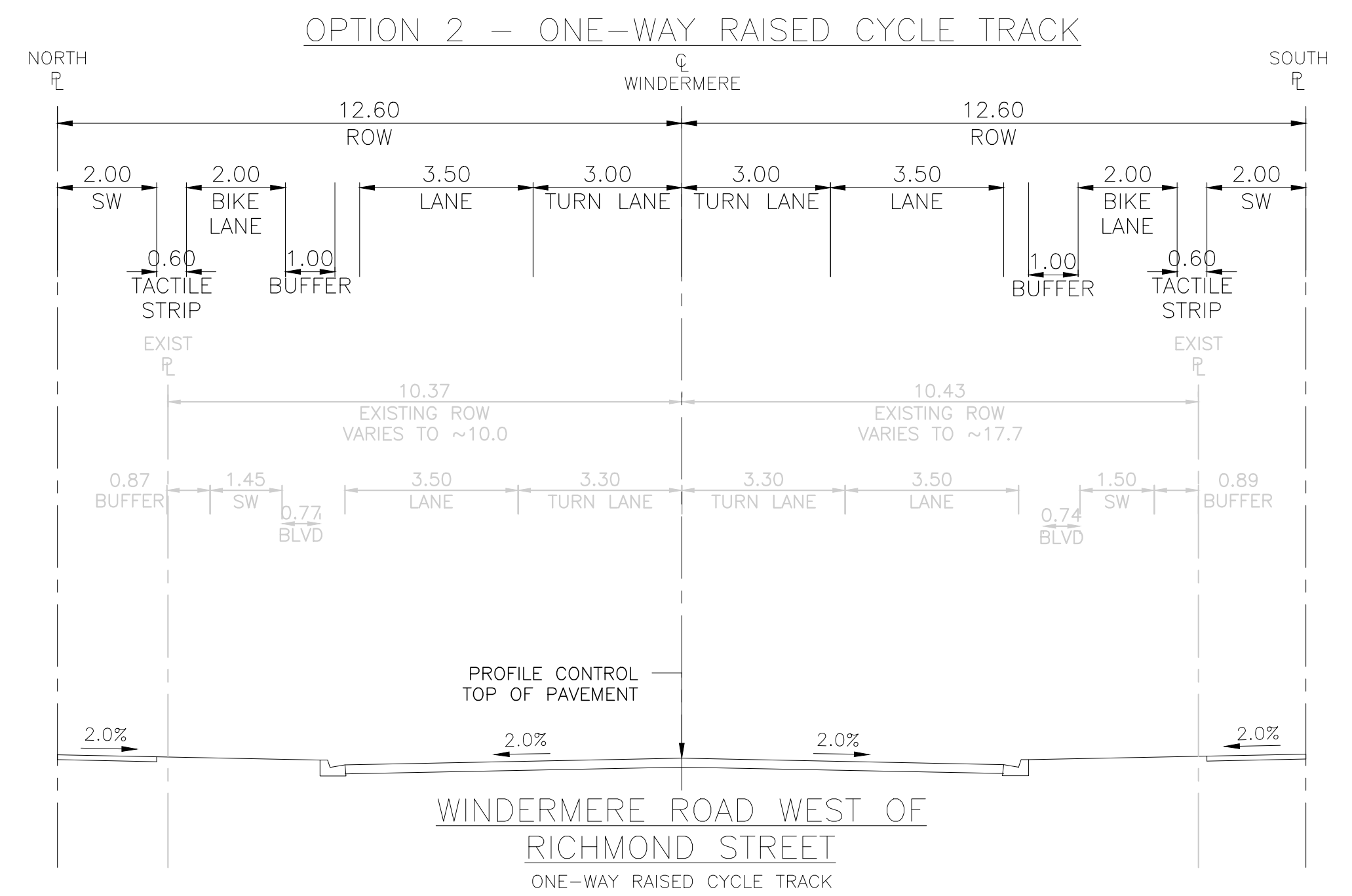
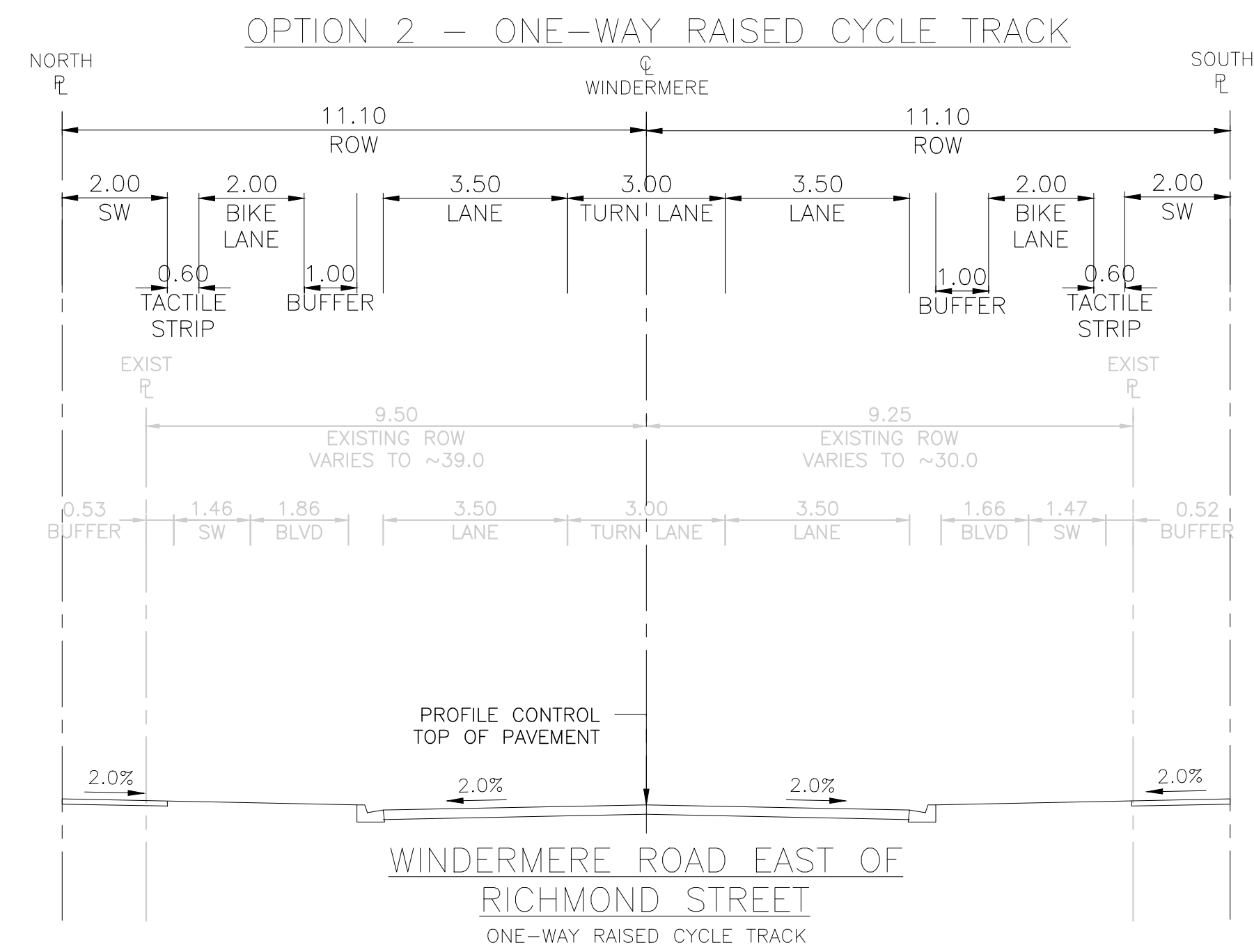


**CORPORATION OF THE
CITY OF LONDON**

SCALE

TITLE	WINDERMERE RD EA
	RICHMOND STREET

PROJECT No.	
SHEET No.	04
PLAN FILE No.	



EXISTING SERVICES	DRAWING #, SOURCE	DATE	CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT
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					CHECKED				
					APPROVED				
					DATE				

CONSULTANT OR DIVISION

600-171 Queens Avenue
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www.stantec.com

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ENGINEER'S STAMP

CORPORATION OF THE CITY OF LONDON

London CANADA

SCALE

TITLE

WINDERMERE RD EA

WINDERMERE ROAD

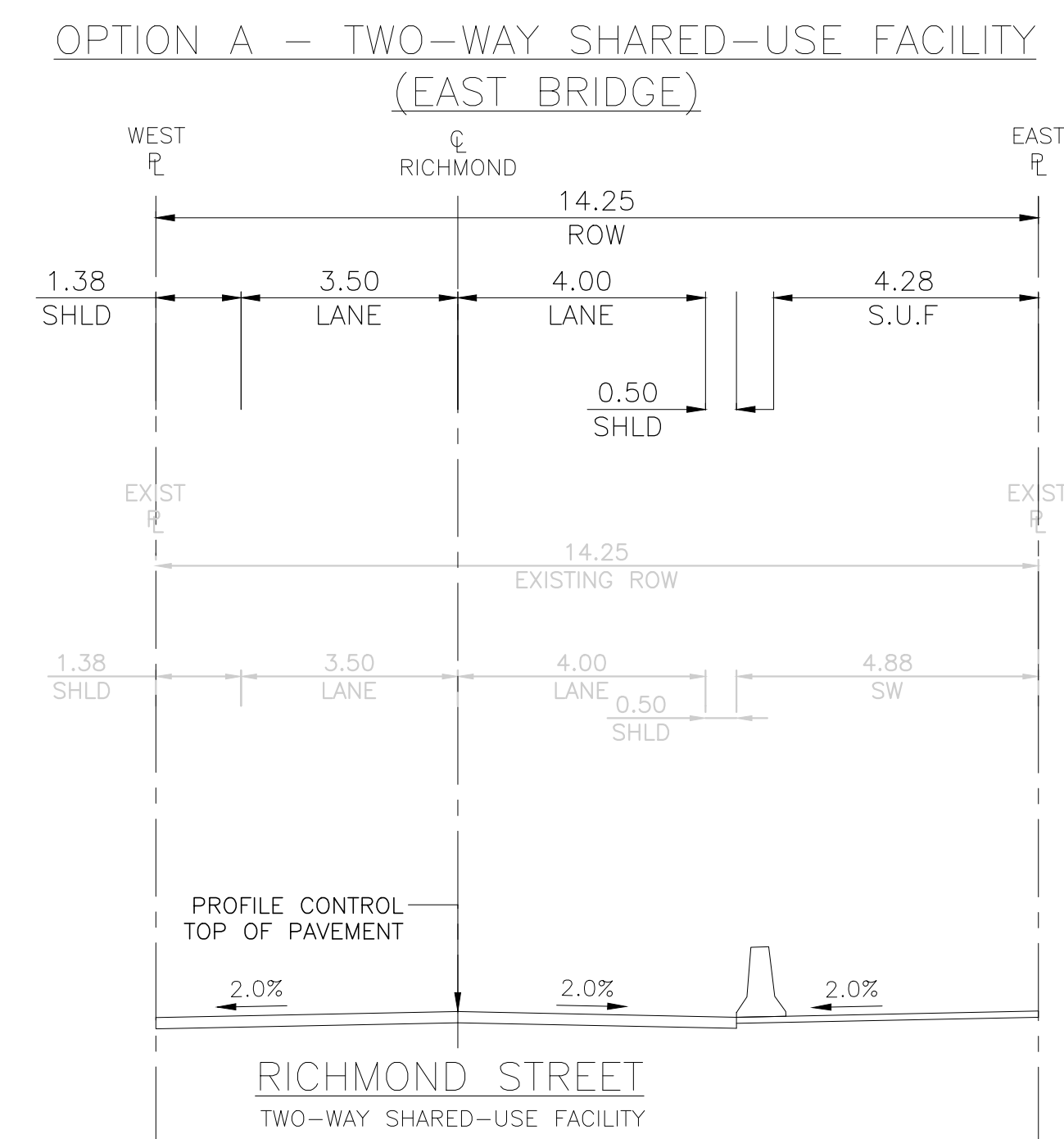
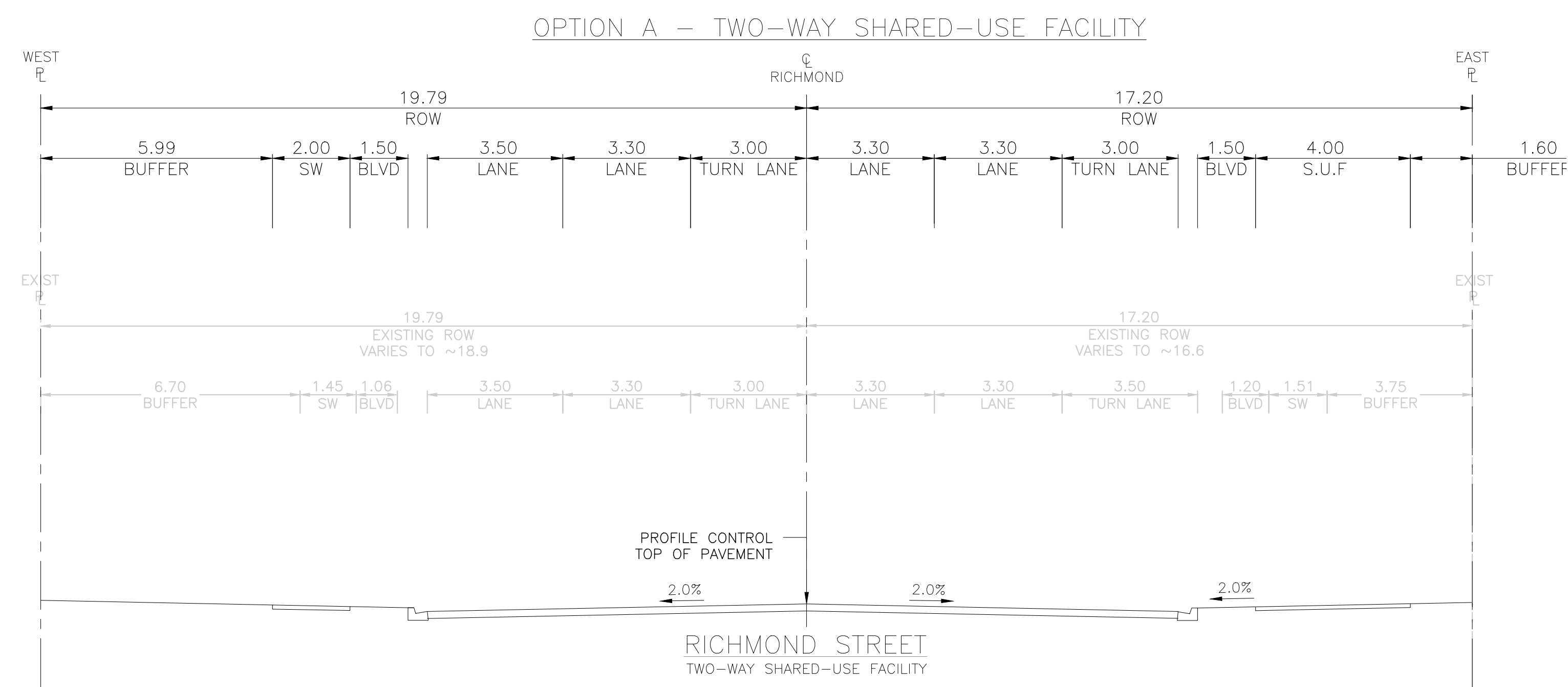
TYPICAL SECTION OPTIONS

PROJECT No.

SHEET No.

01

PLAN FILE No.



EXISTING SERVICES	DRAWING #, SOURCE	DATE	CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT
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					CHECKED				
					APPROVED				
					DATE				

CONSULTANT OR DIVISION

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ENGINEER'S STAMP

**CORPORATION OF THE
CITY OF LONDON**

SCALE

TITLE

WINDERMERE RD EA

RICHMOND STREET

TYPICAL SECTION OPTIONS

PROJECT No.

SHEET No. **02**

PLAN FILE No.

Transportation Advisory Committee

Report

8th Meeting of the Transportation Advisory Committee
September 28, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: D. Foster (Chair), A. Abiola, D. Doroshenko, T. Kerr,
T. Khan, P. Moore, M. Rice and S Wraight and J. Bunn
(Committee Clerk)

ABSENT: G. Bikas, B. Gibson and M.D. Ross

ALSO PRESENT: J. Kostyniuk, T. Macbeth, D. MacRae, A.
Miller, E. Oladejo, M. Schulthess, J. Stanford and B. Westlake-
Power

The meeting was called to order at 12:16 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

2.1 7th Report of the Transportation Advisory Committee

That it BE NOTED that the 7th Report of the Transportation Advisory
Committee, from its meeting held on August 3, 2021, was received.

2.2 Municipal Council Resolution - 7th Report of the Transportation Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting
held on September 14, 2021, with respect to the 7th Report of the
Transportation Advisory Committee, was received.

2.3 2020 Community Energy Use and Greenhouse Gas Emissions Inventory

That it BE NOTED that the staff report, dated August 31, 2021, with
respect to the 2020 Community Energy Use and Greenhouse Gas
Emissions Inventory, was received.

2.4 Notice of Study Restart - Western Road and Sarnia Road/Philip Aziz Avenue Improvements - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Study Restart, dated August 16,
2021, from K. Grabowski, City of London and J. Pucchio, AECOM Canada
Ltd., with respect to the Western Road and Sarnia Road/Philip Aziz
Avenue Improvements Municipal Class Environmental Assessment, was
received.

3. Sub-Committees and Working Groups

None.

4. Items for Discussion

4.1 Advisory Committee Pilots - Strengths-Weaknesses-Opportunities-Threats (SWOT) Comparison Document

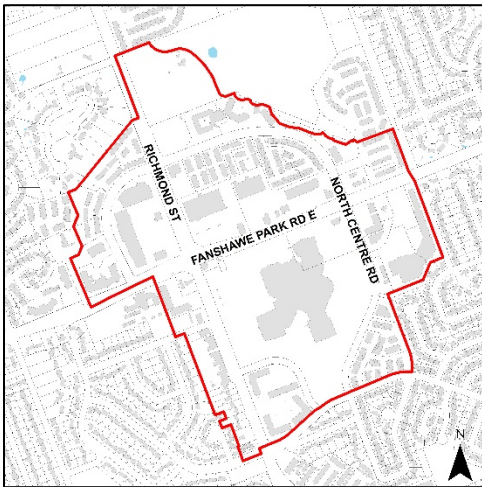
That the Advisory Committee Pilots - Strengths-Weaknesses-Opportunities-Threats (SWOT) Comparison Document BE REFERRED to the Sub-Committee for finalization and a report back to the next meeting of the Transportation Advisory Committee.

5. Adjournment

The meeting adjourned at 12:56 PM.

Official Plan Amendment

Masonville Secondary Plan



File: O-8991

Applicant: The Corporation of the City of London

What is Proposed?

The final Masonville Secondary Plan is based on revisions from the draft Secondary Plan. The Masonville Secondary Plan will be presented and recommended for adoption at this meeting. The Masonville Secondary Plan contains:

- A long-term vision for the plan area;
- Over-arching principles that set the foundation for the plan; and
- Detailed policies and schedules that will guide future development based on land use, building heights, setbacks, connections, and the public realm.

YOU ARE INVITED!

Further to the Notice of Application you received on December 9, 2020, and the Notice of Public Meeting you received on March 10, 2021, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, October 18, 2021, no earlier than 5:00 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

Please refer to the enclosed Public Participation Meeting Process insert.

For more information contact:

Sonia Wise
swise@london.ca
519-661-CITY (2489) ext. 5887
Planning and Development,
300 Dufferin Avenue., London ON N6A 4L9
File: O-8991

getinvolved.london.ca/masonville1

To speak to your Ward Councillor:

Maureen Cassidy Ward 5
mcassidy@london.ca
519-661-CITY (2489) ext. 4005

Josh Morgan Ward 7
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 Amendment to the 1989 Official Plan

The application is to prepare and adopt the Masonville Secondary Plan and to add it to the list of adopted Secondary Plans in Section 20.2 and 20.3 of the *1989 Official Plan*, and to Schedule D of the *1989 Official Plan*.

Requested Amendment to The London Plan (New Official Plan)

The application is to prepare and adopt the Masonville Secondary Plan and to add it to the list of adopted Secondary Plans in Policy 1565 of *The London Plan*, and to Map 7 – Specific Policy Areas in *The London Plan*.

Both Official Plans are available at london.ca.

Access the Masonville Secondary Plan

The final Masonville Secondary Plan is available on the project website, and can be accessed here: getinvolved.london.ca/masonville1.

Planning Policies

Secondary Plans are prepared to provide for a coordinated planning approach and more detailed policy guidance. Secondary Plans are adopted by Municipal Council to form part of the Official Plan and elaborate on the parent policies of *The London Plan*. The Masonville Secondary Plan consists of policies and maps (schedules) that provide more specific direction to guide redevelopment, establish street and pathway networks, identify park spaces, establish more detailed policies for land use, intensity and built form, and establish transitional and interface policies.

The subject lands are currently designated as Multi-Family, Medium Density Residential, Multi-Family, High Density Residential, Enclosed Regional Commercial Node, and Office Area in the *1989 Official Plan*, which permits a broad range of retail, commercial, office, mid-rise and high-rise residential uses.

The subject lands are in the Transit Village Place Type in *The London Plan* which permits a broad range of retail, commercial, office, mid-rise and high-rise residential uses. Transit Villages are intended to be exceptionally designed, high-density, mixed-use urban neighbourhoods that are well connected by transit.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation of land located within 120 metres of a property you own, or your landlord has posted the public meeting notice in your building. The City reviews and makes 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 getinvolved.london.ca/masonville1
- 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 amendment 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.

Alternative formats to in-person attendance are 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 official plan 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 Ontario Land 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 Ontario Land 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.

If a 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 may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

For more information go to <https://olt.gov.on.ca/appeals-process/forms/>.

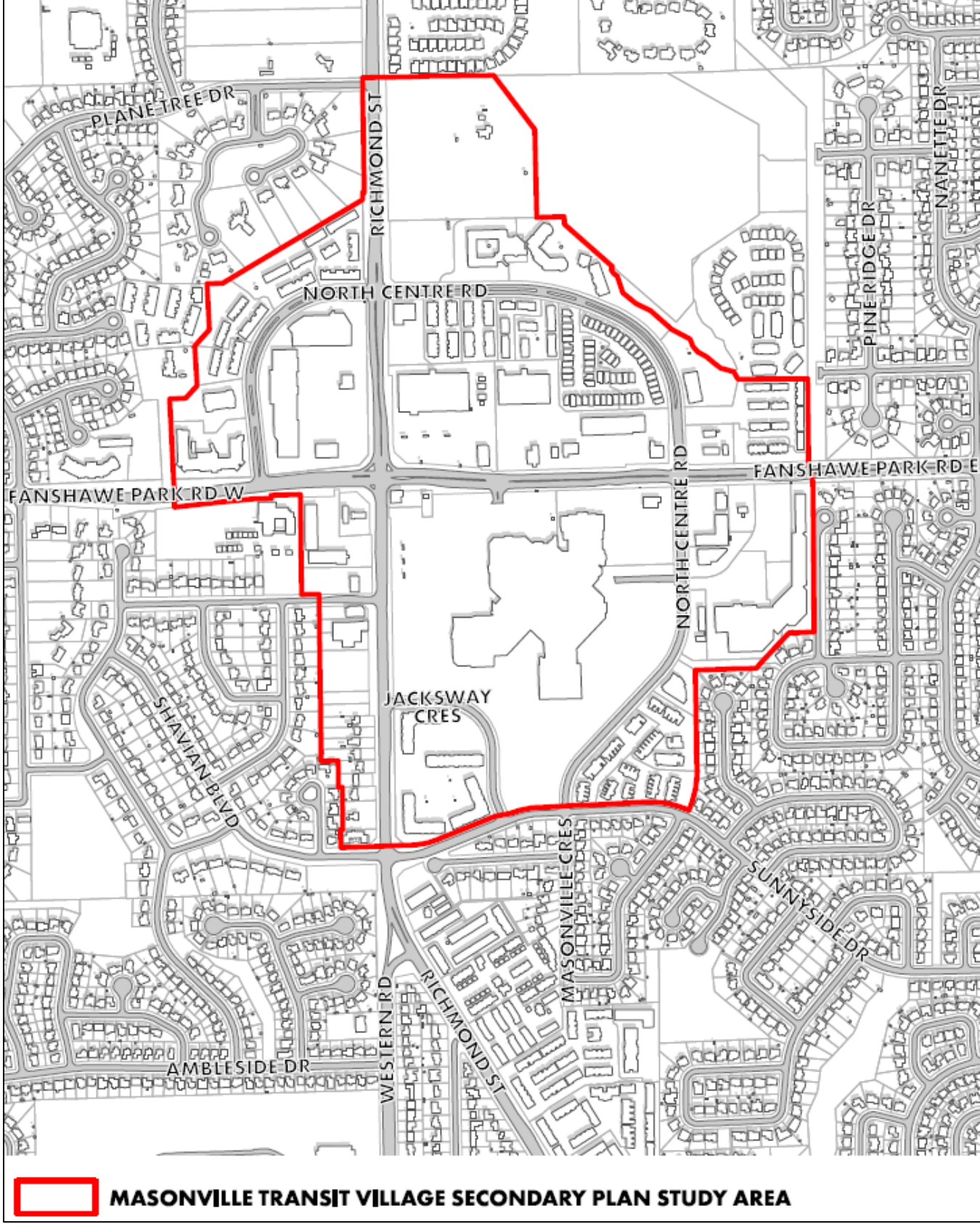
Notice of Collection of Personal Information

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

The City of London is committed to providing accessible programs and services for supportive and accessible meetings. We can provide you with American Sign Language (ASL) the interpretation, live captioning, magnifiers and/or hearing assistive (t coil) technology. Please contact us at planning@london.ca or 519-661-4980 by October 11, 2021 to request any of these services.

Masonville Secondary Plan Boundary



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 capacity for individuals in City Hall meeting rooms and the Council Chambers Public Gallery will reflect the requirement for 2m physical distancing, with designated seating and standing areas being provided.

Please refer to the public meeting notice for all options available for you to participate in the planning process.

Public Participation Meeting (PPM) Process

- Members of the public are asked to “pre-register” to speak in person at a PPM. Pre-registered speakers will be given priority access to entering City Hall. Speakers will be limited to five minutes of verbal presentation.
 - **Pre-register by calling 519-661-2489 ex. 7100; or by emailing PPMClerks@london.ca** Please indicate the PPM subject matter when contacting the Clerk's Office. Registrations will be confirmed.¹
 - When pre-registering, members of the public will have a brief COVID-19 health screening and will be asked to self-screen prior to entering City Hall.
- Presentations will be strictly verbal; any other submission of photos, slides or written information must be made outside of the PPM. These can be forwarded to the Planner associated with this application and/or to the registration email, noted above. In order to be considered, all submissions should be made prior to the Council meeting when the Planning and Environment Committee recommendation regarding the subject matter is considered.

Public Participation Meeting (PPM) Process – At the meeting

- Members of the public should self-screen before entering City Hall. You likely will be greeted by security upon entering the building. A mask/face covering is required at all times in City Hall.
- Each committee room in use for the PPM will broadcast the meeting taking place in the Council Chambers.
- City Staff will be in each assigned room to assist members of the public.
- When appropriate, individual members of the public will have an opportunity to speak to the committee remotely, using the camera/microphone in the committee room. Floor markings will indicate where to stand.

Council Chambers

- Committee members and staff will be present in the Chambers (physically, or by remote attendance).
- There will be no public access to the Council floor.

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Zoning By-law Amendment

99 Southdale Road W



File: Z-9162

Applicant: Southdale West Holdings Inc.

What is Proposed?

Zoning amendment to allow:

- Two 4-storey, apartment buildings,
- Two 8-storey, apartment buildings,
- Two 9-storey, apartment buildings, and associated underground parking structures and surface parking areas
- The proposed development will contain a total of 724 units for a density of 96 units per hectare

YOU ARE INVITED!

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

Meeting Date and Time: Monday, November 1, 2021, no earlier than 5:00 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-9162

london.ca/planapps

File: Z-9162

To speak to your Ward Councillor:

Paul Van Meerbergen
pvanmeerbergen@london.ca
519-661-CITY (2489) ext. 4010

**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

Commonly Used Planning Terms are available at london.ca/planapps.

Requested Zoning By-law Amendment

To change the zoning from an Urban Reserve (UR4) and Environmental Review (ER) Zone to a Residential R9 Special Provision Bonus (R9-5(____)) and Open Space (OS4) Zone to permit apartment buildings with a maximum density of 96 units per hectare. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Urban Reserve (UR4) and Environmental Review (ER)

Permitted Uses: Within the UR4 Zone: 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. Within the ER Zone: conservation lands conservation works, passive recreational uses, manage woodlot and agricultural uses.

Height: UR4 - 15m

Requested Zoning

Zone: Residential R9 Special Provision Zone (R9-5(____))

Permitted Uses: apartment buildings, lodging house class 2, senior citizen apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities

Special Provision(s): a minimum front yard setback of 6.0m along an Southdale Road West, a minimum rear yard setback of 6.0m, a minimum east interior side yard setback of 12.0m, a minimum west interior side yard setback of 6.5m, a maximum height of 30.9m and the density, lot area, lot coverage and landscaped open space calculation shall be based on a lot area which includes the lands in the abutting Open Space (OS4) Zone.

Residential Density: 96 units per hectare (724)

Height: 30.9m (9 storeys)

The City may also consider holding provisions.

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 and Open Space in the 1989 Official Plan. The Multi-family, Medium Density Residential designation permits multiple-attached dwellings, 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. Normally height limitations will not exceed four storeys and density will generally not exceed 75 units per hectare, with provision for up to 100 units per hectare with bonusing. The Open Space designation permits agriculture; woodlot management; horticulture; conservation; essential public utilities and municipal services; and recreational and community facilities; may also be permitted. Zoning on individual sites may not allow for the full range of permitted uses

The subject lands are in the Neighbourhoods and Green Space Place Types in The London Plan. The Neighbourhoods Place Type permits a range of housing types including low-rise apartments with a maximum height of 4 storeys with the potential for up to 6 storeys with Type 2 bonusing. Permitted uses in the Green Space Place Type include agriculture, woodlot management, horticulture, conservation, and recreational uses

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change 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. For more detailed information about the public process, go to the [Participating in the Planning Process](#) page at london.ca.

See More Information

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

- visiting Development Services at 300 Dufferin Ave, 6th floor, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or

- viewing the application-specific page at london.ca/planapps.

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 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. 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 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 by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

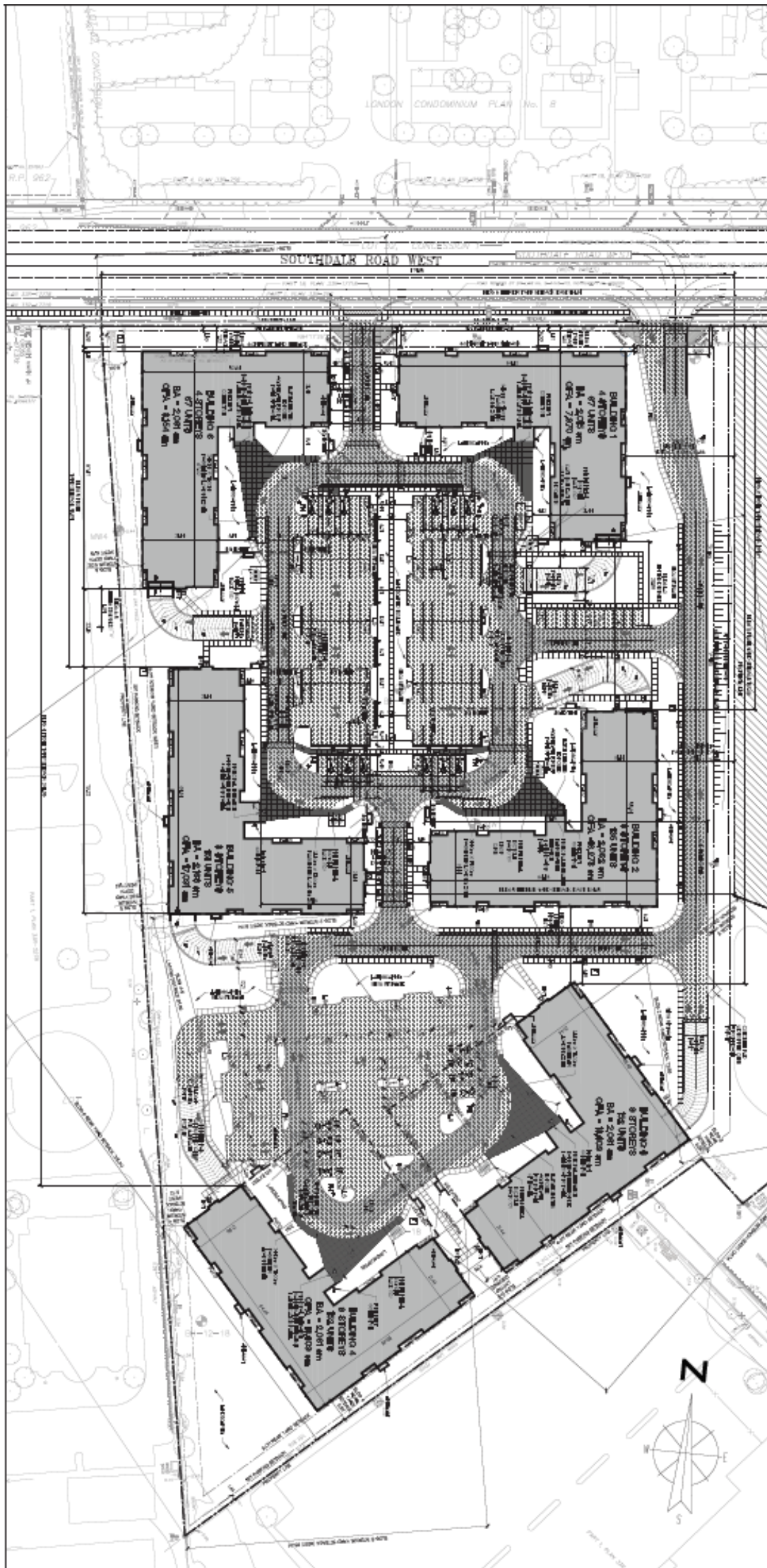
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

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Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.

Site Concept



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

Building Renderings



View from Southdale Road West, buildings 4, 5 & 6



Aerial View

The above images represent the applicant's proposal as submitted and have been revised to reflect the revised site plan.

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 capacity for individuals in City Hall meeting rooms and the Council Chambers Public Gallery will reflect the requirement for 2m physical distancing, with designated seating and standing areas being provided.

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Public Participation Meeting (PPM) Process

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Public Participation Meeting (PPM) Process – At the meeting

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Council Chambers

- Committee members and staff will be present in the Chambers (physically, or by remote attendance).
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300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

London
CANADA

NOTICE OF PUBLIC INFORMATION CENTRE FOR EAST LONDON LINK (RAPID TRANSIT), PHASE 1 CONSTRUCTION

As the City of London prepares to construct Phase 1 of the East London Link on King Street from Wellington Street up to Lyle Street in 2022, we are hosting a Public Information Centre on **Thursday, November 4, 2021 at 5 p.m.**, for residents and businesses to learn about the project and view the near-final designs.



Above: Map of East London Link, Phase 1

Public Information Centre:

Join us virtually on November 4, 2021 to:

- view the near-final designs for the East London Link, Phase 1 (King Street from Wellington Street up to Lyle Street)
- view concepts of the bus stations and streetscapes
- learn more about the plans for construction
- participate in a Q&A session with the project team

Meeting Details:

Thursday, November 4, 2021
5:00 pm – 7:00 pm
Visit [Zoom.us/join](https://zoom.us/join), or
getinvolved.london.ca/eastlondonlink
for details on how to join by phone

How to join:

1. Enter **zoom.us/join** in your browser
2. Enter the **meeting ID: 940 2131 2408**
3. Enter your **name** and **email**
4. Enter meeting passcode: **'eastlink'**

A recording of this meeting and all the latest materials and information on the East London Link project will be posted on the project website getinvolved.london.ca/eastlondonlink on November 5, 2021 for those who are not able to attend the live event.

About the East London Link project:

The East London Link will revitalize more than 6 km of road from Downtown to Fanshawe College. The project will add rapid transit and transportation improvements including transit links to the City’s eastern industrial employment areas. At the same time, the City will repair and replace aging sewers and watermains.

The project has received Ministry of the Environment, Conservation and Parks approval of the Environmental Assessment and is now in the detailed design stage, to prepare for construction in 2022.



Above: Map of East London Link Project Area

The full East London Link project will:

- improve traffic capacity and revitalize the 6.3 km of road from Downtown to Fanshawe College
- add enhanced bus stops and transit stations
- install transit lanes on King and Dundas Streets
- widen Highbury Bridge, Highbury Avenue and Oxford Street to establish continuous transit lanes
- address necessary underground work, including replacing aging sewers and watermains to accommodate future growth
- add boulevard enhancements and new street lights
- move buses into their own bus lane and install smarter traffic signals to reduce intersection delays and improve safety and capacity for all road users

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 the Major Projects Office at eastlondonlink@london.ca, or 519-930-3518.

Sincerely,

Ted Koza
Division Manager, Major Projects
City of London

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.

Advisory Committee Pilots - SWOT Comparison

Current “At Large” Configuration

Strengths

- Terms of Reference as currently written provide clear direction and convey a strong mandate (TMP/CMP)
- AC provides a much broader and considered platform to share ideas with Council
- Fosters a sense of independent thinking
- Promotes diversity and inclusion in group representation
- Ideas may come from the “bottom up” in addition to the “top down”
- Accountable to Council (via Civic Works Committee) vs. Civic Administration
- Integrated leadership amongst Council, Staff and AC (vs. Straight-line accountability)
- The parliamentary org structure promotes order, transparency and good organizational governance
- Promotes and sustains relationship building amongst like-minded Londoners
- Meets and/or exceeds the requisite level of SMEs in the committee makeup, often organically
- Demonstrated three-year track record of success in the case of TAC
- A strong Work Plan process was developed by TAC which is outcome-driven and aligned to London Plan (Strategic Vision vs. Tactical)

Community Engagement Panel

Strengths

- In effect the CEP, as envisioned, is simply an expanded, topic-driven PIC process utilizing a more flexible, “focus-group” structure lead by the Civic Administration
- Since this approach is as yet untested, see the “Opportunities” slide for potential strengths.

Advisory Committee Pilots - SWOT Comparison

Current “At Large” Configuration

Weaknesses

- The sometimes, the overly long cycle times of the formal process often preclude expedited matters from being fully explored...TAC has learned that a strong WP process can often mitigate this risk...but not fully
- Information flows slowly and often incompletely to/from Council due to barriers inherent in the parliamentary process
- AC mandates as outlined in their TORs are not always fully respected by the Civic Administration
- The Work Plan process, while providing structure, may sometimes have the effect of stifling new idea generation on topics not aligned to strategic interests of Council vs. the needs/desires of the Public
- The “At Large” pilot was established without success criteria and metrics for proper evaluation at the conclusion of the pilot period.
- The recruitment (Striking Committee) and selection processes (Council) need to be improved and focussed on expertise/merit vs. reward/vanity

Community Engagement Panel

Weaknesses

- Work planning will not be leveraged to provide focus and alignment to the London Plan and TOR
- Maintaining two different structures (AC and CEP) may not drive the expected benefits/efficiencies
- The CEP process and structure is still not entirely clear because it remains under development
- CEPs tend to be subject-focussed and steered (Command & Control vs. Collaboration) which eliminates the opportunity for free and independent thinking/input from the community (Tactical vs. Visionary)
- The level of transparency of the process from the point of view of the public (published meeting agendas, minutes, video) has not been established and/or properly evaluated.
- The CEP model has a lack of organizational structure and mature finesse and is largely ad hoc (Tactical)
- The pilot is being undertaken without criteria/metrics for proper evaluation at the conclusion of the pilot period (same mistake as with the “At Large” pilot)
- The model lacks a robust track record of success (going operational without the benefit testing)

Advisory Committee Pilots - SWOT Comparison

Current “At Large” Configuration

Opportunities

- Continue TAC in its current AC structure (with or without CAC) and undertake a proper comparative analysis which may drive improvement opportunities and models for those Advisory Committees which will remain in place.
- Recommendations regarding refinements of the recruitment and/or selection process for remaining ACs may result
- Introduction of enhanced analytics of AC effectiveness may result and be leveraged for future iterations/pilots/improvement initiatives

Community Engagement Panel

Opportunities *

- Expand the level of diversity and inclusion of the target audience on questions/issues requiring feedback to Council
- Reduced the cycle time for feedback to Council on time-sensitive matters, though the feedback may be much narrower in scope
- Enhance community engagement and feedback (Diversity and Inclusion)

* (Untested and therefore purely theoretical)

Advisory Committee Pilots - SWOT Comparison

Current “At Large” Configuration

Threats (Risks)

- Lack of support from Council
- Time-boxing by Civic Administration
- Poor assumptions/attitudes amongst many current AC members regarding mandate, attendance, due diligence, dedication and work group participation)
- Lack of skills development and succession planning for AC members threatening process sustainability
- No process to document understanding acquired to enhance the knowledge base of ACs
- No exit interview process (Early Warning System of AC dysfunction)
- Entropy associated with competing special interests
- Conflicts of interest

Community Engagement Panel

Threats (Risks)

- Special interest group bias could become a dominant feature of this model
- Pre-qualified lists of key individuals and/or special interest groups may be employed by Civic Administration as a pre-screen (thus undermining the benefits of convening a broader audience)
- Engagement fatigue (Public)
- Negativity on the part of Council and/or Civic Administration (due to Overwork/Disinterest/Stress associated with recent Covid-19 protocols)
- Negative reaction in Traditional/Social Media

**TRANSPORTATION ADVISORY COMMITTEE
2021 APPROVED WORK PLAN
as at October 15, 2021**

Recommended Priority Initiatives: BOLD

Updated: Oct 15, 2021 (Updates/Changes highlighted in RED)

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 18.5	Connected And Autonomous Vehicles (CAV) & 5G Network (formerly TAC 19.11)	While discussions on the potential benefits of driverless vehicles have increased, it is not well understood what the adoption of the technology will mean for London. It is time for policymakers and transportation professionals to proactively evaluate, assess and plan for the onset of vehicle automation.	John Kostyniuk Mike Rice	Q3-2020		<u>Building A Sustainable City</u> 1A, 2B, 5B <u>Growing Our Economy</u> 3A, 4B, 4C	CAVWG has been established by CWC to develop a strategy by mid-2020. Draft may be ready for review by Q2 2020. Jon K presented at Jan 28 th TAC. A WG lead by Mike R. has been established to respond to Staff request for TAC Input. Approved by CWC. MR advised Feb 25 th that his draft report is on track for April TAC. Preliminary report sent to CAVWG in March. MR advises final report is complete and will be on the Meeting #4 agenda. Complete.
TAC 18.11	Transportation Management Association (TMA)	The City has received funding from the Public Transit Infrastructure Fund (PTIF) to develop a feasibility study and business case for developing a Transportation Management Association (TMA) which would be a 1 st for London. TAC will be consulted for recommendations for invitees for a TDM Primer session and input on governance model and geographic area for TMA.	Allison Miller TDM Coordinator Dan Doroshenko	Ongoing		<u>Strengthening Our Community</u> <u>Building A Sustainable City</u> <u>Growing Our Economy</u>	On hold due to Covid learnings and ability to move forward with employer engagement. Still on hold.
TAC 18.12	Business Travel Wise Program Expansion	City Staff plans to engage local employers to participate in the program which encourages commuting Londoners to use options other than driving alone through programs and incentives. The <i>Commute Ontario</i> project will include actions such as: expanded carpooling; <i>ActiveSwitch</i> walking and cycling rewards program; <i>Emergency Ride Home</i> program; ongoing campaigns, incentives and rewards and – tracking tools to measure ROI.	Allison Miller TDM Coordinator Dan Doroshenko	Ongoing		<u>Strengthening Our Community</u> <u>Building A Sustainable City</u> <u>Growing Our Economy</u>	Project ends April 2021. Input from TAC will be sought on next steps. A WG lead by Dan Doroshenko has been established. Still on hold.
TAC18.16	City Clerk Comprehensive Review of Advisory	In preparation for the City Clerk pending Review of Advisory Committees, a Working Group lead by Tariq Khan has been established to review the TAC Terms of	City Clerk Tariq Khan	Q1-2019		<u>Leading in Public Service</u>	Clerk submitted Report IV to Governance Working Group January 11, 2021.

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
	Committees	Reference.					Barb Westlake-Powers made a presentation at Jan 26 th TAC. Awaiting draft TOR for review and comment. Clerk submitted Report V at Apr 19 th CSC recommending extension of TAC to the end of 2021 with 2 vacancies. AC Pilots SWOT Analysis completed and presented at Meeting #8 for comment. Referred back to Sub Committee and will be re-submitted for motion at Meeting #9. Complete.
TAC 20.3	Hyde Park & Sunningdale Roundabout	Design of the Hyde Park & Sunningdale roundabout that is anticipated to be constructed in 2021.	Peter Kavcic	TBD		<u>Building A Sustainable City</u>	Design reviewed in Meeting #2. No further action required. Complete.
TAC 20.8	Managing Transport-Related GHG Emissions	Based on a presentation to the November 2019 TAC meeting by Ayo Abiola: City Council has declared a climate emergency and it has been proposed that London become net-zero by 2050. A TAC Work Group would be established to determine what level of reduction in transportation-related emissions best meets the city's overall targets under the Climate Emergency, and how does the next transportation master plan help achieve this? The scope could be further expanded to include collaboration with: ACE, CAC and LTC and Best Practises for Investing in Energy Efficiency and GHG Reductions.	Ayo Abiola Jay Stanford	Starting Q1 2020 until next TMP is sent to Council		<u>Strengthening Our Community</u> <u>Building A Sustainable City Leading in Public Service</u>	A WG lead by Ayo Abiola has been established and approved by Council on Feb 11 th , 2020. WG will restarted in 2021 on March 16 th . WG met and reviewed the Get Involved website and provided feedback. Complete.
TAC 21.1	2021 TAC Work Plan	TAC Sub-Committee to review the 2020 Carry-Over Items and suggestions by CWC Chair which will take us through to the end of our mandate which expires on June 30, 2021.	Dan Foster	Q1-2021		<u>TAC Terms of Reference – Planning</u>	WP approved with no amendments. Complete.
TAC 21.2	Vision Zero London Road Safety Strategy	Monitor progress and provide suggestions on London Road Safety Strategy action items.	LMRSC Garfield Dales	Ongoing		<u>Leading in Public Service</u>	Awaiting LMRSC 2021 Work Plan.
TAC 21.3	2021 New Sidewalk Program	Design of sidewalks on various streets within the City that are anticipated to be constructed in 2021.	Doug MacRae	Q1-2021		<u>Building A Sustainable City</u>	TAC reviewed plans in Meeting #2. No further action required.

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
							Complete.
TAC 21.4	Neighbourhood Street Renewal	Sidewalk Improvements indicated as per Complete Streets Policy and recommended following Staff assessment of 2021 Neighbourhood Street Reconstruction Projects.	Doug MacRae	Q1-2021		Building A Sustainable City	TAC reviewed list Jan 26 th and passed a motion in support of all identified location upgrades. Complete.
TAC 21.5	Adelaide Street Underpass Design	Design Phase to be completed in 2021.	Doug MacRae	Q1-2021		Building A Sustainable City	TAC reviewed plans in Meeting #2. No further action required. Complete.
TAC 21.6	2021 Core Construction Mitigation	BRT Construction projects necessitate the removal of cycling lanes on King St and re-routing cycle traffic to Dundas Place in 2021. Various alternatives were presented.	Doug MacRae	Q2-2021		Strengthening Our Community Building A Sustainable City	Presentation received without recommendation. Council opted to take a different approach: thru traffic to Dundas Place will be blocked off at Ridout and Wellington Streets for the 2021 construction season. Complete.