

Agenda Including Addeds Civic Works Committee

6th Meeting of the Civic Works Committee

April 4, 2018, 4:00 PM

Council Chambers

Members

Councillors V. Ridley, T. Park, P. Hubert, P. Squire, H. Usher, Mayor M. Brown

The Committee will recess at approximately 6:30 PM for dinner, as required.

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6.	Confidential	
6.1	Position, Plan, Procedure, Criteria or Instruction to be Applied to Any Negotiations/Confidential Trade Secret or Scientific, Technical, Commercial or Financial Information Belonging to the City	
	<p>A matter pertaining to a position, plan, procedure, criteria or instruction to be applied to negotiations carried on by the Corporation, including communications for that purpose, and commercial or financial information that belongs to the municipality that has monetary value or potential monetary value, including communications for that purpose, as it relates to a Request for Proposals process being conducted by Union Gas Limited.</p>	

7. Adjournment

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 4, 2018
FROM:	KELLY SCHERR, P. ENG, MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	2018 ANNUAL WARRANTED SIDEWALK PROGRAM

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer the proposed new sidewalks identified herein **BE ENDORSED** for implementation.

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by implementing and enhancing safe mobility choices for pedestrians.

BACKGROUND

Purpose

The purpose of this report is to request Municipal Council endorsement of proposed works to be undertaken in 2018 under the Annual Warranted Sidewalk Program and to respond to an outstanding item from the September 26, 2017 Civic Works Committee.

The Warranted Sidewalk Program is an ongoing annual program responding to requests for sidewalks received from the public. The construction of exterior paths of travel compliant with the Accessibility for Ontarians with Disabilities Act (AODA) is undertaken annually in response to these public requests. Acceleration of funding from 2018 to 2017 to leverage Public Transit Infrastructure Fund (PTIF) active transportation funding has resulted in a reduced 2018 program.

On October 3rd 2017, Council resolved that the following actions be taken with respect to the Warranted Sidewalk Program on the following items:

- a) The Managing Director, Environmental and Engineering Services and City Engineer, BE REQUESTED to develop an improved community engagement strategy with respect to Warranted Sidewalk Program; and,

This report responds to the Council resolution by outlining enhancements to the process followed to encourage community engagement.

DISCUSSION

2018 Warranted Sidewalk Program

The Ontario Human Rights Code is a law that recognizes the dignity and worth of every person and gives equal rights and opportunity without discrimination. The AODA requires municipalities to remove barriers and provide safe routes for all. Vulnerable road users include people who walk and use mobility devices and includes particular consideration of the young and elderly. Sidewalks provide an exterior path of travel for vulnerable road users that is separated from motor vehicle traffic. The provision of sidewalks greatly reduces the risk to vulnerable road users by reducing the intermingling with motor vehicles. The Warranted Sidewalk Program is designed to respond when requests and concerns are identified by the public.

Walking is an active mode of transportation promoted by the Smart Moves 2030 Transportation Master Plan, Official Plan Policy, and it is an integral part of a transit trip. Implementing new sidewalks is part of a complete streets approach aiming to reduce car-dependency and make neighbourhood streets welcoming, equitable, safe and accessible for community members of all ages, abilities and means. AODA compliance includes the provision of tactile plates on all ramps to improve visibility and provide a change in texture for the user.

A number of new sidewalk locations are constructed each year through this program. The program improves safety, promotes accessibility and supports The London Plan, London's Age Friendly Network and the London Strengthening Neighbourhoods initiatives. In the initial 2016-2019 multi-year budget submission, funding within the Roadways Capital Budget was reallocated to increase the value of the Warranted Sidewalk Program based on input from the Transportation Advisory Committee.

After an expanded 2017 Warranted Sidewalk Program with additional funding from PTIF, the available budget for 2018 is limited to \$100,000. Having regard for the availability of funding, the locations recommended for construction each year are prioritized considering a number of factors such as pedestrian volumes, identified presence of vulnerable users and disabled, proximity to transit, and road and traffic conditions and coordination within neighbourhood networks. Acceleration of some projects may be recommended where completing these sidewalks in coordination with other projects can reduce their cost and provide a consolidated construction project. Deferral of some high priority projects may be recommended where these projects cannot be constructed in their permanent location due to pending major projects or physical constraints.

The attached Warranted Sidewalk priority list in Appendix A has been developed using a rating system previously approved by Council. The rating system takes into consideration pedestrian demand, traffic activity, transit accessibility and roadside conditions with special attention being paid to those requests that serve schools and seniors. The following sidewalk is recommended for construction as part of the 2018 Warranted Sidewalk Program:

<u>Location</u>	<u>From</u>	<u>To</u>
Commissioners Road West	Cranbrook Road	Longworth Road

The attached location map in Appendix B generally illustrates the recommended new sidewalk location for 2018. The design is in progress, so the attached plan provides

limits and alignments that may be subject to change. Sidewalk locations have been determined to fill present gaps in the sidewalk network. New sidewalks will be in standard locations set back from the road wherever feasible which provides a comfortable user experience and facilitates snow clearing. New sidewalk designs consider the particular street environment and minimize impacts as much as possible. Individual grading, landscaping and utility issues may necessitate minor alignment adjustments when construction begins. Sidewalk maintenance and snowplowing is provided as a City service across London.

The proposed sidewalk placement on Commissioners Road will provide a connection to the sidewalks at Cranbrook Road and Longworth Drive. The estimated cost of \$91,000 is available in the 2018 capital budget. Other locations on the list that are rated higher such as Commissioners Road West from Longworth Road to Crestwood Drive, will be considered in the future as constraints are resolved, in conjunction with major road works or as part of a neighbourhood network connectivity approach.

In order to provide communication with the affected property owners, staff will follow the current policy and circulate a letter to the property owners on Commissioners Road defining available details of the proposed sidewalk (i.e. location and limits of the sidewalk) along with more information on the Warranted Sidewalk Program and the safety needs it addresses.

As more details are defined through the detailed design process, a meeting could be offered to provide particular information related to each street. This meeting may not be needed in all cases.

When possible, infrastructure renewal projects construct sidewalks as part of a coordinated effort. This saves design and construction costs. It also facilitates better engagement with the neighbourhood with combined discussions and minimizes the construction disruption to the community. The following two locations highlighted on the list in Appendix A are sidewalks being coordinated with infrastructure renewal projects in the area and leveraging funds from the projects:

<u>Location</u>	<u>From</u>	<u>To</u>
Chippendale Crescent	King Edward Avenue	Existing sidewalk at school
Cavendish Crescent	Walnut Street	Cavendish Crescent

Community Engagement

Current Council Policy for Warranted Sidewalks identifies that staff follow a two-step process to encourage community engagement on a project, as outlined below:

1. An information letter will be provided to each household, business, and property owner abutting the proposed sidewalk after the budget is approved and sufficient design information is available. The notice will provide the limits and location of the sidewalk, information on the program and the safety needs it addresses, and the persons to contact for enquiries.
2. If residents or affected stakeholders request, a public information centre may be held to discuss the project.

The community engagement process for the Warranted Sidewalk Program has been enhanced with a minimum seven points of contact with the community. It begins with the request for consideration of a sidewalk placement followed by interaction through the design phase and the later stage of communication & coordination through the

construction phase. Each sidewalk location presents different opportunities and challenges for the project team. To provide more opportunity for community input, and to ensure ample time to adjust the design where necessary the following steps have been put in place for staff to follow:

1. The nature and rationale for each public request for new sidewalks is to be better documented for future reference and consideration. The project is subsequently evaluated to determine a relative scoring. The scoring defines a priority on the overall list.
2. As the implementation time for a particular sidewalk approaches, a field survey is carried out to define the existing surface features (ie: driveways, hydro poles, gas meters, tree location, etc.) and grading. This survey may occur as early as two years ahead of construction. The survey is utilized to prepare the design. A letter is circulated to adjacent property owners to advise of the activity and the reason for the survey.
3. With budget approval, a public report is provided to the Civic Works Committee early in the year to define the program for the upcoming year along with general details on the sidewalk alignment & related impacts.
4. With endorsement from the Committee and Council, staff distribute a letter to street residents that communicates the plan with a concept drawing. The detailed design is then further progressed. This phase will also include further contact with utilities should any relocations be necessary.
5. The property owner letters may generate further support or questions regarding the proposed sidewalk location. Staff respond to residents accordingly through either a phone or email response and potentially a site visit public meeting to discuss further. The site visit may include several residents at the same time to discuss the project and walk through the concerns. Many times these meetings do result in some minor revisions to better suit the community. After responding to resident contact, a contract package is finalized and the project is tendered.
6. A final letter is issued to the community to identify the contractor and contact information for the City staff directly involved in the sidewalk construction. The letter also defines the anticipated schedule for the work to be completed. This letter is issued two weeks in advance of construction. Scheduling and unique project concerns are discussed with the contractor.
7. During the construction, residents will have onsite contact from staff or the contractor to discuss the construction. These points may be at the time of excavation for sidewalk, sidewalk placement, driveway restoration, etc. This contact is generally appreciated to facilitate access during driveway disruptions.

CONCLUSION

The Warranted Sidewalk Program is part of a complete streets approach that aims to make London's streets more welcoming to all users of all ages and abilities. The Ontario Human Rights Code and AODA requires municipalities to remove barriers and design inclusively. Sidewalks promote healthy lifestyles, facilitate active transportation choices, connect to transit and improve pedestrian safety.

The Warranted Sidewalk Program communication procedure is defined above with seven opportunities for community engagement. The community may be represented by individuals requesting or opposing the sidewalk, and the communication will be very different for each. However, staff will take the time to understand and respond to all. The initial design may change after discussions with the community to provide a better placement for the area.

Staff will continue to look for further ways to improve communication. This is often unique to each project since neighbourhoods provide different opportunities and challenges.

Acknowledgements

This report was prepared by a team within the Transportation Planning & Design Division including Karl Grabowski, P. Eng. Transportation Design Engineer and Jenna Corbeth, Engineering Intern.

PREPARED BY:	REVIEWED & CONCURRED BY:
DOUG MACRAE, P. ENG. DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN	EDWARD SOLDO, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

Attach: Appendix A
Appendix B

2018 Warranted Sidewalk List
Location Map for Future Sidewalk – Regal Drive East Side

APPENDIX A

2018 Warranted Sidewalk List

(Sections proposed for construction in 2018 are highlighted in bold)

COST ESTIMATE	Rating 125 Max.	LOCATION	FROM	TO	Length m.	Road Class
\$45,375	90	Florence Street	60m east of Oakland Avenue	Highbury Avenue	165	A
\$45,500	85	Windemere Road	Windemere on the Mount	Sisters of St. Joseph	260	A
\$87,500	80	Tewksbury Crescent	Sorrel Road	Perth Avenue	500	L
\$44,275	75	Wayne Road	Boler Road	Jellicoe Crescent	253	L
\$69,125	75	Wood, Maurice, & Murdock	Forward Avenue	Riverside Drive	395	L
\$82,250	70	Braesyde Avenue	Hamilton Road	Gore Road	470	L
\$145,250	70	Clarke Road	Hamilton Road	375m S of Gore Road	830	A
\$45,500	70	Cramston Crescent	Valetta Street	Adevon Avenue	260	L
\$208,250	70	Griffith Street	Baseline Road	Commissioners Road W.	1190	C
\$249,375	70	Pond Mills Road	Bradley Avenue	Wilton Grove Road	1425	
\$40,250	70	Southdale Road & Wharncliffe Road	Old Wharncliffe Road	Old Wharncliffe Road	230	A
\$63,875	70	Stoneybrook Crescent	100m NE of Geary Avenue	Fanshawe Park Road.	365	L
\$145,250	70	Wharncliffe Road	Savoy Street	Wonderland Road	830	A
\$74,025	70	Windemere Road	693 Windemere Road	65m West of Adelaide	423	A
\$25,375	65	Centre Street	27 Centre Street	Wharncliffe Road	145	C
\$13,475	65	Chippendale Crescent South leg	King Edward Avenue	Existing S/W at School	77	L
\$231,875	65	Clarke Road	Huron Street	Oxford Street	1325	A
\$322,875	65	Hamilton Road	Gore Road	Clarke Road	1845	C
\$93,625	65	Jellicoe Crescent	Wayne Road	Blake Street	535	L
\$63,000	65	Nottingham Road	Commissioners Road. West	Village Green Road.	360	C
\$14,000	65	Regis Avenue	Wayne Road	Regis Place	80	L
\$17,500	65	Regis Place	Regis Avenue	West End	100	L
\$90,125	65	Stoneybrook Crescent	Fanshawe Park Road	Phillbrook Drive	515	L
\$63,000	65	Sunningdale Road E	Bluebell Road	360m east of Bluebell Road	360	A
\$119,000	65	The Parkway	Sunset Drive	Sherwood Avenue	680	L
\$52,500	60	Base Line Road	Beachwood Avenue	20m W of West Street.	300	C
\$53,375	60	Collingwood Avenue	Wayne Road	Belvedere Avenue	305	L
\$11,375	60	Colonel Talbot Road	Outer Drive	4690 Col. Talbot Road	65	A
\$91,000	60	Commissioners Road West	Cranbrook Road	Longworth Road	434	A
\$39,550	60	Commissioners Road West	Longworth Road	Crestwood Drive	226	A
\$43,750	60	Forward Avenue	End	100m W of Wood Street.	250	L
\$59,500	60	Huron Street	Clarke Road	Oakville Crescent	340	A
\$49,000	60	Kenmore Place	Melsandra Avenue	Kipps Lane	280	L
\$52,500	60	Mark Street	Susan Avenue	West End of Street	300	L
\$85,750	60	Micheal Street	Irving Place	East End of Street	490	L
\$115,500	60	Newbold Street	Adelaide Street	Bradley Avenue	660	C
\$78,750	60	Patann Drive	Godfrey Drive	Irving Place	450	L
\$43,750	60	Royal Crescent	Mun. No. 1925	Garland Crescent	250	L
\$126,000	60	Whitney Street	Saskatoon Street	40m East of Hilton Avenue	720	L
\$26,250	60	Wortley Road	Mountsfield Crescent	Commissioners Road	150	C
\$33,250	55	Cavendish Crescent	Walnut Street	115 Cavendish Crescent	190	L
\$15,750	55	Col. Talbot Road	Lambeth Walk	James Street	90	A

2018 Warranted Sidewalk List (Cont'd)

\$14,875	55	Cornish Street	Brydges Street	Cronyn Crescent	85	L
\$243,250	50	Crumlin Side Road	Trafalgar Street	Dundas Street	1390	A
\$17,150	55	Danielle Lane	River Run Terrace	Pochard lane	98	L
\$45,500	55	Everglade Crescent	Mahogany Road	Cypress Crescent	260	L
\$99,750	55	Hillcrest Avenue	Regal Drive	Highbury Avenue	570	L
\$28,000	55	Horace Street	St. Julien Street	Madison Avenue	160	L
\$84,000	55	Inverness Avenue	Laurel Street	Deer Park Circle	480	L
\$99,750	55	Kiwanis Park Drive	Wavell Street	Spruce Avenue	570	L
\$70,000	55	Magee Street	Highbury Avenue	Hale Street	400	C
\$105,000	55	Neville Drive/Edgar Drive	Dead End of Neville Drive	Coombs Avenue	600	L
\$14,000	55	Oliver Street	Vauxhall Street	Terrence Street	80	L
\$43,750	55	Penrith Crescent	Grasmere Crescent.	Ambleside Drive	250	L
\$40,250	55	Regent Street	William Street	Adelaide Street	230	L
\$35,000	55	Salway Street	Quinton Road	Valetta Street	200	L
\$38,500	55	Scotchpine Crescent	Limberlost Road	Homestead Crescent	220	C
\$26,250	55	Selkirk Drive	Braesyde Avenue	East End of Selkirk Drive	150	L
\$52,500	55	Sunnyside Drive	Richmond Street	Masonville Crescent	300	L
\$25,375	55	Topping Lane	559 Topping Lane	Commissioners Road W	145	C
\$64,750	55	Wellingsboro Road	Southdale Road	Dearness Drive	370	L
\$48,125	55	Wellington Road	Bradley Avenue	White Oaks Mall	275	A
\$64,750	45	Fairview Avenue	Whetter Avenue	35m N of Base Line Road	370	C
\$39,375	45	Geraldine Avenue	Kathryn Drive	Louise Boulevard	225	L
\$84,875	45	Kathryn Drive	Brian Avenue	McClure Drive	485	L
\$8,750	45	Mahogany Road	Everglade Street	Woodborough Crescent	50	L
\$26,250	45	McClure Drive	Smallman Drive	Louise Boulevard	150	L
\$61,250	45	Pond View Road	Glenroy Road	Milan Place	350	L
\$47,250	45	Regal Drive	Hillcrest Avenue	Fuller Street	270	L
\$70,000	45	Ridout Street	Dufferin Avenue	Albert Street	400	C
\$17,500	45	Sunninghill Avenue	Riverside Drive	Embassy Road	100	L
\$26,250	40	Ann Street	St. George Street	East End	150	L
\$36,750	40	Barker Street	Victoria Street	Cheapside Street	210	C
\$70,000	40	Briarhill Avenue	Briarhill Court	Kipps Lane	400	L
\$35,000	40	Consortium Court	Newbold Street	End	200	L
\$10,500	40	Ealing Street	South End	Ex Walk west of Oliver	60	L
\$15,750	40	Edinburgh Street	Brittania Avenue	Woodward Drive	90	L
\$26,250	40	Midale Road	Grenfell Drive	Midale Crescent East	150	L
\$113,750	40	Newbold Street	Hargrieve Street	Adelaide Street	650	C
\$70,000	40	Northbrae Avenue	Monsarrat Avenue	Kipps Lane	400	L
\$175,000	40	Palmtree Avenue	Riverside Drive	Plantation Road	1000	L
\$70,000	40	Regent Street	Christie Street	Wellington Street	400	C
\$78,750	30	First Street	Oxford Street East	Commercial Crescent	450	C
\$42,000	25	Appel Street	Rabb Street	Cheapside Street	240	L
\$17,500	25	Oakridge Drive	Valetta Street	Kingsway Avenue	100	C

APPENDIX B

Location Map for Future Sidewalk

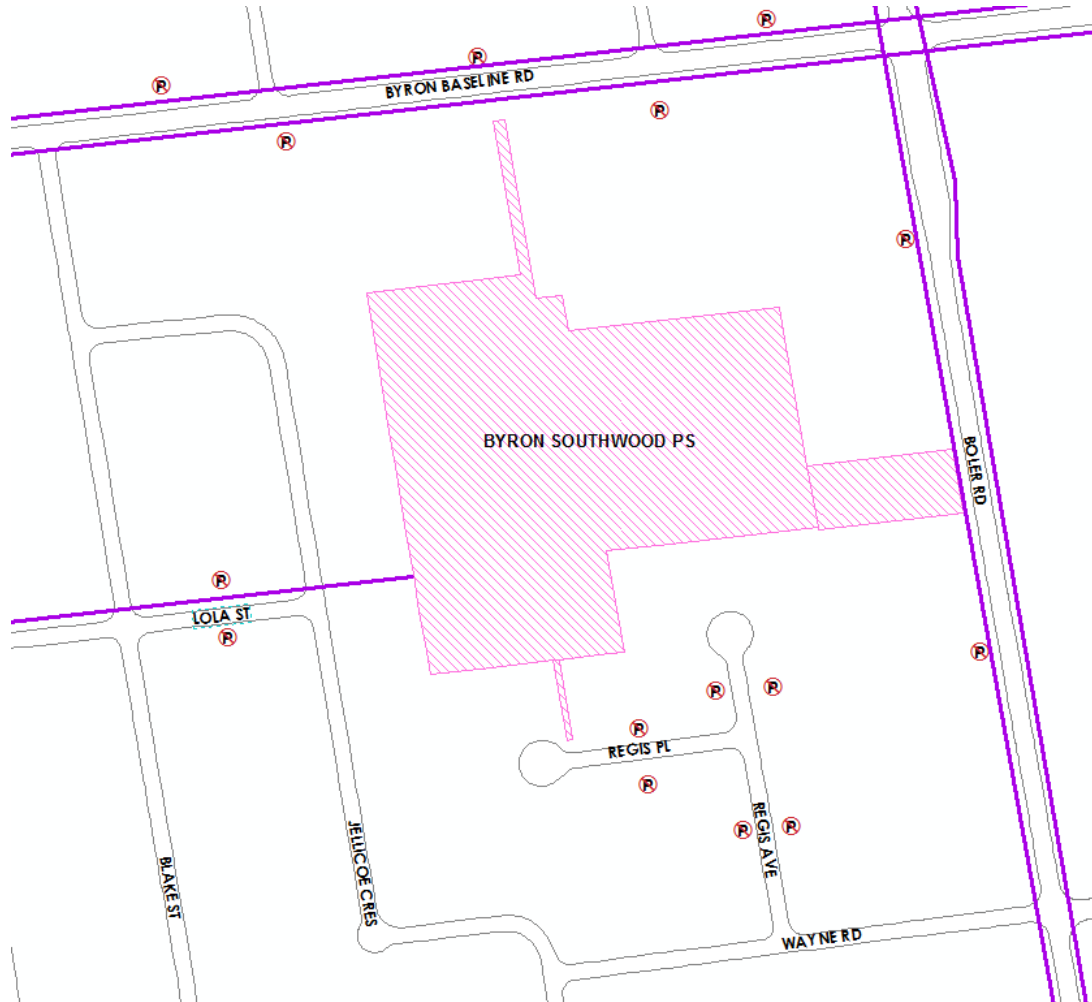
Commissioners Road from Cranbrook Road to Longworth Road



Dear CWC committee members,

I have a student in JK at Byron Southwood Public School. Safety and traffic congestion are a chronic issue in and around this school due to a lack of sidewalks and insufficient parking on-site and along side streets.

The school is internal to a large city block, and has four pedestrian access points as mapped below. For parents or caregivers that need to drive to the school to drop off or pick up students, parking is now restricted near 3 of the four access points, and the street fronting the fourth access point (Jellicoe) has no sidewalks to separate this convergence of cars and pedestrians. (Sidewalks are the bold lines)



For the 2017 Warranted Sidewalk Program, staff recommended sidewalks approaching the south access point (Regis Pl., Regis Ave. and Wayne Rd.). Homeowners objected, and not only did this committee balk at installing sidewalks, it also banned stopping during drop-off and pick-up times, in the interest of 'safety' - forcing students and parents on to more distant, busier streets, still with no sidewalks. From a safety point of view, this is a wash at best. Regis Ave. & Pl. remain an important pedestrian route and sidewalks are still justified here - I am surprised and disappointed that they have not been considered for the 2018 program.

My recommendation to the committee would be to defer the installation of the Commissioners Rd sidewalk, which scored '60' based on Council's criteria, and instead either move forward with last year's Regis-Regis-Wayne recommendation (score '65', cost \$75,775), or the even higher rated Jellicoe Cres. segment (score '75', cost \$93,625). An alternative/additional measure could be to shift parking on Boler Ave. from the east to the west side of the street to allow more use of the School's east access point.

A final thought on process - it looks like expanded consultation with residents is being adopted. While this is laudable, it should be noted that the immediate residents are not the only stakeholders. This approach may amplify the voices of naysayers.

My view is that in the long run, all streets in the city should have sidewalks. I think it's fair to have discussions about what the priority areas should be, but I don't think anyone should be able to block sidewalks from their particular area. Sidewalks are a public good that benefit entire neighbourhoods, and every front lawn has a role to play.

Thank-you for your consideration,

Kent Buchanan
378 Colville Boulevard

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 4, 2018
FROM:	KELLY SCHERR, P.ENG, MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER NO. T18-16 INFRASTRUCTURE RENEWAL PROJECT – CONTRACT 15 MAIN STREET

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Main Street Infrastructure Lifecycle Renewal project:

- (a) The bid submitted by L82 Construction Ltd. at its corrected tendered price of \$8,233,236.86 (excluding HST), **BE ACCEPTED**; it being noted that the bid submitted by L82 Construction Ltd was the lowest of six (6) bids received and meets the City’s specifications and requirements in all areas;
- (b) IBI Group Inc., **BE AUTHORIZED** to carry out the resident inspection and contract administration in the amount of \$815,630.20 (excluding HST), in accordance with Section 15.2 (g) of the *Procurement of Goods and Services Policy*;
- (c) the financing for this project **BE APPROVED** with the Sources of Financing Report attached hereto as Appendix A;
- (d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (e) the approval given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract for the material to be supplied and the work to be done relating to this project (T18-16); and,
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, as required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – June 02, 2015 – Appointment of Consulting Engineers Infrastructure Renewal Program 2016 – 2017

2015-2019 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians and cyclists. This is accomplished by expanding sidewalks and adding pedestrian crossovers to improve pedestrian walk-ability and through traffic improvements, such as a dedicated centre turning lane and designated on street parking bays. These improvements further provide an opportunity to make Lambeth a more beautiful and distinct place by incorporating aesthetic urban design enhancements.

This project also attributes to developing more robust infrastructure through the introduction of a sanitary sewer and by improving the storm water drainage capacity for the area with the construction of a new storm sewer and outlet. These infrastructure improvements will serve to grow London's economy by providing essential services that promote future development in the Lambeth area.

BACKGROUND

Purpose

This report recommends the award of a construction tender to L82 Construction Ltd., and the award of contract administration to IBI Group Inc. for the Main Street Infrastructure Lifecycle Renewal project. The project will take place along Longwoods Road from Dingman Creek to Colonel Talbot Road and along Main Street from Colonel Talbot Road to Campbell Street, as displayed below in Figure 1.

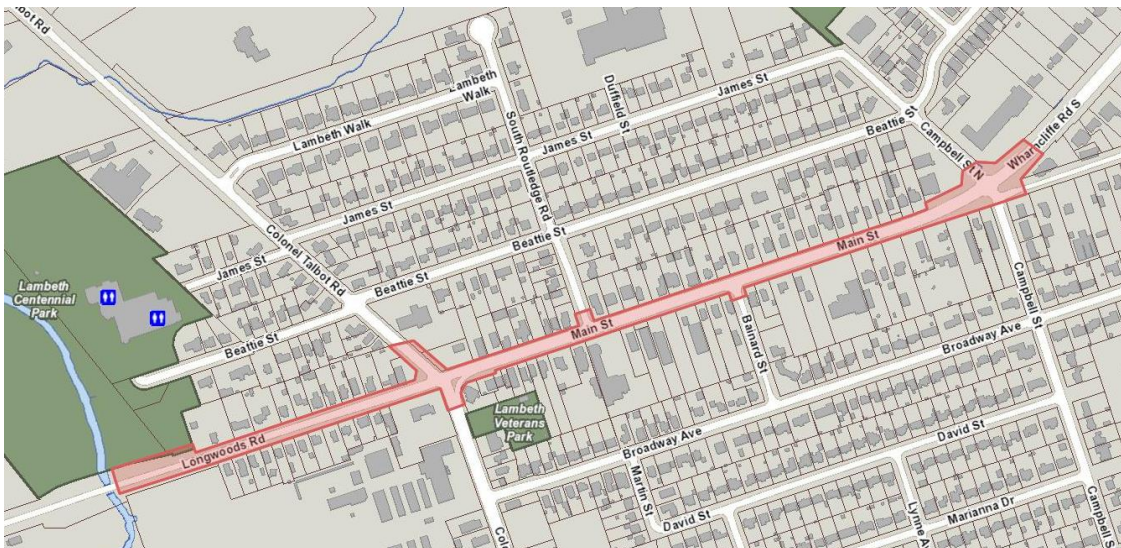


Figure 1 - Project Limits

The project is scheduled to commence in spring of 2018 with the majority of construction completed by late fall 2018. In spring of 2019, it is estimated that some minor work will be completed, such as applying the surface coat of asphalt and landscaping.

DISCUSSION

Project Description

Main Street is a major project to be undertaken as part of the City's annual infrastructure lifecycle renewal program. New sanitary sewers, storm sewers and private drain connections (PDCs) will be installed along Main Street and Longwoods Road. The existing water services along Main Street will be upgraded and a new watermain and water services will be installed along Longwood Road. The road will be reconstructed including curbs, sidewalks and boulevard improvements including streetscape enhancements (i.e. tree placements, decorative walking surface and some parking bays along the south side).

Sanitary

The majority of the existing Lambeth sanitary systems are septic based. The addition of a new sanitary sewer and PDCs to service Main Street allow current properties and future developments the opportunity to tie into the City's sanitary service. The new sewer will direct flows from west of Colonel Talbot Road down to the new sanitary sewer at Campbell Street.

Storm Water

A new storm sewer will be installed from Campbell Street to direct flow west towards the outlet being constructed at Dingman Creek. The installation of this storm sewer along Main Street and Longwoods Road provides property owners an opportunity to have a separate PDC installed to handle the discharge of excess water from their property.

Road Reconstruction

The roads will be reconstructed along Main Street, reducing the width from four lanes to three lanes. The final roadway will include an eastbound and westbound travel lane with a shared centre turning lane down the entire length of Main Street. This road cross-section was developed after analysing existing and projected traffic, taking into account the implementation of the new Highway 401 / Wonderland Road Interchange. The removal of the fourth lane on Main Street enables the corridor to accommodate the on street parking bays requested by the community and provides additional pedestrian space for the expansion of sidewalks and boulevards. Wider sidewalks are possible along with additional tree planting to provide an improved pedestrian realm.

Streetscape Enhancements

Main Street Lambeth will see aesthetic improvements based on the urban design requirements for the area. These enhancements were developed in consultation with the community through a series of engagements over the past 18 months. The *London Plan* identifies Main Street Lambeth as one of the 'Main Street Place Types' within the City. These areas are to contain a mix of residential and commercial uses and are planned to create a strong neighbourhood character and a distinct sense of place. This project, while improving infrastructure, helps to align the corridor with its place type. The urban design aspects of the project include:

- decorative walkways;
- median planters;
- tree planting along the boulevards;

- surface treatments at the intersections; and,
- pedestrian level lighting.

Construction Considerations

Main Street is a challenging construction project to implement. To minimize the traffic impacts for the area and to facilitate safe and efficient construction, the project has been divided into two stages. Stage 1 will include the sewer works on the south side of Longwoods Road and Main Street. Due to the depth of sewer, during this stage only one lane of traffic can be provided. It was determined that the existing westbound direction (north side of the road) would remain open, with eastbound traffic being re-directed accordingly to designated side streets (Beattie Street and Broadway Avenue). Stage 2 of construction consists of the works on the north side of Longwoods Road and Main Street. Works during this stage of the project are much shallower, therefore the south side of the road will be anticipated to accommodate two lanes of traffic (one eastbound and one westbound).

Lambeth is isolated geographically in the southwest end of the City and there are no arterial routes east-west through the area other than Main Street. In order to facilitate traffic movement, detours will be set at a higher level and at the local level. The proposed detour routes for local vehicles are through residential areas. In April 2018, prior to construction, the Lambeth neighbourhoods will have traffic calming measures installed. These measures will remain in place until construction is complete in fall of 2018. To reduce the amount of truck traffic through these neighbourhoods, advanced notice outside of the construction area will be provided to divert trucks to Wonderland Road South and Southdale Road West (shown in Figure 2 below).

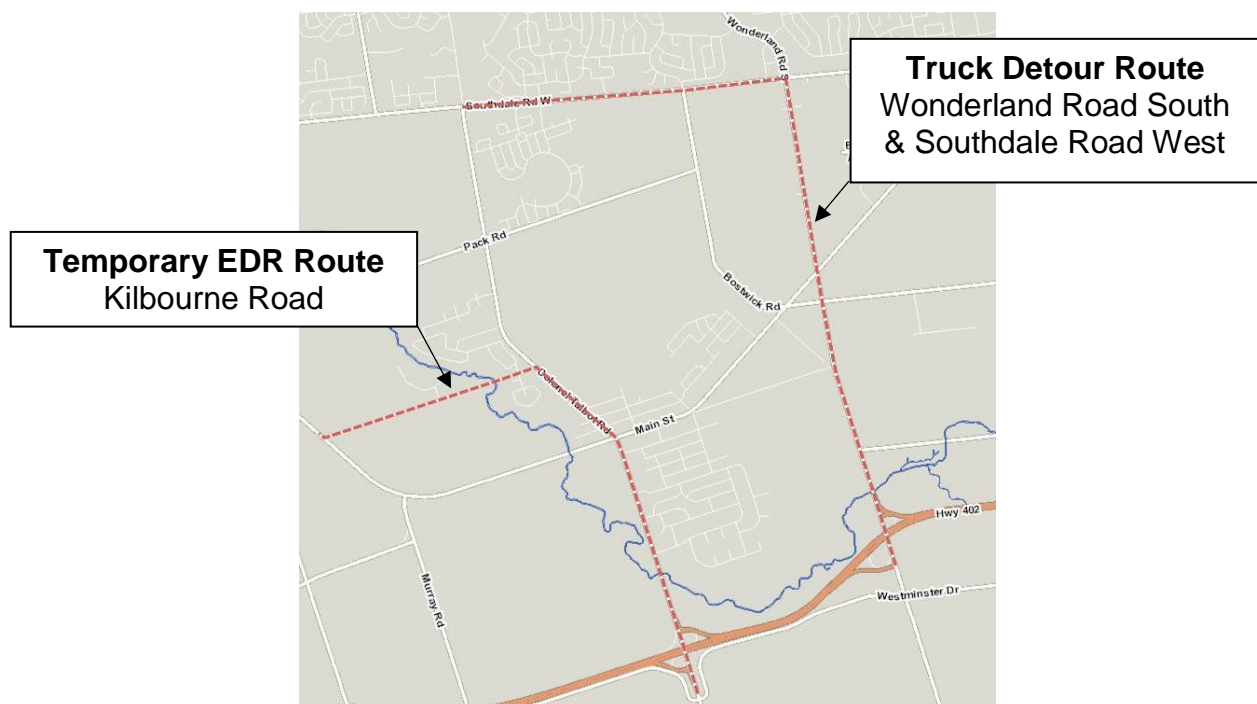


Figure 2 – Detours

Longwoods Road is currently identified by the Ministry of Transportation Ontario (MTO) as an Emergency Detour Route (EDR). Since there will be construction on Longwoods Road as part of this project, MTO has provided input on the suggested alternatives for the 402 EDR. Tentatively, Kilbourne Road will be used as a temporary EDR, and the City will maintain contact with MTO as the project progresses.

Tender Summary

Tenders for the Main Street Lambeth project were opened on Wednesday, February 21, 2018. Six (6) contractors submitted tender prices as listed below (excluding HST).

CONTRACTOR		SUBMITTED TENDER PRICE (\$)	CORRECTED TENDER PRICE (\$)
1.	L82 Construction Ltd	\$ 8,279,444.86	\$ 8,233,236.86
2.	CH Excavating (2013)	\$ 8,631,320.66	\$ 8,631,294.44
3.	Bre-Ex Construction Inc.	\$ 9,054,901.96	\$ 9,054,809.79
4.	J-AAR Excavating Limited	\$ 9,318,828.59	-
5.	Omega Contractors Inc.	\$ 9,394,860.13	\$ 9,394,828.38
6.	Blue-Con Construction	\$ 9,889,988.03	\$ 9,891,229.00

All tenders have been checked by IBI Group Inc. and the Environmental and Engineering Services Department. The results of the tendering process indicates a competitive process. Adequate funds for this award of tender are identified in the capital budget. The tender estimate prior to tender opening was \$7,709,972.00 (excluding HST).

Consultant

The City previously procured IBI Group Inc. to undertake the detailed design of this project in accordance with the Procurement of Goods and Services Policy.

Due to the consultant's knowledge of the project, IBI was invited to submit a proposal to carry out the contract administration and resident supervision. Staff have reviewed the fee submission in detail considering the hourly rates provided by each of the Consultant's staff members. City staff have confirmed that hourly rates are consistent with those submitted through competitive processes. City Staff also reviewed the time allocated to each project related task. The amount of time allocated to each project task is consistent with prior projects of a similar nature that have been awarded through a competitive process.

The continued use of IBI Group Inc. on this project for contract administration is of financial advantage to the City due to the fact that the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

In accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that IBI Group Inc. be authorized to carry out the remainder of engineering services as construction administrators to complete this project for a fee estimate of \$815,630.20 (excluding HST). These fees are associated with the inspection services necessary to ensure the City receives the construction product specified.

The City's requirement for the creation of record drawings following construction necessitates the reviewing engineer seal them on the basis of field verification and ongoing involvement. This requirement triggers consultant accountability for the design. Consequently, the continued use of IBI Group Inc. who created and sealed the design drawings is required in order to maintain this accountability process. The approval of this work will bring the value of the overall consulting assignment to \$1,452,078.10 (excluding HST) including the Streetscape Master Plan, Detailed Design and Construction Administration Services.

CONCLUSION

Civic Administration has reviewed the tender bids and recommends L82 Construction Ltd. be awarded the contract for the Main Street Lambeth project.

IBI Group Inc. has demonstrated an understanding of the City requirements for this project and it is recommended that this firm be the consulting engineer for the purposes of 2018 contract administration and inspection services as it is in the best financial and technical interests of the City.

Anticipated annual operating cost to budgets in 2019 and subsequent years, associated with the additional infrastructure is summarized below.

Division	Increase in Annual Operating Costs
Sewer Operations	\$ 700.00
Road Operations	\$ 750.00
Parks Operations	\$ 25,000.00

Acknowledgements

This report was prepared with the assistance of Karl Grabowski, Transportation Design Engineer, and Matthew Davenport, Engineer in Training, of the Transportation Planning & Design Division.

PREPARED BY:	REVIEWED & CONCURRED BY:
DOUG MACRAE, P. ENG. DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN	EDWARD SOLDO, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

Attach: Appendix A: Sources of Financing

Cc: L82 Construction Ltd.
IBI Group Inc.
TCA

Chair and Members
Civic Works Committee

April 4, 2018
(Award Contract)

RE: Infrastructure Renewal Project - Contract 15 - Main Street
(Subledger WS16C00D)
Capital Project ES241418 - Sewer Infrastructure Lifecycle Renewal
Capital Project ES3083 - Infill & Intensification Corridors Sanitary Sewer Servicing
Capital Project EW378718 - Main Replacement with Major Roadworks
Capital Project TS144618 - Road Networks Improvements
Capital Project TS406718 - Traffic Signals - Mtce
Capital Project TS512318 - Street Light Maintenance
L82 Construction Ltd. - \$8,233,236.86 (excluding H.S.T.)
IBI Group Inc. - \$815,630.20 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can not be accommodated within the financing available for it in the Capital Works Budget and that, subject to the adoption of the recommendations of the Managing Director, Environmental & Engineering Services & City Engineer, the detailed source of financing for this project is:

	Approved Budget	Additional Funding	Revised Budget	Committed to Date	This Submission	Balance for Future Work
SUMMARY OF ESTIMATED EXPENDITURES						
ES241418-Sewer Infrastructure Lifecycle Renewal						
Engineering	\$1,728,809		\$1,728,809	\$161,517	\$388,178	\$1,179,114
Engineering (Utilities)	8,420		8,420	8,420		0
Construction	10,297,079		10,297,079	3,794,473	3,838,977	2,663,629
Construction (PDC Portion) 2)	10,000	166,000	176,000	10,000	166,000	0
Construction (Utilities)	1,023,538		1,023,538	1,023,538		0
City Related Expenses	15,000		15,000	13,069		1,931
	<u>13,082,846</u>	<u>166,000</u>	<u>13,248,846</u>	<u>5,011,017</u>	<u>4,393,155</u>	<u>3,844,674</u>
ES3083-Infill & Intensification Corridors						
Sanitary Sewer Servicing						
Engineering	112,667		112,667	112,667		0
Construction 4)	1,268,361	69,094	1,337,455	1,108,920	228,535	0
	<u>1,381,028</u>	<u>69,094</u>	<u>1,450,122</u>	<u>1,221,587</u>	<u>228,535</u>	<u>0</u>
EW378718-Main Repl. With Major Roadworks						
Engineering	250,000		250,000		83,883	166,117
Construction	4,000,000		4,000,000		972,079	3,027,921
	<u>4,250,000</u>	<u>0</u>	<u>4,250,000</u>	<u>0</u>	<u>1,055,962</u>	<u>3,194,038</u>
TS144618-Road Networks Improvements						
Engineering	1,000,000		1,000,000	107,642	293,469	598,889
Construction	11,661,996		11,661,996	1,230,862	2,546,996	7,884,138
	<u>12,661,996</u>	<u>0</u>	<u>12,661,996</u>	<u>1,338,504</u>	<u>2,840,465</u>	<u>8,483,027</u>
TS406718-Traffic Signals - Mtce.						
Engineering	92,262	38,673	130,935	92,262	38,673	0
Construction	3,878,733	(38,673)	3,840,060	118,491	383,669	3,337,900
	<u>3,970,995</u>	<u>0</u>	<u>3,970,995</u>	<u>210,753</u>	<u>422,342</u>	<u>3,337,900</u>
TS512318-Street Light Maintenance						
Engineering	100,000		100,000	26,677	25,782	47,541
Construction	2,210,738		2,210,738	48,296	241,885	1,920,557
Traffic Lights	101,760		101,760	101,760		0
	<u>2,412,498</u>	<u>0</u>	<u>2,412,498</u>	<u>176,733</u>	<u>267,667</u>	<u>1,968,098</u>
NET ESTIMATED EXPENDITURES	<u>\$37,759,363</u>	<u>\$235,094</u>	<u>\$37,994,457</u>	<u>\$7,958,594</u>	<u>\$9,208,126</u> 1)	<u>\$20,827,737</u>
SUMMARY OF FINANCING:						
ES241418-Sewer Infrastructure Lifecycle Renewal						
Capital Sewer Rates	\$7,093,000		\$7,093,000		\$3,696,214	\$3,396,786
Drawdown from Sewage Works Reserve Fund	447,888		447,888			447,888
Federal Gas Tax	4,500,000		4,500,000	3,969,059	530,941	0
Cash Recovery from Property Owners (PDC Portion) 2)	10,000	166,000	176,000	10,000	166,000	0
Other Contributions (Utilities)	1,031,958		1,031,958	1,031,958		0
	<u>13,082,846</u>	<u>166,000</u>	<u>13,248,846</u>	<u>5,011,017</u>	<u>4,393,155</u>	<u>3,844,674</u>
ES3083-Infill & Intensification Corridors						
Sanitary Sewer Servicing						
Drawdown from Sewage Works Reserve Fund 4)	149,498	6,909	156,407	132,238	24,169	0
Drawdown from City Services - Sewers Reserve Fund (Development Charges) 3&4)	1,231,530	62,185	1,293,715	1,089,349	204,366	0
	<u>1,381,028</u>	<u>69,094</u>	<u>1,450,122</u>	<u>1,221,587</u>	<u>228,535</u>	<u>0</u>
EW378718-Main Repl. With Major Roadworks						
Capital Water Rates	3,110,000		3,110,000		1,055,962	2,054,038
Drawdown from Capital Water Reserve Fund	1,140,000		1,140,000			1,140,000
	<u>4,250,000</u>	<u>0</u>	<u>4,250,000</u>	<u>0</u>	<u>1,055,962</u>	<u>3,194,038</u>
TS144618-Road Networks Improvements						
Capital Levy	3,308,422		3,308,422	1,338,504	1,969,918	0
Debenture Quota	847,844		847,844			847,844
Drawdown from Capital Infrastructure Gap R.F.	535,720		535,720			535,720
Federal Gas Tax	7,970,010		7,970,010		870,547	7,099,463
	<u>12,661,996</u>	<u>0</u>	<u>12,661,996</u>	<u>1,338,504</u>	<u>2,840,465</u>	<u>8,483,027</u>
TS406718-Traffic Signals - Mtce.						
Capital Levy	3,837,065		3,837,065	210,753	422,342	3,203,970
Drawdown from Capital Infrastructure Gap R.F.	133,930		133,930			133,930
	<u>3,970,995</u>	<u>0</u>	<u>3,970,995</u>	<u>210,753</u>	<u>422,342</u>	<u>3,337,900</u>
TS512318-Street Light Maintenance						
Capital Levy	2,345,533		2,345,533	176,733	267,667	1,901,133
Drawdown from Capital Infrastructure Gap R.F.	66,965		66,965			66,965
	<u>2,412,498</u>	<u>0</u>	<u>2,412,498</u>	<u>176,733</u>	<u>267,667</u>	<u>1,968,098</u>
TOTAL FINANCING	<u>\$37,759,363</u>	<u>\$235,094</u>	<u>\$37,994,457</u>	<u>\$7,958,594</u>	<u>\$9,208,126</u>	<u>\$20,827,737</u>

Chair and Members
Civic Works Committee

April 4, 2018
(Award Contract)

**RE: Infrastructure Renewal Project - Contract 15 - Main Street
(Subledger WS16C00D)**
Capital Project ES241418 - Sewer Infrastructure Lifecycle Renewal
Capital Project ES3083 - Infill & Intensification Corridors Sanitary Sewer Servicing
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L82 Construction Ltd. - \$8,233,236.86 (excluding H.S.T.)
IBI Group Inc. - \$815,630.20 (excluding H.S.T.)

1) Financial Note: (CONSTRUCTION)	ES241418	ES3083	EW378718	TS144618	TS406718	TS512318
Contract Price	\$3,935,709	\$224,582	\$955,266	\$2,502,944	\$377,034	\$237,702
Add: HST @13%	511,642	29,196	124,185	325,383	49,014	30,901
Total Contract Price Including Taxes	4,447,351	253,778	1,079,451	2,828,327	426,048	268,603
Less: HST Rebate	442,374	25,243	107,372	281,331	42,379	26,718
Net Contract Price	<u>\$4,004,977</u>	<u>\$228,535</u>	<u>\$972,079</u>	<u>\$2,546,996</u>	<u>\$383,669</u>	<u>\$241,885</u>

Financial Note (CONSTRUCTION continued)

Contract Price						CONSTRUCTION
Add: HST @13%						TOTAL
Total Contract Price Including Taxes						\$8,233,237
Less: HST Rebate						1,070,321
Net Contract Price						<u>9,303,558</u>
						925,417
						<u>\$8,378,141</u>

Financial Note: (ENGINEERING)

	ES241418	EW378718	TS144618	TS406718	TS512318	ENGINEERING
Contract Price	\$381,465	\$82,432	\$288,393	\$38,004	\$25,336	TOTAL
Add: HST @13%	49,590	10,716	37,491	4,941	3,294	\$815,630
Total Contract Price Including Taxes	431,055	93,148	325,884	42,945	28,630	106,032
Less: HST Rebate	42,877	9,265	32,415	4,272	2,848	921,662
Net Contract Price	<u>\$388,178</u>	<u>\$83,883</u>	<u>\$293,469</u>	<u>\$38,673</u>	<u>\$25,782</u>	<u>\$829,985</u>

TOTAL CONSTRUCTION & ENGINEERING

\$9,208,126

- 2) The expenditures have increased to accommodate the PDC (Private Drain Connections) funding towards this project.
- 3) Development Charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.
- 4) The additional requirement of \$69,094 for Project ES3083 is available as an additional drawdown from City Services - Sewer Reserve Fund in the amount of \$62,185 and from Sewage Works Reserve Fund in the amount of \$6,909.
- 5) Anticipated annual operating cost to budgets in 2019 and subsequent years, associated with the additional infrastructure of \$700.00 for Sewer Operations, \$750.00 for Road Operations and \$25,000.00 for Parks Operations.

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 4, 2018
FROM:	KELLY SCHERR, P. ENG.,MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	SINGLE SOURCE 18-08 SUPPLY AND DELIVERY OF TRAFFIC PAINT

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of the supply and delivery of glass beads and traffic paint:

- a) That approval hereby **BE GIVEN** to enter into a three (3) year contract for the supply and delivery of traffic paint to Ennis Paint (\$106,782.00), 850 McKay Road, Pickering, Ontario, L1W 2Y4;
- b) That Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these contracts;
- c) Approval hereby given **BE CONDITIONAL** upon the Corporation negotiating satisfactory prices, terms and conditions with Ennis Paint Canada ULC to the satisfaction of the Manager of Purchasing and Supply and the Managing Director, Environmental & Engineering Services and City Engineer;
- d) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order relating to the subject matter of this approval.

BACKGROUND

Purchasing Process

As a result of a competitive bid process through Elgin Middlesex Oxford Purchasing Co-operative (EMOP) with The County of Middlesex as the calling agency, the supply and delivery of traffic paint has been awarded to Ennis Paint Canada ULC. The recommendation to participate is made in accordance with section 14.4 g) Single Sourcing of the Procurement of Goods and Services Policy, “which states, it is advantageous to the City to acquire the goods or services from a supplier pursuant to the procurement process conducted by another public body”.

The Province of Ontario, the City of London and any other public sector members will share the benefits of this agreement, but each entity will separately administer their own procurement contracts. Through the use of the EMOP process, the City saves the administrative costs associated with tendering for this commodity.

DISCUSSION

Ennis Paint Canada ULC was the lower of two bids submitted for the supply and delivery of traffic paint which met the City's terms and conditions in all areas. The low bid price is a 32.5% annual increase over the current contract, as raw material costs for water based paint production have escalated in the past two years.

This contract is for a three (3) year period.

Traffic Paint

Container	Qty	Ennis Paint Unit Price	Ennis Paint Total	Sherwin Williams Unit Price	Sherwin Williams Total
2018 Traffic Paint					
15 Totes Yellow	15,000	\$2.85	\$42,750.00	\$3.91	\$58,650.00
16 Totes White	16,000	\$2.85	\$45,600.00	\$3.91	\$62,560.00
288 White	\$5,760	\$3.20	\$18,432.00	\$4.23	\$24,364.80
Total			\$106,782.00		\$145,574.80
2019 Traffic Paint					
15 Totes Yellow	15,000	\$3.00	\$45,000.00	\$4.10	\$61,500.00
16 Totes White	16,000	\$3.00	\$48,000.00	\$4.10	\$65,600.00
288 White	\$5,760	\$3.35	\$19,296.00	\$4.44	\$25,574.40
Total			\$112,296.00		\$152,674.40
2020 Traffic Paint					
15 Totes Yellow	15,000	\$3.15	\$47,250.00	\$4.31	\$64,650.00
16 Totes White	16,000	\$3.15	\$50,400.00	\$4.31	\$68,960.00
288 White	5,760	\$3.50	\$20,160.00	\$4.66	\$26,841.60
Total			\$117,810.00		\$160,451.60

Financial Impact

Funding for the current year has been included in various 2018 operating budgets and will be requested in future operating budget submissions.

The total annual expenditure in 2017 for the supply and delivery of traffic paint is approximately \$80,589.20 (excluding HST). With a 32.5% annual increase, the forecasted 2018 expenditure is expected to be approximately \$106,782.00. The 2019 and 2020 expenditures are expected to be approximately \$112,296.00 and \$117,810.00 respectively.

Acknowledgements

This report was prepared by Chris Rinehart, Procurement Specialist, Purchasing and Supply.

SUBMITTED BY:	REVIEWED AND CONCURED BY:
JOHN PARSONS DIVISION MANAGER, TRANSPORTATION AND ROADSIDE OPERATIONS	EDWARD SOLDO, P. ENG DIRECTOR, ROADS &TRANSPORTATION
REVIEWED AND CONCURED BY:	RECOMMENDED BY:
IAN COLLINS, CPA, CMA DIRECTOR, FINANCIAL SERVICES	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER

cc. C. Rinehart, Purchasing Department

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 4, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	OUTCOME OF ONTARIO MUNICIPAL GREENHOUSE GAS (GHG) CHALLENGE FUND APPLICATIONS

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following report **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

The relevant reports that can be found at www.london.ca under City Hall (Meetings) is:

- Report to the October 24th 2017 Civic Works Committee (CWC) Meeting, Municipal Greenhouse Gas (GHG) Challenge Fund Applications (Agenda Item #15)
- Report to the August 29th 2017 Civic Works Committee (CWC) Meeting, Community Energy Action Plan – Update and Status (Agenda Item #11)

2015-19 STRATEGIC PLAN

Municipal Council has recognized the importance of climate change mitigation, related environmental issues and the need for a more sustainable city in its 2015-2019 - Strategic Plan for the City of London ([2015 – 2019 Strategic Plan](#)). Specifically, the Community Energy Action Plan (CEAP), addresses all four Areas of Focus, at one level or another, as follows:

Strengthening Our Community

- Healthy, safe, and accessible city

Building a Sustainable City

- Convenient and connected mobility choices
- Strong and healthy environment

Growing our Economy

- Local, regional, and global innovation
- Strategic, collaborative partnerships

Leading in Public Service

- Collaborative, engaged leadership
- Excellent service delivery

DISCUSSION

PURPOSE

The purpose of this report is to provide an update on the applications submitted to the Ontario Municipal GHG Challenge Fund program in November 2017 (Deferred Matter, File No. 92).

CONTEXT

The Ontario Municipal GHG Challenge Fund, announced in August 2017, is one of the programs funded by revenue from Ontario's Cap & Trade program in support of Ontario's Climate Change Action Plan. This fund is administered by the Ontario Ministry of Environment and Climate Change (MOECC). It complements other programs funded by Cap & Trade revenue, such as the Green Ontario (GreenON) Fund programs for residents and businesses, the Ontario Municipal Commuter Cycling Program, and the Green Commercial Vehicle Program.

Five applications were submitted to the Municipal GHG Challenge Fund in November 2017:

1. **Renewable natural gas (RNG) production from landfill gas** – This project would upgrade the landfill gas (50% methane content) collected at the W12A Landfill, which is currently flared for GHG emission reduction purposes, to pipeline-quality renewable natural gas (>95% methane) for pipeline injection.
2. **Compressed natural gas (CNG) vehicle infrastructure** – This application addressed two key prerequisites needed for any future use of CNG vehicles within the City fleet – CNG fuelling and CNG vehicle maintenance infrastructure.
3. **Building energy retrofits and asset renewal** – This application aggregated many of the projects already planned by Facilities for 2018 and 2019 identified in the Phase 6 Facility Renewal and Energy Retrofit Program measures list, which includes building automation and lighting retrofits at facilities.
4. **Wastewater treatment plant upgrades** - This application included waste heat recovery for power generation using the Organic Rankine Cycle (ORC) Engine and aeration blower replacement, two projects already planned by Environmental & Engineering Services for completion in 2019.
5. **Bike share system for London** – This application included capital costs for bike share system of around 350 to 400 bikes, along with the associated bike share stations, marketing and promotion.

DISCUSSION

Two of the five submissions, CNG vehicle infrastructure and the bike share system, were accepted by the Ontario Municipal GHG Challenge Fund as follows:

Project	Estimated Project Cost Submitted	Proposed Funding Requested	Outcome
1. RNG production from landfill gas	\$15,708,000	\$7,854,000	Not Successful after detailed review with MOECC
2. CNG vehicle infrastructure	\$1,382,625	\$691,312.50	Funding Approved \$691,312.50
3. Building energy retrofits and asset renewal	\$400,000	\$200,000	Not Successful in this round
4. Wastewater treatment plant upgrades	\$12,298,156	\$3,074,539	Not Successful in this round
5. Bike share system for London	\$1,645,000	\$822,500	Funding Approved \$822,500

Additional details on the next steps for the two successful applications including the Transfer Payment Agreements were provided to Civic Works Committee on March 19, 2018 and Council on March 27, 2018.

With respect to the RNG production from landfill gas project, in discussion with MOECC staff it was determined that the project met a majority of criteria to be successful; however the limitations on a key agreement clause, environmental attributes, did not allow the City of London to sell the environmental benefits of RNG (i.e., as a renewable fuel in the current US and future Canadian renewable fuels programs, or any other program that places a value on GHG emission reductions and are willing/required to pay a premium). At the moment and according to the Municipal GHG Challenge Fund agreement clauses, the RNG that City of London would produce could only be sold for its energy content and the current the market rate for natural gas per gigajoule of energy in Ontario is approximately \$4.3 per gigajoule. This project is not financially viable at this price per gigajoule. MOECC staff indicated that additional funding programs are being developed where a project of this nature may be considered.

Discussions are underway in Ontario with Union Gas and Enbridge Gas that could provide an opportunity to sell RNG at a premium to the gas distribution companies in order to blend in this RNG into the natural gas that is provided to all of their customers in Ontario. This is similar in principle with the blending of ethanol (10%) into the gasoline sold at all gas stations in Ontario. City staff are participating in this process to ensure that the interest of the City of London to sell RNG from landfill gas is reinforced, as Union Gas are well aware of the potential of the W12A Landfill to be a significant supplier of RNG. These discussions and continued financial and environmental analysis of opportunities to recover additional energy and revenue from landfill gas are in keeping with Council direction on October 11, 2016.

At time of writing this report, there have been no comments offered by MOECC staff with respect to submission #3 and #4 identified on the previous table.

PREPARED BY:	PREPARED & SUBMITTED BY:
JAMIE SKIMMING, P.ENG MANAGER, AIR QUALITY	JAY STANFORD, M.A, M.P.A. DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

- c: Anna Lisa Barbon, Managing Director, Corporate Services and City Treasurer
- John Fleming, Managing Director, Planning & City Planner
- Edward Soldo, P.Eng., Director, Roads & Transportation
- Scott Mathers, P.Eng., Director, Water & Wastewater

Cycling Advisory Committee

Report

The 4th Meeting of the Cycling Advisory Committee
March 21, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, R. Henderson, J. Jordan, W. Pol, R. Sirois, A. Stratton, D. Szoller and M. Zunti and H. Lysynski (Acting Secretary).
 ALSO PRESENT: E.L. Conway, Sergeant S. Harding, D. MacRae, A. Miller, E. Soldo and J. Stanford.

The meeting was called to order at 4:12 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 3rd Report of the Cycling Advisory Committee

That the 3rd Report of the Cycling Advisory Committee, from its meeting held on February 21, 2018, BE AMENDED in clause 9 by deleting the words "Bike Fest" and by replacing them with the words "London Celebrates Cycling".

3.2 Municipal Council Resolution - Appointment to the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on March 6, 2018, with respect to the appointment of R. Sirois to the Cycling Advisory Committee as a Voting Member, was received.

3.3 Municipal Council Resolution - 1st Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on January 16, 2018, with respect to the 1st Report of the Cycling Advisory Committee from its meeting held on December 20, 2017, was received.

3.4 Municipal Council Resolution - 2nd Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on February 13, 2018, with respect to the 2nd Report of the Cycling Advisory Committee from its meeting held on January 17, 2018, was received.

3.5 2018 Ontario Municipal Commuter Cycling (OMCC) Program

That it BE NOTED that the report dated March 19, 2018, from K. Scherr, Managing Director, Environmental and Engineering Services & City Engineer, with respect to the 2018 Ontario Municipal Commuter Cycling (OMCC) Program, was received.

3.6 Notice of Application - Paramount Developments (London) Inc. - 809 Dundas Street

That it BE NOTED that the Notice dated February 21, 2018 from S. Wise, Planner II, with respect to the application by Paramount Developments (London) Inc., relating to the property located at 809 Dundas Street, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Share the Road Conference - Verbal

That the following actions be taken with respect to Cycling Workshops and Conferences:

- a) a policy BE ESTABLISHED whereby the Cycling Advisory Committee will provide up to seventy-five percent of funding to a maximum of \$300.00 on an annual basis, for any Members wishing to attend a Workshop or Conference; and,
- b) the expenditure of \$300.00 BE PROVIDED to R. Henderson to attend the Share the Road Cycling Coalition 2018 Ontario Bike Summit Conference, being held in Toronto from April 16 to 18, 2018; it being noted that R. Henderson will report back on the Conference at the next Cycling Advisory Committee meeting. (See attached information on the 2018 Ontario Bike Summit Conference.)

5.2 2018 Work Plan

That consideration of the 2018 Work Plan BE POSTPONED to the next Cycling Advisory Committee meeting.

5.3 Accidental Cycling Fatalities in Ontario: A Six-Year Retrospective Chart Review from 2010-2015

That it BE NOTED that the Cycling Advisory Committee heard the attached presentation and reviewed and received the attached Accidental Cycling Fatalities In Ontario: A Six-Year Retrospective Chart Review from 2010 to 2015, from R. Henderson.

6. Deferred Matters/Additional Business

6.1 London Celebrates Cycling

That it BE NOTED that the Cycling Advisory Committee heard a verbal presentation from J. Stanford, Director, Environment Fleet and Solid Waste, with respect to the London Celebrates Cycling events being held in June, 2018.

7. Adjournment

The meeting adjourned at 6:35 PM.

Ontario Bike Summit



REGISTRATION IS NOW OPEN for the 10th Annual Ontario Bike Summit!

April 16, 17 & 18, 2018

InterContinental Toronto Centre (on Front St)

[Click here to view our 2018 Agenda \(Draft\)](#)



Our accommodation room block at the **InterContinental Toronto Centre** has sold out. Additional accommodation at the same reduced rate has been reserved at the nearby **Strathcona Hotel**, located at 60 York Street.

About the 10th Annual Ontario Bike Summit

We are particularly excited because the 2018 Ontario Bike Summit is also the 10th edition of the event. And we have a lot to celebrate! Registration is now available online and we hope that you will join us. Our summit agenda will include:

- Pre-Summit Cycling Education Delivery Design Workshop;
- Bike tours, brought to you by WSP Canada, of Toronto's cycling infrastructure;
- The always popular Bicycle Friendly Communities Seminar;
- Bicycle Friendly Community Awards and 10-Year Impact Awards;
- Keynote addresses from The Honorable Kathryn McGarry Minister of Transportation (invited) and The Honourable Daiene Vernile Minister of Tourism, Culture and Sport (invited);
- Keynote address by Dale Bracewell, Manager of Transportation Planning with the City of Vancouver;

- Opportunities to discuss innovative infrastructure design at the Association of Pedestrian and Bicycle Professionals (APBP) workshop;
- A new "Advocacy College" workshop;
- A panel discussion focused on rapid implementation of connected cycling networks;
- Breakout sessions looking at the importance of Master Plans, data collection best practices, bike equity, cycling tourism and learning from pilot projects;
- Launch of our 10 Year Impact Report;
- and more to come!

A full draft agenda is available at the above web link. We received over 50 abstract submissions this year, so the agenda is jam packed with inspiring best practices. We are expecting over 300 delegates to participate this year at our new venue in the heart of downtown Toronto.

We thank our sponsors for making this possible



With support from





1.2 million adults
Cycle daily in Ontario in warm weather (OMT, 2016)

4,324 Canadians hospitalized
(Canadian Institute for Health Information, 2011)

57 cycling fatalities per year
(Transport Canada, 2016)

Outline

1. Characterize the context of cycling fatalities in Canada
2. Introduce the research methodology
3. Describe the research findings
4. Map recommendations on London's Road Safety Strategy 2014 - 2019

Canadian fatal cycling research

1998 – 2011 (n=101)
Alberta (Rowe, et. al)

2012

2015

2018

2006 – 2010 (n=129)
Ontario, Office of Chief Coroner

2010 – 2015 (n=131)
Ontario (Henderson, et. al)

Retrospective Chart Review: Methodological considerations



1. Well-defined, clearly-articulated research question
What are the factors that contribute to the crash and fatality of the cyclist?

5

Retrospective Chart Review: Methodological considerations



1. Well-defined, clearly-articulated research question
What are the factors that contribute to the crash and fatality of the cyclist?
2. Sampling-size Population
3. Standardized abstraction forms
4. Train and monitor data abstractors
5. Confidentiality and ethics

7

Theory: Haddon Matrix



	Cyclist	Driver	Physical Environment	Social Environment	Counter-measures
Pre-event	Substance use	Speeding	No Bikeline present	License	Infrastruc Education
Event (crash)	Helmet	Inattention	Obstruction	Tension btn mv/cyc	Mandatory helmets
Post-event	Ambulance response time	Witness statement	Scene photographs	Substance test	Cycling collision report

6

Charts included:

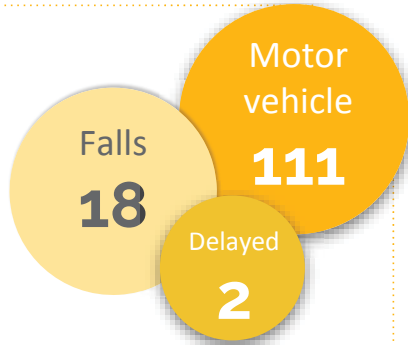


- Driver statements
- Eyewitness accounts
- Collision reconstruction reports
- Coroner reports
- Pathologist reports
- Newspapers-of-record
- Scene photographs

8

165 total

- 25** Natural causes
- 6** Undetermined
- 2** Homicide
- 1** Out-of-country

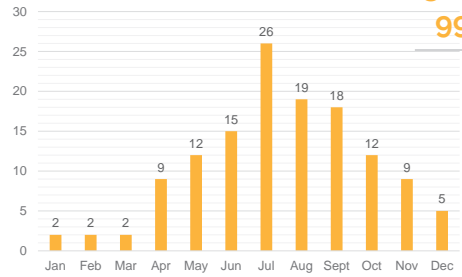


9

Fatalities by month



63/131 (Jul, Aug, Sept)
99/131 (Apr – Sept)



11

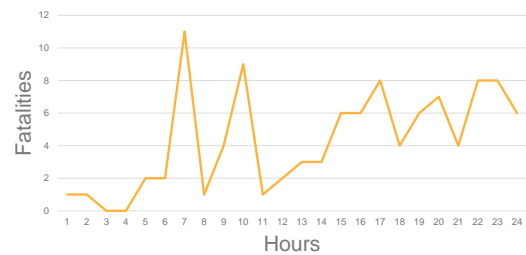


Environmental risk factors

Motor vehicle and fall collisions time of day distribution



131



64

11

43

13

12



Cyclist risk factors: substance use



- Toxicology performed on 130/131 cyclists
- **34/130** tested positive for drugs and/or alcohol
- 32/34 cyclists were male

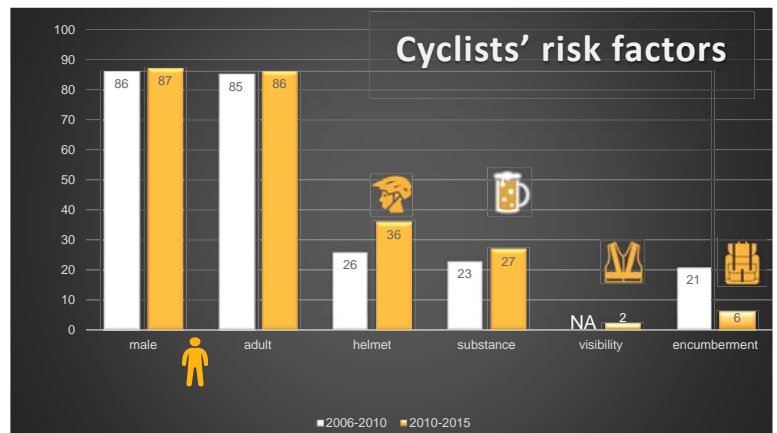
(Aside: Only 11/111 motorists were tested; 10 had alcohol and/or drugs in their system)

15

Cyclist risk factors

- Helmets
 - Cyclists wore helmets in **42/116 (36%)** cases
 - None of the 12 children wore helmets
- Visibility aids
 - Police recorded clothing/visibility aids in **31/131** cases
 - 7 police reports mention reflectors (4), bicycle lights (3) or a bell (1); **3** cyclists wore retro-reflective clothing
- 14 reports included information about cyclist distraction

14





Collision details motor vehicle

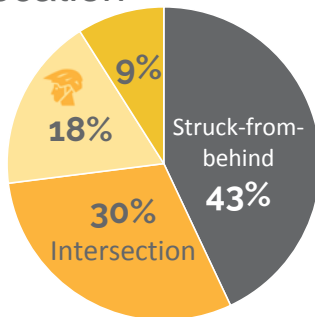
Struck-from-behind **48/111** Intersection **33/111**

- low visibility (night, early morning, late evening, dusk) (24)
- Daylight (22)
- Time unknown (2)
- cyclist running a red light / stop sign, failed to yield (15)
- driver running a red light / stop sign, failed to yield (12)
- cyclist struck little detail at intersection (6)

19



Classification of location

- Struck-from-behind 48/111
- Intersection 33/111
- Cyclist not following traffic rules 20/111
- Motorist not following traffic rules 10/111

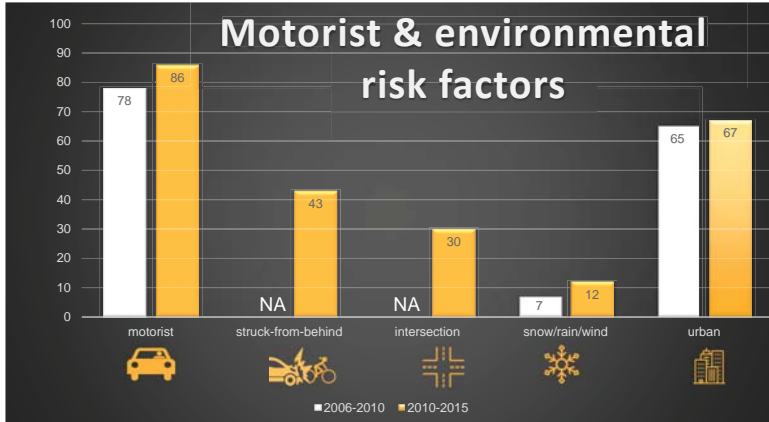


18

Environmental conditions

- Weather  67%
 - Police recorded weather in **55/131** cases
 - Rain (10), snow (1), high wind (1)
- Collision location  33%
 - **122/131** occurred in Southern Ontario;
 - **9/131** Northern Ontario
 - Rural fatalities **43/129**; Urban **86/129**

20



Key findings



2006 – 2010

1. Helmet use all ages
2. Drugs and alcohol
3. Distracted cycling
4. Sharing the road

2010 – 2015

1. Helmet use all ages
2. Drugs and alcohol
3. Visible clothing
4. Struck-from-behind (i.e. not intersection)



Recommendation #1 Mandatory helmets for all ages



London Road Safety Helmets Countermeasures



- Helmet use for those under 18yrs (London Police, Enforcement)
- Helmets on Kids Campaign, Bicycle Helmet Education and Promotion (MLHU, Education)
- Role-modelling helmet use (South West Injury Prevention Network)
- Helmets on Kids Partnership, Helmet Giveaway Program (LHSC)
- Leaflet presenting hand signals and proper helmet fitting (City of London, Transportation)

25

London Road Safety Substance Use Countermeasures



- Education campaign - Distracted and Impaired (Young Drivers)
- Education related to distracted driving, impaired driving by alcohol and drug in secondary schools (London Police)
- Education campaign – distracted driving (LHSC)
- Education and enforcement opportunity
 - Discourage impaired cycling in education material
 - Consider increased roadside testing for motorists involved in cycling fatal or injury collisions

27

Recommendation #2 Never use alcohol or drugs while cycling



26

Recommendation #3 Encourage cyclists to wear fluorescent and retroreflective clothing



28

London Road Safety Conspicuity Countermeasures



- Pedestrians “Be Safe Be Seen” (LHSC)
- “Be Safe Be Seen” cyclists and pedestrians visibility message (MLHU)
- Educational opportunity:
 - Encourage cyclists to wear fluorescent materials in daylight; fluorescent and reflective clothing in low light; and retroreflective clothing, and ankle and knee highlights at night.

29

London Road Safety One-metre passing law Countermeasures



- Share the road signage and educational project in the city of London and Middlesex County (MLHU)
- Education and enforcement opportunity:
 - Build motorist awareness of one-metre passing law
 - Educate motorists about the risks associated with passing cyclists without enough space
 - Encourage policing of the one-metre law

31

Recommendation #4 Enforce the one-metre passing law to prevent hitting-from-behind



30

Acknowledgements

Ontario Office of the Chief Coroner

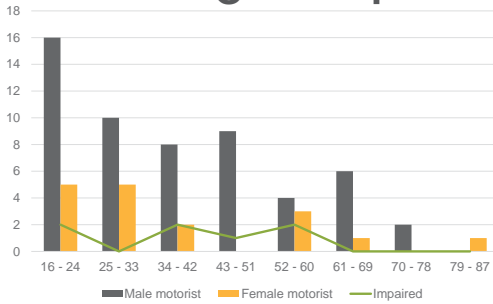
Cyclists who have died and their families

Supervisors: Drs. Andrew Johnson and Jacob Shelley

Co-authors on the manuscript: Jacob Shelley, Jeffrey Holmes, Harpreet Bassi, Michael Robinson, Daryl Stephenson, James J Young, Andrew Johnson



Motorist age & impaired

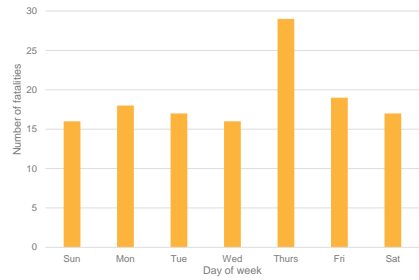


72/111
Police age recorded

7/10
Police age recorded impaired

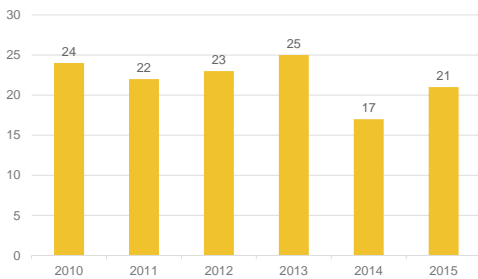
33

Fatalities by day of week



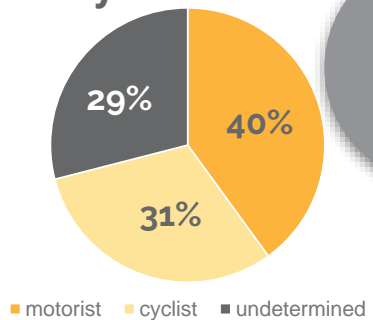
35

Fatalities by year



34

Contributory actions



/111

36

From: maria markiton
Sent: Saturday, March 17, 2018 11:12 AM
To: CWC <cwc@london.ca>
Subject: Parratransit

Civic Works Committee

I am requesting delegation status to address the Civic Works Committee to share my concerns about Paratransit.

I used Paratransit occasionally for the first few years of my disability, but the last 18 months have required that I rely on this service far more frequently. While I commend the drivers and dispatchers for their work, I believe the system and process are severely flawed.

I have spent the last year gathering information from other users, drivers and dispatchers and it is clear to me while Paratransit has what it needs to operate successfully, it has failed to do so.

I give written permission for my submission to be placed on the public agenda and on the City of London website, with my email address removed of course.

My understanding that the next meeting is April 9, 2018, and I request the opportunity to address this issue on this date. Please keep in mind that I require 4 days to arrange transportation.

If you require additional information please do not hesitate to contact me by email, phone or regular mail.

Sincerely,

Maria Markiton
111 Belmont Dr Apt. 1005
London N6J 4X9

Dear Committee Members:

Getting bicycles off city sidewalks is the first step towards ensuring pedestrian safety in London.

Cyclists pose a danger to all pedestrians, especially the disabled, elderly and parents with small children.

This problem will get worse in some areas when, for example, Richmond north of Oxford is reduced to two vehicle lanes to accommodate the BRT, thereby forcing more bikes onto sidewalks.

Apart from creating more bicycle lanes, the city should paint **No-Biking** decals on sidewalks at all intersections. Next, it should mount a public education campaign warning of the dangers of, and prohibitions against riding bicycles on sidewalks. Finally, after a grace period warning cyclists off sidewalks, the police should enforce the law by ticketing offenders.

Yours respectfully

Rod Millard and Marjorie Ratcliffe

193 Regent St.

Rodney Millard Professor Emeritus Department of History The University of Western Ontario London
Ontario Canada

DEFERRED MATTERS

**CIVIC WORKS COMMITTEE
(as of March 26, 2018)**

Item No.	File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	28	<u>Southern Ontario Water Consortium - London Wastewater Facility Update, Operating Agreement and Next Steps –</u> Civic Administration to report back with a review of the mandate and business plan of the International Water Centre of Excellence.	Oct 6/14	2nd Quarter 2018	K. Scherr S. Mathers	IN PROGRESS Lead by London Economic Development Corporation with input from Community & Economic Innovation, Environmental and Engineering Services, Western, Southern Ontario Water Consortium and industry.
2.	44	<u>Potential Savings in Consulting Costs</u> Civic Administration to review and report back on areas that the City of London could realize consulting cost decreases for capital projects through the addition of new staff, rather than contracting out those consulting services, so that the City of London would realize net savings.	June 2/15	2nd Quarter 2018	K. Scherr	IN PROGRESS
3.	75.	<u>Options for Increased Recycling in the Downtown Core</u> That, on the recommendation of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the options for increased recycling in the Downtown core: b) the Civic Administration BE DIRECTED to report back to the Civic Works Committee in May 2017 with respect to: i) the outcome of the discussions with Downtown London, the London Downtown Business Association and the Old East Village Business Improvement Area; ii) potential funding opportunities as part of upcoming provincial legislation and regulations, service fees, direct business contributions, that could be used to lower recycling program costs in the Downtown core; iii) the future role of municipal governments with respect to recycling services in Downtown and Business Areas; and, iv) the recommended approach for increasing recycling in the Downtown area.	Dec 12/16	2nd Quarter 2018	K. Scherr J. Stanford	
4.	76.	<u>Rapid Transit Corridor Traffic Flow</u> That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.	Dec 12/16	2nd Quarter 2018	K. Scherr E. Soldo	

5.	78.	<p><u>Garbage and Recycling Collection and Next Steps</u> That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps:</p> <ul style="list-style-type: none"> a) the Civic Administration BE DIRECTED to report back to Civic Works Committee when additional details are known with respect to the Waste Free Ontario Act including the potential impacts on London residents, businesses and the City's waste management system; and, b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with: <ul style="list-style-type: none"> i) a Business Case including a detailed feasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and, ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts. 	Jan 10/17	2nd Quarter 2018	K. Scherr J. Stanford	
6.	79.	<p><u>Update and Next Steps - Resource Recovery Strategy and Residual Waste Disposal Strategy as Part of the Environmental Assessment Process</u> That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Waste Management Working Group, the following actions be taken with respect to the development of London's Long-Term Solid Waste Resource Recovery Strategy and Residual Waste Disposal Strategy as part of the Environmental Assessment (EA) process (Phase One - Prepare Terms of Reference and Phase Two – Undertake EA):</p> <ul style="list-style-type: none"> e) the Civic Administration BE DIRECTED to report back to the Civic Works Committee with an Interim Update Report and the Final Draft Terms of Reference, which would incorporate a public participation meeting to conclude Phase One activities. 	Oct 24/17	2nd Quarter 2018	K. Scherr J. Stanford	

7.	89.	<p><u>6th Report of the Transportation Advisory Committee</u> That the following actions be taken with respect to the 6th Report of the Transportation Advisory Committee, from its meeting held on May 23, 2017: a) the Transportation Advisory Committee (TAC) Terms of Reference BE REFERRED to the Civic Administration to review and report back to the Civic Works Committee with respect to a review of the overlapping of Advisory Committee mandates of the Cycling Advisory Committee and the Transportation Advisory Committee.</p>	June 7/17	4th Quarter 2018	K. Scherr E. Soldo City Clerk	
8.	91.	<p><u>Warranted Sidewalk Program</u> That the following actions be taken with respect to the Warranted Sidewalk Program: a) the Managing Director, Environmental and Engineering Services and City Engineer BE REQUESTED to develop an improved community engagement strategy with respect to Warranted Sidewalk Program; and, b) the Managing Director, Environmental and Engineering Services and City Engineer, BE REQUESTED to report back to the Civic Works Committee with respect to the potential future provision of additional sidewalk installation options on the east side of Regal Drive in the Hillcrest Public School area; it being noted that currently planned work would not be impeded by the potential additional work; it being further noted that the Civic Works Committee received a delegation and communication dated September 22, 2017 from L. and F. Conley and the attached presentation from the Division Manager, Transportation Planning and Design, with respect to this matter.</p>	Sept 26/17	2nd Quarter 2018	K. Scherr E. Soldo	
9.	92.	<p><u>Municipal Greenhouse Gas (GHG) Challenge Fund Proposed Applications</u> That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer with the and the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to the Municipal Greenhouse Gas (GHG) Challenge Fund proposed applications: c) the Managing Director, Environmental and Engineering Services and City Engineer BE DIRECTED to report back to the Civic Works Committee on the outcome of the Municipal GHG Challenge Fund applications including, where applicable, final business cases or other financial or environmental benefit details prior to final approval of projects.</p>	Oct 24/17		K. Scherr J. Stanford	
10.	93.	<p><u>Public Notification Policy for Construction Projects</u> That the Civic Administration BE DIRECTED to amend the “Public Notification Policy for Construction Projects” to provide for a notification process that would ensure that property owners would be given at least one week’s written notice of the City of London’s intent to undertake maintenance activities on the City boulevard adjacent to their property; it being noted that a communication from Councillor V. Ridley was received with respect to this matter.</p>	Nov 21/17	2nd Quarter 2018	E. Soldo	

11.	94.	<p><u>Report on Private Works Impacting the Transportation Network</u></p> <p>b) report back to the Civic Works Committee, by the end of March 2018, on:</p> <ul style="list-style-type: none"> i) ways to improve communication with affected business, organizations and residents about the timing, duration and impacts of permits for approved works, including unexpected developments; ii) ways to improve the scheduling and coordination of private and public projects affecting roadways and sidewalks that carry significant pedestrian, cyclist, transit and auto traffic; iii) resources required to implement these improvements; and iv) any other improvements identified through the review resources required to implement these improvements; and 	Dec 4/17	March 31/18	K. Scherr	
12.	96.	<p><u>Hydro One Grant for Tree Planting</u></p> <p>That the following actions be taken with respect to the Hydro One grant for tree planting</p> <ul style="list-style-type: none"> a) the Managing Director, Environmental and Engineering Services and City Engineer BE DIRECTED to investigate and report back on possible options to address the noise impacts being experienced by homes abutting Highbury Avenue resulting from the recent removal of trees by Hydro One, including the costs for implementing such options; it being noted that the Civic Administration would, as part of the investigation, review the City's policy on local improvements, as it related to noise attenuation barriers, as well as past projects; 	Nov. 28/17	3rd Quarter 2018	K. Scherr E. Soldo	

13.	98.	<u>Private Drain Connection (PDC) Projects</u> That the Director of Water and Wastewater BE REQUESTED to review the Wastewater and Stormwater By-law WM-28 as it relates to fees and charges for Private Drain Connections (PDC) work undertaken as part of a City of London construction projects and report back with respect to a potential blended fee for mixed use properties that is reflective of a balanced charge between the current residential and commercial fees; it being noted that a communication dated January 16, 2018, from Councillor T. Park was received related to this matter.	Feb. 6, 2018		S. Mathers	
14.	99.	<u>Pedestrian Sidewalk – Pack Road and Colonel Talbot Road</u> That the communication from J. Burns related to a request for a pedestrian crosswalk at the intersection of Pack Road and Colonel Talbot Road BE REFERRED to the Division Manager, Transportation Planning and Design for review and consultation with Mr. Burns as well as a report back to the appropriate standing committee related to this matter.	Feb. 6, 2018	2nd Quarter 2018	D. MacRae S. Maguire	
15.	100.	<u>2nd Report of the Transportation Advisory Committee</u> That the 2nd Report of the Transportation Advisory Committee (TAC), from its meeting held on February 27, 2018, BE REFERRED to the Civic Administration for review of the 2018 Work Plan, which will allow Civic Administration to identify additional areas where the TAC can be of assistance, in alignment with the Strategic Plan.	March 19, 2018	TBD	K. Scherr	
16.	101.	<u>2030 Smart Moves Transportation Master Plan</u> That the Civic Administration BE REQUESTED to provide an update on the 2030 Smart Moves Transportation Master Plan, including an overview of projects that have been completed so far and projects that are planned for future years.	March 19, 2018	TBD	K. Scherr D. MacRae	