

Agenda Including Addeds Civic Works Committee

8th Meeting of the Civic Works Committee

May 15, 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. Adjournment

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 15, 2018
FROM:	KELLY SCHERR, P.ENG, MBA, FEC MANAGING DIRECTOR - ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONTRACT AMENDMENTS WINTER MAINTENANCE ROAD PLOW AND COMBINATION PLOW SPREADER EQUIPMENT

RECOMMENDATION

That on the recommendation of the Managing Director - Environmental and Engineering Services and City Engineer,

- a) Approval **BE GIVEN** to exercise the Procurement of Goods and Services Policy, under Section 20.3 (e) ii contract amendments, to add additional equipment for road plowing, sanding and salting; and,
- b) The contract with D-K Equipment Limited for the supply of two (2) graders with operators, within C15-119rv1 (T15-20), ending March 29, 2020, and Ferrari Concrete for one (1) additional sander/salter with plow and operator, within C16-125rv1 (T16-68), ending April 10, 2021, **BE ACCEPTED**; and
- c) Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this contract; and,
- d) Approval, hereby given, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or having a purchase order, or contract record relating to the subject matter of this approval.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Date: August 25, 2015; Tender Name and Number: **T15-20** Winter Maintenance Road Plow Equipment with Operators – Graders, Wheel Loaders and Rubber Tire Farm Type Tractor with Plow

Date: August 18, 2016; Tender Name and Number: **T16-68** Winter Maintenance with Operators – Trucks with Sander/Salter Bodies with Plow

STRATEGIC PLAN 2015-2019

This report and recommendation are consistent with Council’s Strategic Areas of Focus; Leading in Public Service:

Proactive Financial Management

Ensure services contracts are in place and provide good value for winter maintenance services

BACKGROUND

Purpose

The purpose of this report is to seek approval to amend current contracts to include additional equipment to manage winter maintenance due to the growth of the road network.

This recommendation is in compliance with our Procurement of Goods and Service Policy, as per Section 20.3 (e) ii contract amendments, which states:

“City Council must authorize contract amendments when the total amended value of the contract will exceed the Council approved source of financing by an amount greater than \$50,000 or 3% of the contract value, whichever is greater, and there are funds available.”

Financial Impact

The total expenditure for these additional units, for the remaining years of the contracts mentioned, is approximately \$500,000. The winter control budget and future growth funding that is available will fund these units. These changes do not represent a change in scope for either of the tenders.

CONCLUSION

Transportation and Roadside Operation and Purchasing and Supply have determined that the contract amendments have resulted in competitive pricing and provide value to the City. The vendors already have equipment under contract with the City and have met the conditions and specification that are required.

Based on the information and analysis above, Transportation and Roadside Operations, in conjunction with Purchasing and Supply, recommend an amendment to the contracts, using the same contractual arrangement until the end of the existing contract in 2020.

Acknowledgements

This report was prepared with input from Ian Harris, Procurement Specialist, Purchasing and Supply.

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

cc: John Freeman, Manager of Purchasing & Supply

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 15, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER 18-37 CONTRACT AWARD CONSTRUCTION OF WASTE DISPOSAL CELL 9 AND EXTENSION OF ON-SITE ACCESS ROAD W12A LANDFILL

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of contract for the W12A Landfill Cell 9 Expansion and extension of the On-Site Access Road:

- (a) the bid submitted by Ron Murphy Contracting Co. Ltd (Ron Murphy), at its tendered price of \$4,417,609.76, excluding HST, **BE ACCEPTED**, it being noted that the bid submitted by Ron Murphy was the lowest of six (6) bids received;
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A';
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done relating to this project (Tender 18-37); and
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None

2015 – 2019 STRATEGIC PLAN

Municipal Council has recognized the importance of solid waste management, climate change and other related environmental issues in its 2015-2019 - Strategic Plan for the City of London ([2015 – 2019 Strategic Plan](#)). With respect to this CWC Report, three of the four Areas of Focus address waste disposal activities at the W12A Landfill:

Building a Sustainable City

- Strong and healthy environment
- Robust infrastructure

Growing our Economy

- Local, regional, and global innovation

Leading in Public Service

- Excellent service delivery

BACKGROUND

Purpose

This report recommends award of tender to the winning contractor for the construction of waste disposal cell 9 (Cell 9) within the approved waste disposal foot print of the W12A Landfill and extension of the on-site access road, in accordance with the Design and Operations Report for the site.

DISCUSSION

The currently active/existing waste disposal area (Cell 8) has approximately 12 months of disposal capacity remaining. The approximately 6.2 hectare construction of Cell 9 (including the landfill base and leachate collection system) will create approximately 1,100,000 m³ of usable disposal capacity, which will accommodate approximately 3.5 years of waste disposal operation at current landfilling rates.

Supervision and contract administration will be managed through a combination of City staff from the Construction Administration Division and Solid Waste Management Division.

This work was originally budgeted for construction in early 2019. Upon further review, the consultant determined that construction should begin in 2018 to take advantage of this year's construction season. Funding for this project comes from the Federal Gas Tax Reserve Fund and as such, it is available in 2018.

The construction schedule identifies a tentative start month of June, 2018 and 85 working days to complete the project.

Operating costs are expected to increase approximately \$40,000 per year to treat the additional leachate that will be generated, once Cell 9 is constructed. Funds will be transferred from Solid Waste Management to Wastewater Operations to cover these costs. This increase in operating cost has been included in the 2019 budget as part of the 2016-2019 multi-year budget.

Tender Summary

Tenders for the Construction of Waste Disposal Cell 9 and Extension of the On-Site Access Road W12A Landfill were opened on March 29, 2018. Six (6) contractors submitted tender prices as listed below, excluding HST.

Contractor		Tender Price Submitted
1.	Ron Murphy Contracting Co. Ltd.	\$4,417,609.76
2.	JBL Construction	\$4,555,839.05
3.	2044970 Ontario Inc.	\$4,957,393.00
4.	DeKay Construction (1987) Ltd.	\$4,970,448.67
5.	VanRooyen Earthmoving Ltd	\$5,061,205.99
6.	Charlton	\$5,226,495.50

All tenders have been checked by the Environmental and Engineering Services and the City's consultant, Dillon Consulting Ltd (Dillon). None of the tender bids contained mathematical errors. Dillon's role in this phase of the project will be limited to attending key construction progress meetings, reviewing shop drawing submittals, providing AutoCAD surfaces for heavy equipment GPS use, providing technical advice for contemplated or required change orders and preparing as-constructed drawings etc., as per their proposal for Cell 9 design and construction assistance.

The pre-tender estimate (engineering estimate) just prior to tender opening was \$4,980,000.00, excluding HST. The low tender (\$4,417,609.76 excluding HST) is approximately 12% below the pre-tender estimate indicating a competitive bid environment. All tenders include a contingency allowance of \$450,000, excluding HST.

CONCLUSION

Award of the contract for the Construction of Waste Disposal Cell 9 and Extension of the On-Site Access Road W12A Landfill to Ron Murphy Contracting Co. Ltd will ensure waste disposal capacity at the W12A Landfill is secured for continued operations in 2019 and the project will be delivered within the available budget.

PREPARED BY:	PREPARED AND RECOMMENDED BY:
ANDRÉ JOSEPH, P.ENG. MANAGER, SOLID WASTE ENGINEERING AND PLANNING	MICHAEL LOSEE, B.Sc. DIVISION MANAGER, SOLID WASTE MANAGEMENT
PREPARED AND RECOMMENDED BY:	REVIEWED & CONCURRED BY:
JAY STANFORD, M.A., M.P.A. DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER

Attach: Appendix 'A' – Sources of Financing

- c. John Freeman, Manager, Purchasing and Supply
Gary McDonald, Budget Analyst, Tangible Capital Assets
Ron Murphy Contracting Co. Ltd

APPENDIX 'A'

#18071

Chair and Members
Civic Works Committee

May 15, 2018
(Award Contract)

**RE: Construction of Waste Disposal Cell 9 and Extension of On-Site Access Road W12A Landfill
(Subledger LF180001)
Capital Project SW601417 - W12A Ancillary
Capital Project SW602118 - W12A New Cell Construction
Ron Murphy Contracting Co. Ltd. - \$4,417,609.76 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Works Budget by advancing the 2019 budget forward to 2018 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:

SUMMARY OF ESTIMATED EXPENDITURES	Approved Budget	Budget Adjustment	Revised Budget	This Submission	Balance for Future Work
SW601417 - W12A Ancillary					
Engineering	\$100,000		\$100,000		\$100,000
Construction	734,050		734,050	183,174	550,876
	834,050	0	834,050	183,174	650,876
SW602118 - W12A New Cell Construction					
Engineering	100,000	(100,000)	0		0
Construction	1,112,186	3,200,000	4,312,186	4,312,186	0
	1,212,186	3,100,000	4,312,186	4,312,186	0
NET ESTIMATED EXPENDITURES	\$2,046,236	\$3,100,000	\$5,146,236	\$4,495,360	\$650,876
SUMMARY OF FINANCING:					
SW601417 - W12A Ancillary					
Drawdown from Sanitary Landfill Reserve Fund	\$252,588		\$252,588		\$252,588
Federal Gas Tax	581,462		581,462	183,174	398,288
	834,050	0	834,050	183,174	650,876
SW602118 - W12A New Cell Construction					
Federal Gas Tax	1,212,186	3,100,000	4,312,186	4,312,186	0
TOTAL FINANCING	\$2,046,236	\$3,100,000	\$5,146,236	\$4,495,360	\$650,876

1) **Financial Note:**

	SW601417	SW602118	TOTAL
Contract Price	\$180,006	\$4,237,604	\$4,417,610
Add: HST @13%	23,401	550,889	574,290
Total Contract Price Including Taxes	203,407	4,788,493	4,991,900
Less: HST Rebate	20,233	476,307	496,540
Net Contract Price	\$183,174	\$4,312,186	\$4,495,360

2) This work was originally budgeted for construction in 2019. Upon further review, the consultant determined that construction should begin in 2018. Therefore, a budget adjustment will be required to advance the 2019 funding of \$3,100,000 forward to 2018 from Federal Gas Tax.

3) Operating costs are expected to increase approximately \$40,000 per year to treat the additional leachate that will be generated, once Cell 9 is constructed. Funds will be transferred from Solid Waste Management to Wastewater Operations to cover these costs. This increase in operating cost has been included in the 2019 budget as part of the 2016-2019 multi-year budget.

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 15, 2018
FROM:	KELLY SCHERR, P.ENG, MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER NO. T18-21 INFRASTRUCTURE RENEWAL PROJECT – CONTRACT 11 HAMILTON ROAD & SACKVILLE 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 Omega Contractors Inc. at its corrected tendered price of \$4,145,616.26 (excluding HST), **BE ACCEPTED**; it being noted that the bid submitted by Omega Contractors Inc. was the lowest of six 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 \$498,477.10 (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 (T18-21); 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 – May 27, 2016 – Appointment of Consulting Engineers Infrastructure Renewal Program 2017 – 2018

- Civic Works Committee – February 6, 2018 – Hamilton Road Infrastructure Lifecycle Renewal – Chesley Avenue to Egerton Street – Hydro & Telecommunication Utility Locations

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, and pedestrians. This is accomplished by expanding sidewalks and improving crossings to improve pedestrian walk-ability. These improvements further provide an opportunity to make Hamilton Road – Sackville Street a more beautiful and distinct place by incorporating urban design enhancements where possible.

BACKGROUND

Purpose

This report recommends the award of a construction tender to Omega Contractors Inc., and the award of contract administration to IBI Group Inc. for the Hamilton Road – Sackville Street Infrastructure Lifecycle Renewal project. The project will take place along Hamilton Road from Chesley Avenue to Egerton Street and along Sackville Street from Hamilton Road to 50 m north of Ormsby Street, as displayed below on **Figure 1**.



Figure 1 - Project Limits

The project is scheduled to commence early summer of 2018 with the majority of construction completed by late fall 2018. In the spring of 2019, it is anticipated the contractor will return to complete some minor work, such as applying the surface coat of asphalt and landscaping.

DISCUSSION

Project Description

Hamilton Road-Sackville 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) along with new watermain and water services will be installed along Hamilton Road between Egerton Street & Chesley Avenue and Sackville Street between Hamilton Road & 50 m north of Ormsby Street. The roads will be reconstructed including curbs, sidewalks and boulevard improvements including streetscape enhancements (i.e. tree placements and enhanced walking surfaces).

Road Reconstruction

Due to property constraints along Hamilton Road which has a 20 m right of way, there is limited opportunity available to make significant changes to the Hamilton Road cross section. However, this is the first phase of a staged implementation which will see some reconfiguration to the Hamilton – Egerton Intersection. Over subsequent projects in the coming years, the traffic island at the north-west corner will be increased in size, and a westbound to southbound turn lane will be added.

Streetscape Enhancements

Hamilton Road-Sackville Street will see aesthetic improvements based on the urban design opportunities 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 Hamilton Road from Horton Street to Highbury Avenue 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. As part of the design assignment for the infrastructure lifecycle renewal project an overall corridor streetscape plan was developed. This project will implement the first phase of the corridor streetscape plan.

The urban design aspects of the project include:

- removal of the short one-way portion of Trafalgar Street (south side of Hamilton Road), re-purposing this area for a parkette;
- multi-purpose street on Sackville Street adjacent to the Crouch Library where local activities could expand and use the street;
- decorative walkways;
- tree planting along the boulevards;
- surface treatments on the boulevard sidewalks; and,
- pedestrian level lighting.

Construction Considerations

Hamilton Road-Sackville Street is a challenging construction project to implement. With a narrow right-of-way and sanitary and storm sewer services that drain in opposite directions, the work has been broken into four phases. On Hamilton Road, traffic will be reduced to one lane of travel in each direction with no on-street parking

allowed within the construction zone. Phase One will see the traffic restricted to the north side of the right of way, while the new sanitary and storm sewers are installed on the south side of the road. Phase Two will move traffic to the south side of the road while the service connections for the storm and sanitary private drain connections are installed along with the new watermain and water services to the north. Phase Three will put the traffic back on the north side, while the water service connections on the south side are made. Phase Four covers the work on Sackville Street, and this will close the block of Sackville Street from Hamilton Road to Ormsby Street. During the design phase, a closure of Hamilton Road was considered. Hamilton Road is an arterial road and this portion has an average daily traffic volume of 21,000 vehicles. The closure would require traffic be detoured up to Florence / York Street which would be a significant distance for travel. As a result, the project was detailed and tendered with the requirement for two lanes of traffic to be maintained at all times.

The grid pattern of the local streets may be prone to motorists to finding alternate routes around the construction zone on streets not designed to manage that traffic. To reduce the amount of cut through traffic in the local neighbourhoods, temporary traffic calming measures are being installed in advance of the construction.

Tender Summary

Tenders for the Hamilton Road-Sackville Street project were opened on Wednesday, March 21, 2018. Six contractors submitted tender prices as listed below (excluding HST).

	CONTRACTOR	SUBMITTED TENDER PRICE (\$)	CORRECTED TENDER PRICE (\$)
1.	Omega Contractors Inc.	4,143,816.30	4,145,616.26
2.	Bre-Ex Construction Inc.	4,371,376.85	----
3.	J-AAR Excavating Limited	4,391,737.98	----
4.	CH Excavating (2013)	4,589,371.18	----
5.	Blue-Con Construction	4,895,780.30	4,895,659.10
6.	Elgin Construction	4,969,613.62	4,969,618.22

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 \$4,415,000 (excluding HST).

Contract Administration

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.

With 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 various activities & related hourly rates provided. 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 \$498,477.10 (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 \$1,061,222.68 (excluding HST) including the Streetscape Master Plan, detailed design and construction administration services.

CONCLUSION

Civic Administration has reviewed the tender bids and recommends Omega Contractors Inc. be awarded the contract for the Hamilton Rd/Sackville Street project.

IBI Group Inc. has demonstrated an understanding of the City requirements for this project, and it is recommended 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:

Service Area	Increase in Annual Operating Costs
Road Operations	\$ 750
Parks Operations	\$ 1,600

Acknowledgements

This report was prepared with the assistance of Jane Fullick, Senior Technologist, and Karl Grabowski, Transportation Design Engineer of the Transportation Planning & Design Division.

PREPARED BY:	REVIEWED & CONCURRED BY:
DOUG MACRAE, P. ENG., MPA DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN	EDWARD SOLDI, 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: Omega Contractors Inc.
IBI Group Inc.
TCA
Jason Davies, FP & P

APPENDIX 'A'

#18068

Chair and Members
Civic Works Committee

May 15, 2018
(Award Contract)

**RE: Infrastructure Renewal Project - Contract 11 - Hamilton Road & Sackville Street
(Subledger WS17C00A)
Capital Project ES241417 - Sewer Infrastructure Lifecycle Renewal
Capital Project EW378718 - Main Replacement with Major Roadwork
Capital Project TS144618 - Road Networks Improvements
Capital Project TS406717 - Traffic Signals - Mtce
Capital Project TS512317 - Street Light Maintenance
Omega Contractors Inc. - \$4,145,616.26 (excluding H.S.T.)
IBI Group Inc. - \$498,477.10 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can 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:

SUMMARY OF ESTIMATED EXPENDITURES	Approved Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
ES241417-Sewer Infrastructure Lifecycle Renewal					
Engineering	\$1,930,000	\$1,930,000	\$1,330,000	\$198,030	\$401,970
Land Acquisition	12,352	12,352	12,352		0
Construction	20,527,569	20,527,569	16,027,266	1,638,999	2,861,304
Construction (PDC Portion)	220,000	228,000	220,000	8,000	0
Construction (Bell Contributions)	686,595	686,595	686,595		0
City Related Expenses	140,000	140,000	106,344		33,656
	<u>23,516,516</u>	<u>23,524,516</u>	<u>18,382,557</u>	<u>1,845,029</u>	<u>3,296,930</u>
EW378718-Main Repl with Mjr. Roadwork					
Engineering	250,000	250,000	83,883	123,414	42,703
Construction	4,000,000	4,000,000	972,079	1,026,347	2,001,574
	<u>4,250,000</u>	<u>4,250,000</u>	<u>1,055,962</u>	<u>1,149,761</u>	<u>2,044,277</u>
TS144618-Road Networks Improvements					
Engineering	1,000,000	1,000,000	434,702	178,856	386,442
Construction	11,661,390	11,661,390	5,978,475	1,487,374	4,195,541
City Related Expenses	606	606	606		0
	<u>12,661,996</u>	<u>12,661,996</u>	<u>6,413,783</u>	<u>1,666,230</u>	<u>4,581,983</u>
TS406717 - Traffic Signals - Mtce.					
Engineering	600,000	600,000	419,962	5,022	175,016
Construction	859,000	1,683,871	1,642,165	41,706	0
Traffic Signals	2,000,000	1,175,129	647,943		527,186
	<u>3,459,000</u>	<u>3,459,000</u>	<u>2,710,070</u>	<u>46,728</u>	<u>702,202</u>
TS512317-Street Light Maintenance					
Engineering	300,000	300,000	270,837	1,927	27,236
Construction	1,000,000	1,000,000	913,592	16,152	70,256
Traffic Lights	796,750	796,750	196,754		599,996
	<u>2,096,750</u>	<u>2,096,750</u>	<u>1,381,183</u>	<u>18,079</u>	<u>697,488</u>
NET ESTIMATED EXPENDITURES	<u>\$45,984,262</u>	<u>\$45,992,262</u>	<u>\$29,943,555</u>	<u>\$4,725,827</u> 1)	<u>\$11,322,880</u>
SUMMARY OF FINANCING:					
ES241417-Sewer Infrastructure Lifecycle Renewal					
Capital Sewer Rates	\$8,209,000	\$8,209,000	\$8,209,000		\$0
Drawdown from Sewage Works Reserve Fund	9,900,921	9,900,921	4,766,962	1,837,029	3,296,930
Federal Gas Tax	4,500,000	4,500,000	4,500,000		0
Cash Recovery from Property Owners (PDC)	220,000	228,000	220,000	8,000	0
Other Contributions (Bell)	686,595	686,595	686,595		0
	<u>23,516,516</u>	<u>23,524,516</u>	<u>18,382,557</u>	<u>1,845,029</u>	<u>3,296,930</u>
EW378718-Main Repl with Mjr. Roadwork					
Capital Water Rates	3,110,000	3,110,000	1,055,962	1,149,761	904,277
Drawdown from Capital Water Reserve Fund	1,140,000	1,140,000			1,140,000
	<u>4,250,000</u>	<u>4,250,000</u>	<u>1,055,962</u>	<u>1,149,761</u>	<u>2,044,277</u>
TS144618-Road Networks Improvements					
Capital Levy	3,308,422	3,308,422	3,308,422		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	3,105,361	1,666,230	3,198,419
	<u>12,661,996</u>	<u>12,661,996</u>	<u>6,413,783</u>	<u>1,666,230</u>	<u>4,581,983</u>
TS406717 - Traffic Signals - Mtce.					
Capital Levy	3,349,000	3,349,000	2,710,070	46,728	592,202
Drawdown from Capital Infrastructure Gap R.F.	110,000	110,000			110,000
	<u>3,459,000</u>	<u>3,459,000</u>	<u>2,710,070</u>	<u>46,728</u>	<u>702,202</u>
TS512317-Street Light Maintenance					
Capital Levy	2,036,500	2,036,500	1,381,183	18,079	637,238
Drawdown from Capital Infrastructure Gap R.F.	60,250	60,250			60,250
	<u>2,096,750</u>	<u>2,096,750</u>	<u>1,381,183</u>	<u>18,079</u>	<u>697,488</u>
TOTAL FINANCING	<u>\$45,984,262</u>	<u>\$45,992,262</u>	<u>\$29,943,555</u>	<u>\$4,725,827</u>	<u>\$11,322,880</u>

APPENDIX 'A'

#18068

Chair and Members
Civic Works Committee

May 15, 2018
(Award Contract)

**RE: Infrastructure Renewal Project - Contract 11 - Hamilton Road & Sackville Street
(Subledger WS17C00A)
Capital Project ES241417 - Sewer Infrastructure Lifecycle Renewal
Capital Project EW378718 - Main Replacement with Major Roadwork
Capital Project TS144618 - Road Networks Improvements
Capital Project TS406717 - Traffic Signals - Mtce
Capital Project TS512317 - Street Light Maintenance
Omega Contractors Inc. - \$4,145,616.26 (excluding H.S.T.)
IBI Group Inc. - \$498,477.10 (excluding H.S.T.)**

1) Financial Note: (CONSTRUCTION)	ES241417	EW378718	TS144618	TS406717	TS512317
Contract Price	\$1,618,513	\$1,008,596	\$1,461,649	\$40,985	\$15,873
Add: HST @13%	210,407	131,117	190,014	5,328	2,063
Total Contract Price Including Taxes	1,828,920	1,139,713	1,651,663	46,313	17,936
Less: HST Rebate	181,921	113,366	164,289	4,607	1,784
Net Contract Price	<u>\$1,646,999</u>	<u>\$1,026,347</u>	<u>\$1,487,374</u>	<u>\$41,706</u>	<u>\$16,152</u>
					CONSTRUCTION
					TOTAL
					\$4,145,616
					538,929
					4,684,545
					465,967
					\$4,218,578
Financial Note: (ENGINEERING)	ES241417	EW378718	TS144618	TS406717	TS512317
Contract Price	\$194,605	\$121,280	\$175,763	\$4,935	\$1,894
Add: HST @13%	25,299	15,766	22,849	642	246
Total Contract Price Including Taxes	219,904	137,046	198,612	5,577	2,140
Less: HST Rebate	21,874	13,632	19,756	555	213
Net Contract Price	<u>\$198,030</u>	<u>\$123,414</u>	<u>\$178,856</u>	<u>\$5,022</u>	<u>\$1,927</u>
					ENGINEERING
					TOTAL
					\$498,477
					64,802
					563,279
					56,030
					\$507,249
					\$4,725,827

- 2) The expenditures have increased to accommodate the PDC (Private Drain Connections) funding towards this project.
- 3) Anticipated annual operating cost to budgets in 2019 and subsequent years associated with the additional infrastructure for Road Operations is \$750.00 and Parks Operations is \$1,600.00.

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 15, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	ADELAIDE STREET NORTH ENVIRONMENTAL ASSESSEMENT FANSHAWE PARK ROAD EAST TO SUNNINGDALE ROAD EAST APPOINTMENT OF CONSULTING ENGINEER

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Adelaide Street North Environmental Assessment:

- (a) Parsons Inc., **BE APPOINTED** Consulting Engineers for the project in the amount of \$319,462.00 (excluding HST), in accordance with Section 15.2(e) of the Procurement of Goods and Services Policy;
- (b) the financing for this project **BE APPROVED** in accordance with the Sources of Financing Report attached hereto as Appendix A;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the Consultant for the work; and,
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
--

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Strategic Priorities & Policy Committee – June 23, 2014 - Approval of 2014 Development Charges By-law and DC Background Study

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City*. The proposed Adelaide Street North Widening project is part of a strategic program of road improvements to provide improved mobility, capacity, and safety for all road users.

BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the environmental assessment (EA) for the widening of Adelaide Street North from two lanes to four lanes from Fanshawe Park Road East to Sunningdale Road East. The purpose of this EA is to satisfy the requirements of the Environmental Assessment Act by providing a comprehensive, environmentally sound planning process with public participation. The process will facilitate dialogue between parties with a number of different interests.

Context

The study area for this EA is the Adelaide Street North corridor from Fanshawe Park Road East to Sunningdale Road East. The surrounding land use is a mix of residential, commercial, and park land. Adelaide Street North accommodates between 11,000 and 20,000 vehicles per day within the corridor.

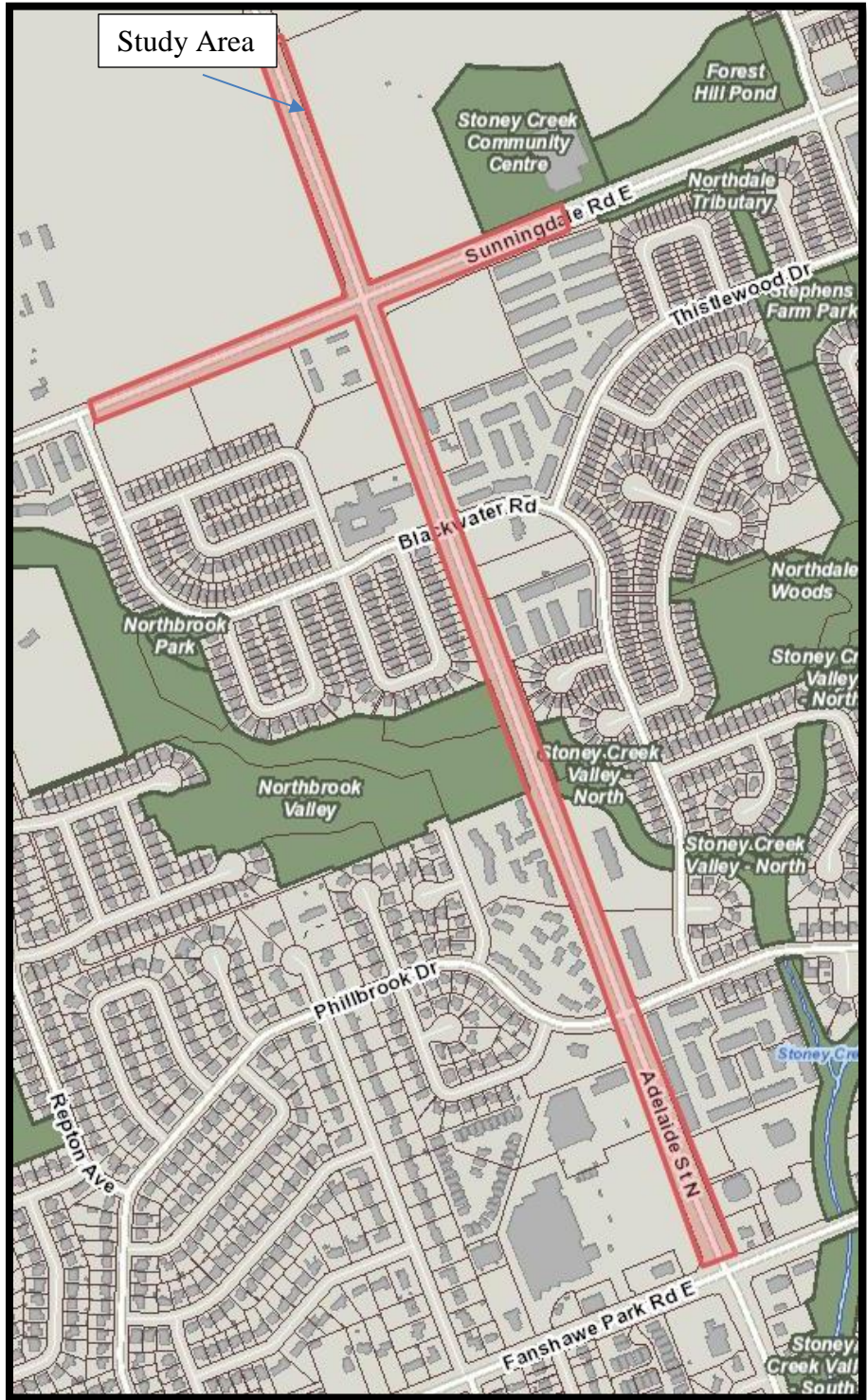
The London Plan identifies three distinct place types surrounding Adelaide Street North between Fanshawe Park Road East and Sunningdale Road East. The place types are: Neighborhoods, Shopping Area, and Green Space. Each of the place types have associated policies on the vision, role within the City Structure, use, intensity and form in order to inform the vision for future development along the corridor. The Adelaide Street North corridor, within this project scope, is classified as Civic Boulevard.

The EA must integrate technical considerations, public and stakeholder input, transportation engineering, structural engineering, land use planning, and urban design to develop a balanced and implementable solution. The City has identified a need for improvements along Adelaide Street North due to the increased traffic volumes and surrounding developments. The EA is required to proceed with the implementation strategy.

DISCUSSION

Project Description

The Adelaide Street North widening project was identified as a medium term priority in the 2030 Transportation Master Plan (TMP) and the 2014 Development Charges Background Study. Recommendation was made to widen Adelaide Street North from Fanshawe Park Road East to Sunningdale Road East from two lanes to four lanes. A map of the study area is displayed in the following illustration:



Environmental Assessment Study Area

The intent of this EA is to explore various geometric design alternatives and develop a functional plan for the preferred design. These alternatives will be evaluated using a range of criteria including impacts on the natural, social, cultural, and economic environments. The study corridor design should accommodate high volumes of vehicular traffic, be cycling and pedestrian supportive and provide safe access to the adjacent land uses.

The proposed EA will:

- Develop and evaluate design alternatives considering natural, social, cultural and economic environment considerations;
- Recommend the future improvements for the corridor and intersections to mitigate future deficiencies, accommodate increased traffic demand, and improve safety;
- Develop a functional and visually attractive design concept;

- Engage the public and stakeholders to allow public input and active involvement throughout the study process;
- Determine the appropriate right-of-way and property requirements;
- Coordinate underground service needs;
- Coordinate with ongoing EAs, projects, studies;
- Assess and document the ecological and natural features within the corridor and identify management needs; and,
- Document in a clear and transparent manner the process undertaken and provide formal documentation and presentations.

Issues of special interest in the project area include:

Adelaide Street North Culvert

Improvements are required to the Adelaide Street North culvert located approximately 700 m north of Fanshawe Park Road East. It is noted that the culvert often overtops the roadway at this location due to inefficiencies in flow conveyance. Elements to be investigated include: reconfiguration of the inlet, integration of the two outlet systems, downstream erosion control infrastructure, and incorporation of natural channel design elements as appropriate

Natural Environment

The Stoney Creek Valley is part of the City's Natural Heritage System and designated as Significant Valley Lands in the London Plan. This component requires a comprehensive review, field investigations and agency consultations to confirm current and accurate information pertaining to known features, including rare species and species at risk.

Cultural Heritage

Assessment for archaeological potential will identify areas where advanced assessment is required during detailed design. The areas of potential and recognized cultural heritage value or interest within and adjacent to the study area will be inventoried and evaluated. The study will provide recommendations to ensure the conservation of significant cultural heritage resources.

Utility Infrastructure

The corridor contains significant public and private utility infrastructure such as a 600 mm diameter concrete water main, Imperial Oil pipeline and other utilities that will require detailed considerations, and long term protection for future infrastructure needs. The EA will also consider servicing for surrounding developments.

Roundabout – Sunningdale Road East at Adelaide Street North

The 2013 Sunningdale Road ESR identified a roundabout as the preferred intersection improvement at Sunningdale Road East and Adelaide Street North. The approved roundabout will be reviewed in conjunction with the improvements to confirm any alignment issues related to Adelaide Street.

Consultant Selection

The consultant selection process has been undertaken in accordance with the Procurement of Goods and Services Policy. The procurement followed the two stage process with the first stage being an open, publicly advertised expression of interest/pre-qualification stage (REOI/RFQUAL). Subsequently a consultant shortlist comprising CH2M, IBI Group, and Parsons Inc. were asked to submit detailed proposals and work plans. All firms responded with written proposals including a summary of the project tasks, schedule, and costs. An evaluation committee reviewed the submissions for the project.

Based on the evaluation criteria and selection process identified in the request for proposal, the evaluation committee determined the proposal from Parsons Inc. provides the best overall value to the City.

Parsons Inc. has an experienced project team that exhibited a clear understanding of the project scope and requirements. Their experience on similar projects of this nature, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, illustrated their expertise for this undertaking. The consultant project team is familiar with the challenges presented in this project having been involved in several past projects in the area and across London.

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, the civic administration is recommending Parson Inc. be appointed as the consulting engineer for the EA. The submission from Parsons Inc. includes a fee submission that indicates that the EA can be completed within the project funds available.

CONCLUSION

The Adelaide Street North EA will provide justification for the preferred design improvements to the existing road cross section. The preferred design will need to reflect both the existing and planned land use, urban form, and transportation contexts. The need for this environmental assessment has been identified as a result of the rising traffic volumes in the area.

Based on the technical evaluation of the proposals, it is recommended that Parsons Inc. be awarded the consulting assignment for the Adelaide Street North Widening Environmental Assessment. The consultant assignment is valued at an upset amount of \$319,462.00 (excluding HST).

Acknowledgements

This report was prepared with assistance from Maged Elmadhoon, M.Eng., P.Eng. Traffic and Transportation Engineer, Andrew Giesen, C.E.T., Senior Transportation Technologist, and Matt Davenport, Engineer in Training of the Transportation Planning & Design Division.

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

Attach: Appendix A – Sources of Financing

c: D. Cowan, Parsons Inc., 1069 Wellington Road South, Suite 214, London ON N6E 2H6

APPENDIX 'A'

#18078
 May 15, 2018
 (Award Contract)

Chair and Members
 Civic Works Committee

RE: **Adelaide Street North Widening Environmental Assessment**
(Subledger RD18008)
Capital Project TS1353-2 Adelaide St Widening Phase 2 Grenfell Dr to Sunningdale Rd
PARSONS - \$319,462.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Works Budget by advancing a portion of the 2019 funding forward to 2018 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:

SUMMARY OF ESTIMATED EXPENDITURES	Approved Budget	Additional Funding	Revised Budget	Committed To Date	This Submission	Balance for Future Work
Engineering	\$300,000	\$57,647	\$357,647	\$32,563	\$325,084	\$0
NET ESTIMATED EXPENDITURES	\$300,000	\$57,647	\$357,647	\$32,563	\$325,084	\$0

SUMMARY OF FINANCING:

Debenture Quota	2)	\$27,000	\$5,188	\$32,188	\$2,931	\$29,257	\$0
Drawdown from City Services - Roads Reserve Fund (Development Charges)	3)	273,000	52,459	325,459	29,632	295,827	0
TOTAL FINANCING		\$300,000	\$57,647	\$357,647	\$32,563	\$325,084	\$0

1) **Financial Note:**

Contract Price	\$319,462
Add: HST @13%	41,530
Total Contract Price Including Taxes	360,992
Less: HST Rebate	35,908
Net Contract Price	<u>\$325,084</u>

NOTE TO CITY CLERK:

- 2) Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary authorizing by-laws.

An authorizing by-law should be drafted to secure debenture financing for project TS1353-2 Adelaide St Widening Phase 2 Grenfell Dr to Sunningdale Rd for the net amount to be debentured of \$32,188.

- 3) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies in 2014
- 4) The additional funding requirement of \$57,647 can be accommodated by advancing a portion of the 2019 funding forward to 2018.

lp

 Jason Davies
 Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MONDAY, MAY 15, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	APPOINTMENT OF CONSULTING ENGINEER DESIGN AND CONSTRUCTION ADMINISTRATION SERVICES DINGMAN CREEK PUMPING STATION UPGRADES

RECOMMENDATION

That, on the recommendation of the Managing Director of Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the assignment of consulting services for the design and construction administration of the new Dingman Drive Wastewater Facility project:

- a) Stantec Consulting Limited **BE APPOINTED** consulting engineers in the amount of \$976,428.00, including 20% contingency, excluding HST, and in accordance with Section 12.2 b) of the City of London’s Procurement of Goods and Services Policy;
- b) the financing for the project **BE APPROVED** in accordance with the “Sources of Financing Report” attached, hereto, as Appendix “A”;
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- d) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,
- e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Civic Works Committee, April 17, 2018 – South London Wastewater Servicing Study Municipal Class Environmental Assessment: Notice of Completion.

Civic Works Committee, August 29, 2017 – Appointment of Consulting Engineer, Dingman Creek PS Municipal Class EA.

Civic Works Committee, May 9, 2017 – Single Source for Pump Replacement at the Wonderland Pumping Station. Civic Works Committee May 9, 2017

2015-19 STRATEGIC PLAN

The 2015-2019 Strategic Plan identifies this objective under: Building a Sustainable City: 1B – Manage and improve our wastewater infrastructure and services; and 5B – Build new wastewater infrastructure as London grows.

BACKGROUND

Purpose

The purpose of this report is to seek approval to award Stantec Consulting Limited (Stantec) a contract for consulting services for design and construction administration of the Dingman Creek Pumping Station upgrades. It also seeks to advance capital project funding from 2024 to accommodate the pressing need for residential and industrial wastewater servicing capacity in south London.

Context

Wonderland Pumping Station is the only means of providing wastewater servicing to south London and is approaching its rated capacity. Current rates of residential and industrial growth in south London are expected to consume the remaining capacity by late 2019. A Municipal Class Environmental Assessment was completed to evaluate the various options for providing additional capacity in south London. The preferred alternative was the construction of a new pumping station and forcemain at, or near, the location of the existing Dingman Creek Pumping Station.

DISCUSSION

The Wonderland Pumping Station is a key component of the City's wastewater collection system and is currently the only means to convey wastewater collected from the southwest quadrant of the City, including areas such as White Oaks, Pond Mills, portions of Lambeth, and the industrial areas south of Highway 401. The Dingman Storage Facility, which is used to reduce peak flows, works in conjunction with the Wonderland Pumping Station. Currently the Wonderland Pumping Station operates near its rated capacity on a regular basis.

A Municipal Class Environmental Assessment, the South London Wastewater Servicing Study, was undertaken to examine opportunities to construct additional servicing capacity. The preferred alternative identified in the study included the construction of new pumping station facilities at the Dingman Creek Pumping Station site, including preliminary treatment, septage receiving facilities and additional peak shaving capacity.

As a result, a Request for Proposals was issued for a consulting engineer to provide detailed design and contract administration services, for those facilities identified in the preferred alternative, that are essential for reliable servicing of growth in the area.

Procurement Process

A Request for Proposal (RFP): RFP #18-19 was issued by the City. Four (4) consulting firms submitted proposals:

- AECOM Canada Limited;
- MTE Consultants;
- R.V. Anderson Associates Limited; and
- Stantec Consulting Limited.

The submissions were reviewed by staff from Wastewater Treatment Operations and Purchasing and Supply to ensure compliance with the City's Procurement of Goods and Services Policy. All four proposals met the City's requirements for submission acceptance and were evaluated via a weighted scoring system by the review team. The proposal from Stantec scored the highest based on this scoring system.

Project Schedule and Budget Implications

Immediate growth pressures in south London have necessitated acceleration of the southwest capacity improvement projects. The 2014 Wastewater Servicing Master Plan Update and Development Charge Background Study identified a project initiation year of 2024 for capacity improvements in south London. However, the requirement for additional capacity is now identified as being required in late 2019, necessitating an advancement of the project budget.

In order to meet the 2019 timeline, the detailed design will begin in earnest and is expected to be completed by the end of 2018. Once the design is finalized, a tender for construction of the work will be issued with construction scheduled for 2019.

There are two separate projects identified in the 2014 Wastewater Servicing Master Plan Update and Development Charge Background Study, both with a project date of 2024, which are related to enhancing wastewater capacity for south London: ES5263 – Southwest Capacity Improvement; and ES5264 – Wonderland Pumping Station Upgrade. Funds necessary to support the consulting assignment recommended under this report have been requested for advancement from one of these projects. A separate Civic Works Committee report is planned for June and will request a budget amendment for the construction portion of the project.

CONCLUSIONS

Stantec received the highest score through the RFP selection process for design and construction administration services related to the Dingman Creek Pumping Station upgrades. Stantec has shown competence and expertise with infrastructure projects of this type and has specific experience at this facility through multiple previous projects. Stantec demonstrated a good understanding of the project and significant project management experience in their proposal, and have provided good performance in the past on city projects. It is recommended that Stantec be awarded this assignment.

Acknowledgements

This report was prepared with the assistance of Kirby Oudekerk, P.Eng. in the Wastewater Treatment Operations Division.

PREPARED BY:	REVIEWED BY:
GEORDIE GAULD DIVISION MANAGER WASTEWATER TREATMENT OPERATIONS	SCOTT MATHERS, MPA, P.ENG. DIRECTOR WATER, WASTEWATER AND TREATMENT
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER	

Attachment: Appendix "A" Sources of Financing

cc: John Freeman, Purchasing and Supply
Alan Dunbar, FP&P
Jason Davies
Matt Feldberg, Development Finance
Chris Ginty, Procurement Officer
Nelson Oliveira, P.Eng., Stantec Consulting Ltd.

APPENDIX 'A'

#18080

Chair and Members
Civic Works Committee

May 15, 2018
(Appoint Consulting Engineer)

**RE: Design and Construction Administration Services
Dingman Creek Pumping Station Upgrades
Subledger (FS170008)
Capital Project ES5263 - Southwest Capacity Improvement
Stantec Consulting Ltd. - \$976,428.00 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the total cost of this project cannot 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:

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Budget Adjustment</u>	<u>Revised Budget</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
Engineering	\$0	\$993,613	\$993,613	\$993,613	\$0
NET ESTIMATED EXPENDITURES	<u>\$0</u>	<u>\$993,613</u>	<u>\$993,613</u>	<u>\$993,613</u> 1)	<u>\$0</u>

SUMMARY OF FINANCING:

Drawdown from City Services - Sewers Reserve Fund (Development Charges) 2&3)	\$0	\$993,613	\$993,613	\$993,613	\$0
TOTAL FINANCING	<u>\$0</u>	<u>\$993,613</u>	<u>\$993,613</u>	<u>\$993,613</u>	<u>\$0</u>

1) Financial Note:

Contract Price	\$976,428
Add: HST @13%	126,936
Total Contract Price Including Taxes	<u>1,103,364</u>
Less: HST Rebate	109,751
Net Contract Price	<u>\$993,613</u>

- 2) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.
- 3) The budget for ES5263 - Southwest Capacity Improvement is included in the 2024 forecasted budget. It is 100% funded by Development Charges. There will be no impact on the rate supported budget from this revision. A portion of this budget (\$993,613) is required in 2018 and can be accommodated by advancing the required amount from the 2024 budget. Upon Council approval of this recommendation, the 2024 forecasted budget for project ES5263 will be automatically revised.

JG/MS

Anna Lisa Barbon
Managing Director, Corporate Services and
City Treasurer, Chief Financial Officer

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 15, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER RFT 18-40 NORTH ROUTLEDGE PARK SANITARY SEWER SERVICING

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the North Routledge Park servicing project:

- (a) The bid submitted by Bre-Ex Construction Incorporated, 247 Exeter Road London ON N6L 1A5, for the construction of sewers on North Routledge Park, at its tender price of \$1,651,062.02, excluding H.S.T., **BE ACCEPTED**; it being noted that the bid submitted by Bre-Ex Construction Incorporated was the lowest of six bids received and meets the City’s specifications and requirements in all areas;
- (b) The financing for the project **BE APPROVED** in accordance with the “Source of Financing Report” attached, hereto, as Appendix ‘A’;
- (c) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) The approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract for this project (Tender RFT18-40); and
- (e) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Civic Works Committee, Meeting on December 4, 2017 - Local Improvement Policy Review, Agenda Item #8

2015-2019 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City: robust infrastructure; strong and healthy environment; responsible growth;
- Leading in Public Service: open, accountable and responsive government; excellent service delivery.

BACKGROUND

Purpose

The purpose of this report is to award the contract for construction for the North Routledge Park sanitary sewer servicing project. The North Routledge project is not being awarded administratively because of required budget adjustments.

Context

North Routledge Park is located off of Hyde Park Road (Appendix 'B') and consists of 12 light industrial properties, all of which do not have municipal sanitary servicing. These properties have either private septic systems or holding tanks that need to be pumped out on a regular basis. These systems are costly, which makes it difficult for a business to expand, and can have negative environmental impacts if the systems fail.

After a strong interest by property owners on North Routledge Park over the years, the North Routledge Park sanitary sewer servicing project was tendered, with the intent to construct in 2017. The lowest bid received was \$300,000 above the project budget. Due to the budget shortfall, a letter was issued to the contractor and property owners on North Routledge Park stating that the project would be retendered at a future date when more favourable pricing could be obtained, and/or when additional project budget could be identified.

DISCUSSION

Tender Summary

In March 2018, staff reissued the tender and six (6) contractors submitted tenders. The tender prices are listed below:

CONTRACTOR		TENDER PRICE SUBMITTED (excluding H.S.T.)
1.	Bre-Ex Construction Incorporated	\$1,651,062.02
2.	Blue-Con Construction	\$1,739,742.84
3.	CH Excavating	\$1,835,456.25
4.	Elgin Construction	\$1,853,438.08
5.	Omega Contractors Incorporated	\$1,890,841.81
6.	Van Bree Drainage and Bulldozing Limited	\$1,900,197.98

All tenders have been checked for accuracy.

Project Funding

The North Routledge project is proposed to be funded from several sources including the Extension of Sanitary Sewers annual capital program, the Sewer Infrastructure Lifecycle Renewal Program, and the Sewage Works Reserve Fund. An amount equal to \$738,868 will be drawn from the rate supported portion of the current and several prior years Extension of Sanitary Sewers annual capital program. The Extension of Sanitary Sewers annual capital program includes both a "cash payments" funding source and a sewer rate supported funding source. The program was setup in this way as it can also be applied to works under the Local Improvements Act which requires landowners to subsidize a portion of the infrastructure work. As this project will not proceed under the Local Improvements Act and will not be subsidized by the landowners, a budget

adjustment is required to remove the cash payments portion of the Extension of Sanitary Sewers annual capital program funding.

In addition, \$800,000 of funding will be drawn from the Sewage Works Reserve Fund for the North Routledge Project. This value represents the amount of rate supported funding from prior years Extension of Sanitary Sewers program funding recently released as part of the approved 2017 Year-End Capital Monitoring Report. The remaining \$141,253 will be sourced as a transfer from the Sewer Infrastructure Lifecycle Renewal Program (ES241417).

Construction Schedule

Sanitary sewer construction is scheduled to begin in early June 2018. Construction activities will progress from the intersection of Hyde Park Road and North Routledge Park Road to the west limit of North Routledge Park Road.

CONCLUSION

Staff recommend that the construction contract be awarded to Bre-Ex Construction Incorporated. Financing for the project is outlined in the “Sources of Financing Report” attached as Appendix ‘A’.

Acknowledgements

This report was prepared with the assistance of Kevin Graham, P.Eng. of the Wastewater and Drainage Engineering Division.

PREPARED BY:	SUBMITTED BY:
TOM COPELAND, P.ENG. DIVISION MANAGER WASTEWATER AND DRAINAGE ENGINEERING	SCOTT MATHERS, P. ENG., MPA DIRECTOR, WATER AND WASTEWATER
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER	

May 7, 2018

Attach: Appendix ‘A’ – Source of Financing
Appendix ‘B’ – Location Map

cc: Debbie Gibson, Finance and Corporate Services
Jason Davies, Manager, Financial Planning & Policy

APPENDIX 'A'

#18079

Chair and Members
Civic Works Committee

May 15, 2018
(Award Contract)

**RE: North Routledge Park Sanitary Sewer Servicing
Subledger (WS17C013)
Capital Project ES244218 - Extension of Sanitary Services North Routledge Park
Bre-Ex Construction Inc. - \$1,651,062.02 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the total cost of this project cannot 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:

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Additional Financing</u>	<u>Revised Budget</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
Construction	\$1,138,868	\$541,253	\$1,680,121	\$1,680,121	\$0
NET ESTIMATED EXPENDITURES	<u>\$1,138,868</u>	<u>\$541,253</u>	<u>\$1,680,121</u>	<u>\$1,680,121</u> 1)	<u>\$0</u>

SUMMARY OF FINANCING:

Drawdown from Sewage Works Reserve Fund:	2)				
ES244218 - Extension of Sanitary Sewers		\$400,000	\$400,000	\$400,000	\$0
ES2442-14 - Extension of Sanitary Sewers		262,308	262,308	262,308	0
ES2442-15 - Extension of Sanitary Sewers		76,560	76,560	76,560	0
Additional Drawdown from Sewage Works	3)		800,000	800,000	0
Transfer from ES241417 - Sewer Infrastructure Lifecycle Renewal - Drawdown from Sewage Works Reserve Fund	4)		141,253	141,253	0
Cash Payments	5)	400,000	(400,000)	0	0
TOTAL FINANCING		<u>\$1,138,868</u>	<u>\$541,253</u>	<u>\$1,680,121</u>	<u>\$0</u>

1) **Financial Note:**

Contract Price	\$1,651,062
Add: HST @13%	214,638
Total Contract Price Including Taxes	<u>1,865,700</u>
Less: HST Rebate	185,579
Net Contract Price	<u>\$1,680,121</u>

- 2) The rate supported portion of funding is available from prior years projects from the local improvement program that has not been accessed over the last several years. A housekeeping budget adjustment will be made to roll-up the annual funding into one capital
- 3) The additional financing requirement of \$800,000 is available as an additional drawdown from the Sewage Works Reserve Fund; noting that prior years projects ES244216 and ES244217 had been identified to be closed in the recently Council Approved 2017 Year-end Capital Monitoring report with the rate supported funding of \$800,000 being returned to the Sewage Works Reserve Fund.
- 4) The additional drawdown from Sewage Works Reserve Fund in the amount of \$141,253 is available as a transfer from ES241417 - Sewer Infrastructure Lifecycle Renewal.
- 5) ES244218 includes cash payments as a funding source. A budget adjustment is required as North Routledge Park Sewer Servicing project is not being undertaken as a work under the Local Improvement Act and no cash payments will be received.

JG/MS

Anna Lisa Barbon
Managing Director, Corporate Services and
City Treasurer, Chief Financial Officer

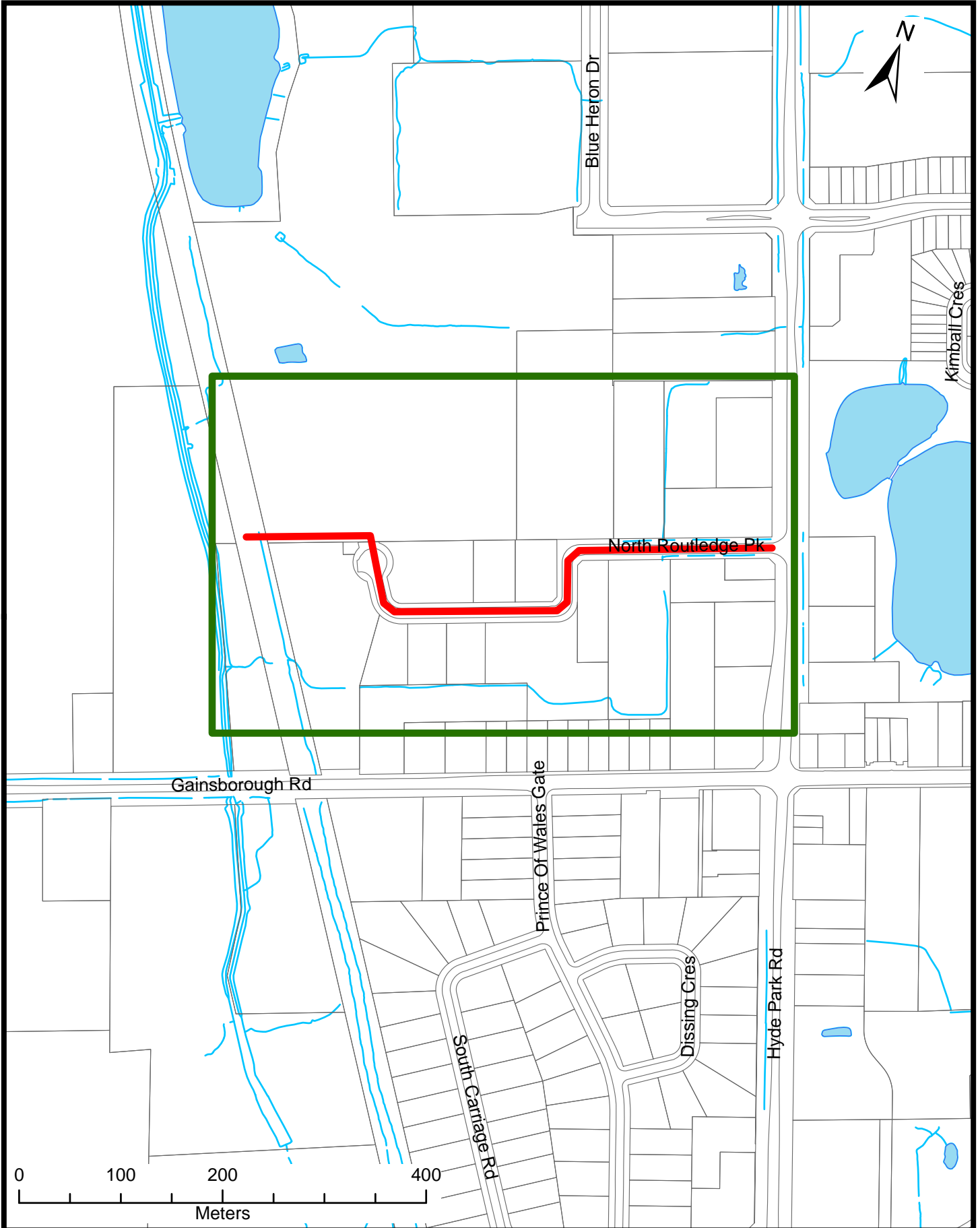


London
CANADA

North Routledge Park Construction 2018

From London Hyde Park Rotary Link to Hyde Park Road

Location Map



TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 15, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	UPDATE ON NOMINATION TO THE STEERING COMMITTEE OF THE THAMES SYDENHAM SOURCE WATER PROTECTION REGION

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the Source Water Protection Committee and the County of Middlesex **BE ADVISED** that the City of London does not wish to nominate a representative to the Thames Sydenham Source Water Protection Committee and defers to the County of Middlesex the nomination of future candidates; it being noted that the City of London is decommissioning the last of its emergency wells, so the work of the Source Protection Committee is better suited to representation by the County, if it so chooses.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Renewal of Risk Management Services Agreement, Thames Sydenham Region Source Water Protection (September 26, 2017 meeting of the Civic Works Committee, Item #7)
- Environmental Programs Update: Thames Sydenham Region Source Water Protection (April 24, 2017 meeting of the Civic Works Committee, Item #10)
- Environmental Programs Update: Thames Sydenham Region Source Water Protection (April 25, 2016 meeting of the Civic Works Committee, Item # 8)
- Environmental Programs Update: Thames Sydenham Region Source Water Protection (April 20, 2015 meeting of the Civic Works Committee, Item # 12)
- Thames Sydenham Region source Water Protection Plan - Risk Management Services Agreement (August 25, 2014 meeting of the CWC, Item #18)

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of *Building a Sustainable City* and *Strengthening our Community* directly and indirectly as follows:

- Strengthening our Community – healthy, safe & accessible City of London;
- Growing our Economy – Strategic, collaborative partnerships;
- Building a Sustainable City – Strong & healthy environment.

BACKGROUND

Purpose

The purpose of this report is to acknowledge that the City of London will not be advancing or recommending names for nomination to the seat available for a joint posting for the City of London - County of Middlesex on the Steering Committee for the Thames Sydenham Region Source Water Protection Region. The City of London will defer to Middlesex County to consider making a nomination given their continued vested interest in the work of the Committee.

Context

Source Water Protection Plans have been prepared across the Province as a result of provincial legislation that came into effect after the drinking water tragedy in Walkerton in 2000. These plans which include the Thames Sydenham Region Source Protection Plan (herein referred to as the “Plan”) are designed to safeguard drinking water resources ‘at their source’ and to identify potential threats. The Thames Sydenham Region Source Protection Plan does not include the protection of London’s municipal drinking water supply. The Lake Huron & Elgin Area Primary Water Supply Systems are considered in the Ausable Bayfield Maitland Valley Source Protection Plan and in the Lake Erie Region Source Protection Plan.

DISCUSSION

The Steering Committee for the Thames Sydenham Source Water Protection Committee has had a City of London representative since creation of the Committee in 2007. The City’s representative, Patrick Donnelly, has served on the Committee from 2007 to 2016 inclusive and further represented both the City and Middlesex County in 2017 and 2018. The original focus of that Committee was to prepare a Source Water Protection Plan which is now completed and being implemented. In 2017 the Committee evolved into an implementation role and the Committee size was reduced. Due to recent improvements to the City’s water system, the City no longer needs to be involved in Source Water Protection implementation.

The Clean Water Act requires all municipalities with drinking water wells to participate in Source Water Protection due to the sensitive land area surrounding the well head (termed ‘Well Head Protection Areas’). The City of London has had historic involvement in the Thames Sydenham Source Water Protection Committee due to the City’s seven emergency drinking water back-up wells. The newly completed Southeast Reservoir and Pumping Station now provides the additional emergency protection previously provided by these wells. As these emergency wells are no longer required they have been capped and are in the process of being decommissioned. The decommissioning of these wells will allow the initiation of a process to remove the Well Head Protection Area designation for these seven wells from both the Thames Sydenham Source Protection Plan and from the London Plan. Now that these wells are no longer in use the City of London no longer has a vested interest in the Thames Sydenham Source Water Protection Region and it is suggested that the City of London representative step down from being a member of the Source Water Protection committee.

The *Clean Water Act* requires a joint list of nominees from Middlesex and London Councils be provided when a new member is selected to a Source Water Protection Committee. It is recommended that the following resolution be adopted:

*That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the Source Water Protection Committee and the County of Middlesex **BE ADVISED** that the City of London does not wish to nominate a representative to the Thames Sydenham Source Water Protection Committee and defers to the County of Middlesex the nomination of future candidates; it being noted that the City of London is decommissioning the last of its emergency wells, so the work of the Source Protection Committee is better suited to representation by the County, if it so chooses.*

CONCLUSION

The Steering Committee continues to oversee implementation of the Source Water Protection Plan and future amendments to the Plan. The City of London has been part of the Plan creation for the past 11 years, has incorporated relevant policies into the London Plan for implementation and has made changes to the emergency back-up drinking water wells that removes the majority of the City of London’s vested interest in the plan. It is therefore appropriate for Middlesex County to represent the joint interests of the two municipal jurisdictions by nominating a member to the Thames Sydenham Source Water Protection Committee moving forward.

Acknowledgements:

This report was prepared by Patrick Donnelly and Dan Huggins with input from Jenna Allain of the Upper Thames River Conservation Authority.

PREPARED AND SUBMITTED BY:	REVIEWED & CONCURRED BY:
PATRICK DONNELLY, M.Sc. RPP WATERSHED PROGRAM MANAGER, ENVIRONMENTAL PROGRAMS	SCOTT MATHERS, MPA, P. ENG. DIRECTOR WATER & WASTEWATER
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

April 16, 2018/pd\

Appendix 'A': Email of April 3, 2018 to Clerks requesting nomination from UTRCA

cc: Jenna Allain, UTRCA, Kathy Bunting, County of Middlesex

APPENDIX 'A'

Email from Upper Thames River Conservation Authority requesting committee nomination for joint Middlesex County – City of London representation.

From: Debra Kirk [<mailto:kirkd@thamesriver.on.ca>]
Sent: Tuesday, April 03, 2018 3:41 PM
To: Saunders, Cathy <csaunder@london.ca>; County of Middlesex, Clerk <kbunting@middlesex.ca>
Cc: Jenna Allain <AllainJ@thamesriver.on.ca>
Subject: Drinking Water source Protection Committee - Municipal Representation

Dear Municipal Clerks,

The current term for the Joint London and Middlesex seat on the Thames-Sydenham & Region Source Protection Committee is set to expire on June 1st, 2018. As such we are contacting you to initiate the appointment process for this seat which will enter into a new 3-year term that will begin on June 1, 2018 and expire on June 1st, 2021.

With the Source Protection Plan now approved, the Clean Water Act regulations require that the seats on the Source Protection Committee begin to come up for re-appointment on a scheduled basis. This appointment process requires London and Middlesex to nominate someone for the seat. The municipalities represented by this seat may choose to jointly nominate one name for the seat, or they may each wish to put a name forward. If more than one name is submitted the Source Protection Authorities (the Conservation Authorities by way of the Striking Committee) will interview candidates and determine which candidate will be offered a seat on the Source Protection Committee. If that member is one of multiple nominations they will be required to go through the interview process for the seat.

The Source Protection Committee member who is in the seat currently is Patrick Donnelly from the City of London. Mr. Donnelly is not interested in reappointment at this time and encourages the nomination of a new candidate for the position.

At your earliest convenience please notify Deb Kirk (kirkd@thamesriver.on.ca), Source Protection Administrative Assistant, at the Upper Thames River Conservation Authority in regards to who the municipality would like to nominate for this seat.

If you have any questions or concerns please feel free to contact me.

Warm Regards,

Jenna Allain, M.Sc.

Source Protection Coordinator

Thames-Sydenham and Region Drinking Water Source Protection



allainj@thamesriver.on.ca | www.sourcewaterprotection.on.ca

519.451.2800 Ext. 223

Upper Thames River Conservation Authority
1424 Clarke Road London, Ontario, N5V 5B9

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 15, 2018
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER T18-38 VAUXHALL-POTTERSBERG INTERCONNECTION PROJECT

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, and subject to receipt of requisite regulatory approvals, the following actions **BE TAKEN** with respect to the award of contracts for the Vauxhall-Pottersburg interconnection construction project:

- (a) the bid submitted by Bre-Ex Construction Incorporated at its tendered price of \$6,462,841.34, excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by Bre-Ex Construction Incorporated was the lowest of three bids received and meets the City's specifications and requirements in all areas;
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A';
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approval, given herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract relating to this project (Tender 18-38); and
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
--

Civic Works Committee, May 15, 2018 – East London Sanitary Servicing Study Municipal Class Environmental Assessment: Notice of Completion.

Civic Works Committee, July 17, 2017 - Appointment of Consulting Engineer, Design and Construction Administration Services, Pottersburg-Vauxhall Wastewater Treatment Plants Interconnection Project.

Civic Works Committee, November 3, 2015 - Appointment of Consultant, Master Plan/Municipal Class EA for the Pottersburg-Vauxhall Interconnect.

2015-2019 STRATEGIC PLAN

The 2015-2019 Strategic Plan identifies this objective under: Building a Sustainable City: 1B – Manage and improve our wastewater infrastructure and services; and 5B – Build new wastewater infrastructure as London grows.

BACKGROUND

Purpose

The purpose of this report is to seek Council approval for the award of a tender to Bre-Ex Construction Incorporated (Bre-Ex) for the construction of the planned interconnection between Pottersburg Wastewater Treatment Plant (WWTP) and Vauxhall WWTP. A project location map is included for reference in Appendix 'B'.

Context

The Pottersburg and Vauxhall WWTPs are located in east London. Previous studies have identified capacity limitations at Pottersburg WWTP and the potential for additional capacity at the Vauxhall WWTP. Interconnecting the two plants will optimize the use of existing plant capacity at the Vauxhall WWTP, providing wastewater treatment servicing for new growth and reducing the volume of sanitary sewage bypassed during extreme rainfall events at the Pottersburg WWTP.

DISCUSSION

The Pottersburg and Vauxhall Wastewater Treatment Plants are located in east London. They service adjacent sanitary service areas and have a total rated treatment capacity of 60 megalitres per day. The Pottersburg sewershed area contains key industrial development areas around the airport and the area of Veterans Memorial Parkway and Highway 401. In contrast, the Vauxhall sewershed is largely built-out with limited growth anticipated in the future.

A Master Plan/Class EA Study (Master Plan EA) was completed in June 2017 to evaluate various servicing strategies that would allow for the transfer of flows between the two WWTP's. The Master Plan EA identified capacity limitations at the Pottersburg plant and the potential for additional capacity at the Vauxhall plant. Consolidating the flow from the two plants through an interconnection will allow for future development servicing without the need to construct new and costly treatment capacity. This interconnection also provides "swing capacity" between the two plants to facilitate future refurbishment and upgrade projects. This Master Plan EA identified the construction of a permanent forcemain connecting the two WWTP's as the preferred alternative. The ultimate servicing strategy for this area will be formalized through the ongoing East London Sanitary Servicing Study.

The interconnection project will be completed in two phases. Phase 1, which will be completed through this construction project, includes the installation of two 600 mm diameter pipes for transferring raw sewage flow, and one 150 mm diameter pipe for transferring biosolids. The forcemains will be approximately 2.3 km long. Since the forcemain and pumping station construction would have been undertaken by different contractors, it was decided to construct the forcemains in advance of completing the pumping stations. This will allow the pumping station design to consider the final constructed pipe characteristics and coordinate elements of the forcemain installation with other undertakings at the Pottersburg WWTP.

Phase 2, to be completed at a later date, will include construction of pump stations and equalization tanks at each facility. Phase 2 will enable the transfer of flows from Pottersburg WWTP to Vauxhall WWTP through the pipes installed in Phase 1, which will improve operations at the Pottersburg WWTP and enable growth in the sewershed. The future flow equalization tanks will also further reduce the volume of flows bypassed during extreme rainfall events. A Request for Proposals for the detailed design of flow

transfer facilities at Pottersburg WWTP and Vauxhall WWTP is planned for the Q4-2018. The design and construction of Phase 2 is not currently included in existing capital budgets and will be included for consideration in the next multi-year budget and as part of future federal/provincial funding applications.

Tender Summary

Responses to Request for Tender T18-38 were opened on March 29, 2018. Three contractors submitted tender prices as listed below:

CONTRACTOR		TENDER PRICE SUBMITTED (excluding HST)
1.	Bre-Ex Construction Inc.	\$6,462,841.34
2.	Blue-Con Construction	\$7,111,415.69
3.	Elgin Construction	\$7,271,887.49

All tenders have been checked by Environmental and Engineering Services and the City's consultant, AECOM. Two arithmetic errors were found in the tender by Bre-Ex, but they did not affect the overall tendered price.

The tender estimate just prior to tender opening was \$6,990,650.00, excluding HST. All tenders include a contingency allowance of \$650,000.00.

Project Funding

The Environmental Assessment (EA) for this project is complete and recommends a preferred alternative with a post tender cost of \$7,100,000, excluding HST. This represents a \$1,100,000 increase over the original budget amount of \$6,000,000. These additional costs are related to crossing a closed landfill area and undertaking a trenchless crossing of Highbury Avenue to eliminate the social impact of closing this major roadway. As this project also supports the objectives of another Pottersburg Pollution Control Plant project, funds from that project will be used to make up the budgetary shortfall.

CONCLUSIONS

Bre-Ex submitted the lowest tender price in response to Tender T18-38 and has demonstrated their ability to complete the required construction works through previously completed projects for the City of London. Tender T18-38 for the construction of the Pottersburg-Vauxhall interconnection is recommended to be awarded to Bre-Ex Construction Incorporated.

Acknowledgements

This report was prepared with the assistance of Kirby Oudekerk, P.Eng., of the Wastewater Treatment Operations Division.

SUBMITTED BY:	CONCURRED BY:
GEORDIE GAULD DIVISION MANAGER WASTEWATER TREATMENT OPERATIONS	SCOTT MATHERS, P. ENG., MPA DIRECTOR, WATER AND WASTEWATER
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER	

Attach: Appendix 'A' – Sources of Financing
Appendix 'B' – Project Location Map

c.c. John Freeman
Chris Ginty
Kirby Oudekerk
Alan Dunbar
Bre-Ex Construction Inc.

APPENDIX 'A'

#18082

Chair and Members
Civic Works Committee

May 15, 2018
(Award Contract)

RE: Vauxhall-Pottersburg Interconnection Project
(Subledger FS170007)
Capital Project ES3097 - Vauxhall and Pottersburg Pumping Stations and Forcemains
Capital Project ES6074 - Pottersburg WWTP CSO and Inlet Works Upgrade
Capital Project EW376517 - Water Infrastructure Lifecycle Renewal
Bre-Ex Construction Inc. - \$6,462,841.34 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can 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:

SUMMARY OF ESTIMATED EXPENDITURES	Approved Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
ES3097-Vauxhall and Pottersburg P.S. and Forcemains					
Engineering	\$945,000	\$944,773	\$662,255		\$282,518
Construction	5,055,000	5,055,000		5,055,000	0
City Related Expenses		227	227		0
	<u>6,000,000</u>	<u>6,000,000</u>	<u>662,482</u>	<u>5,055,000</u>	<u>282,518</u>
ES6074-Pottersburg WWTP CSO and Inlet Works Upgrade					
Engineering	367,630	367,630	62,925		304,705
Land Purchase	309,402	309,402	309,402		0
Construction	2,121,468	2,121,468	26,472	1,335,419	759,577
	<u>2,798,500</u>	<u>2,798,500</u>	<u>398,799</u>	<u>1,335,419</u>	<u>1,064,282</u>
EW376517-Water Infra. Lifecycle Renewal					
Engineering	1,319,883	1,319,883	1,019,883		300,000
Construction	8,924,358	8,919,270	8,342,628	186,168	390,474
City Related Expenses	4,464	9,552	9,552		0
	<u>10,248,705</u>	<u>10,248,705</u>	<u>9,372,063</u>	<u>186,168</u>	<u>690,474</u>
NET ESTIMATED EXPENDITURES	<u>\$19,047,205</u>	<u>\$19,047,205</u>	<u>10,433,344</u>	<u>\$6,576,587</u> 1)	<u>\$2,037,274</u>

SUMMARY OF FINANCING:

ES3097-Vauxhall and Pottersburg P.S. and Forcemains					
Drawdown from Sewage Works Reserve Fund	\$6,000,000	\$6,000,000	\$662,482	\$5,055,000	\$282,518
ES6074-Pottersburg WWTP CSO and Inlet Works Upgrade					
Drawdown from Sewage Works Reserve Fund	2,798,500	2,798,500	398,799	1,335,419	1,064,282
EW376517-Water Infra. Lifecycle Renewal					
Capital Water Rates	6,571,100	6,571,100	6,571,100		0
Drawdown from Capital Water Reserve Fund	3,677,605	3,677,605	2,800,963	186,168	690,474
	<u>10,248,705</u>	<u>10,248,705</u>	<u>9,372,063</u>	<u>186,168</u>	<u>690,474</u>
TOTAL FINANCING	<u>\$19,047,205</u>	<u>\$19,047,205</u>	<u>\$10,433,344</u>	<u>\$6,576,587</u>	<u>\$2,037,274</u>

1) **Financial Note:**

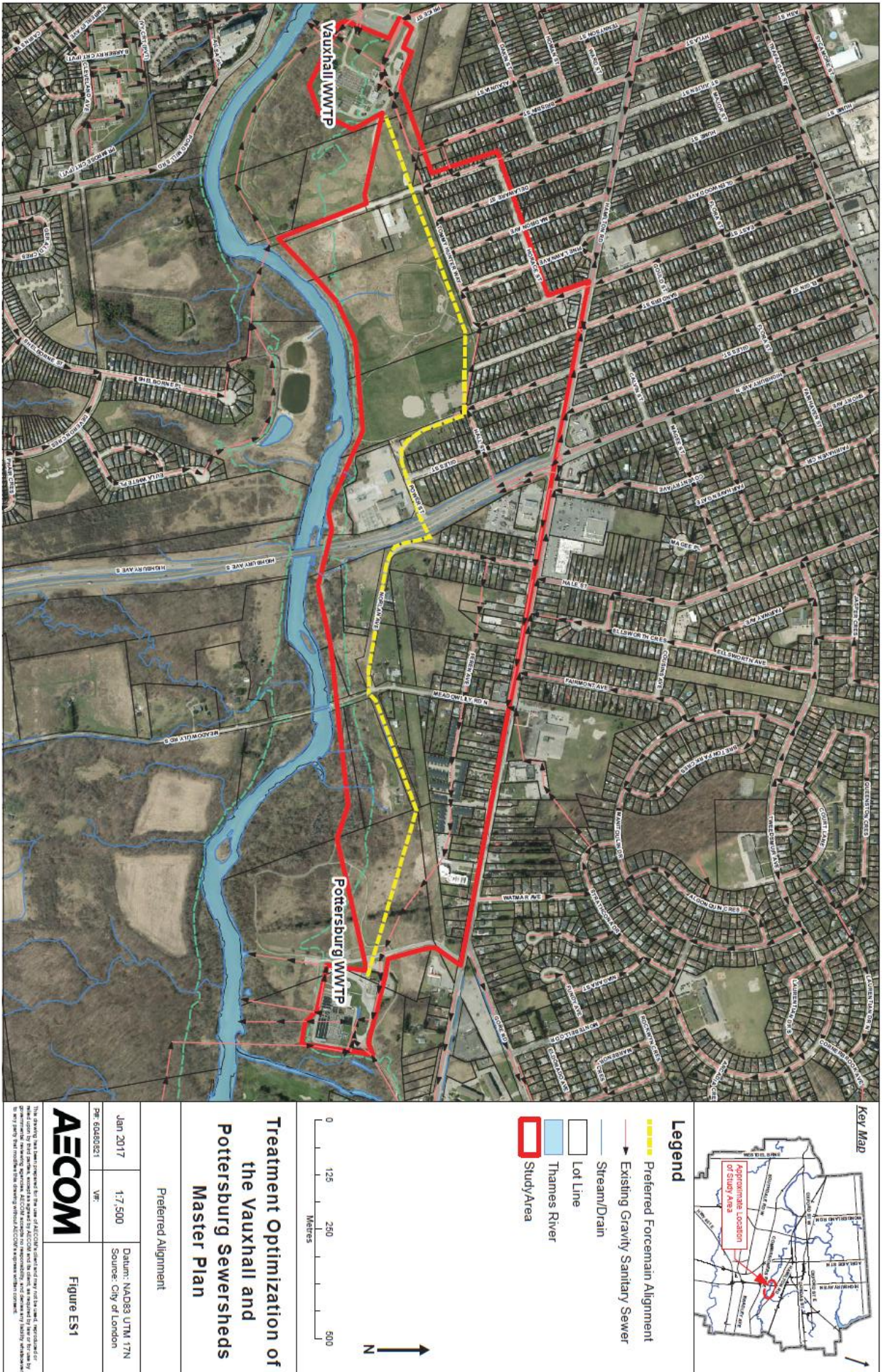
	ES3097	ES6074	EW376517	TOTAL
Contract Price	\$4,967,571	\$1,312,322	\$182,948	\$6,462,841
Add: HST @13%	645,784	170,602	23,783	840,169
Total Contract Price Including Taxes	5,613,355	1,482,924	206,731	7,303,010
Less: HST Rebate	558,355	147,505	20,563	726,423
Net Contract Price	<u>5,055,000</u>	<u>1,335,419</u>	<u>186,168</u>	<u>6,576,587</u>

JG

Jason Davies
Manager of Financial Planning & Policy

**CONTRACT AWARD: TENDER T18-38
VAUXHALL-POTTERSBERG INTERCONNECTION PROJECT**

APPENDIX B – PROJECT LOCATION MAP



Transportation Advisory Committee

Report

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

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

ABSENT: L. Norman

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

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

1. **Call to Order**

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. **Scheduled Items**

2.1 Complete Streets Update

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

3. **Consent**

3.1 3rd Report of the Transportation Advisory Committee

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

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

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

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

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

3.4 Municipal Council Resolution - Appointment to the Transportation Advisory Committee

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

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

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

3.6 2018 Annual Warranted Sidewalk Program

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

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

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

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

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

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

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

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

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

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

None.

6. Deferred Matters/Additional Business

6.1 (ADDED) TAC Work Plan Suggestions

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

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

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

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

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

7. Adjournment

The meeting adjourned at 1:11 PM.



Review of the Forthcoming City of London Complete Streets Design Manual



Introduction - What are Complete Streets?

“ A complete street is one that is designed to accommodate the mobility needs of **all ages, abilities, and modes of travel**. Safe and comfortable access for **pedestrians, bicycles, transit users, and the mobility challenged** are not design after-thoughts, but are **integral to the planning of the street** from the start. ”

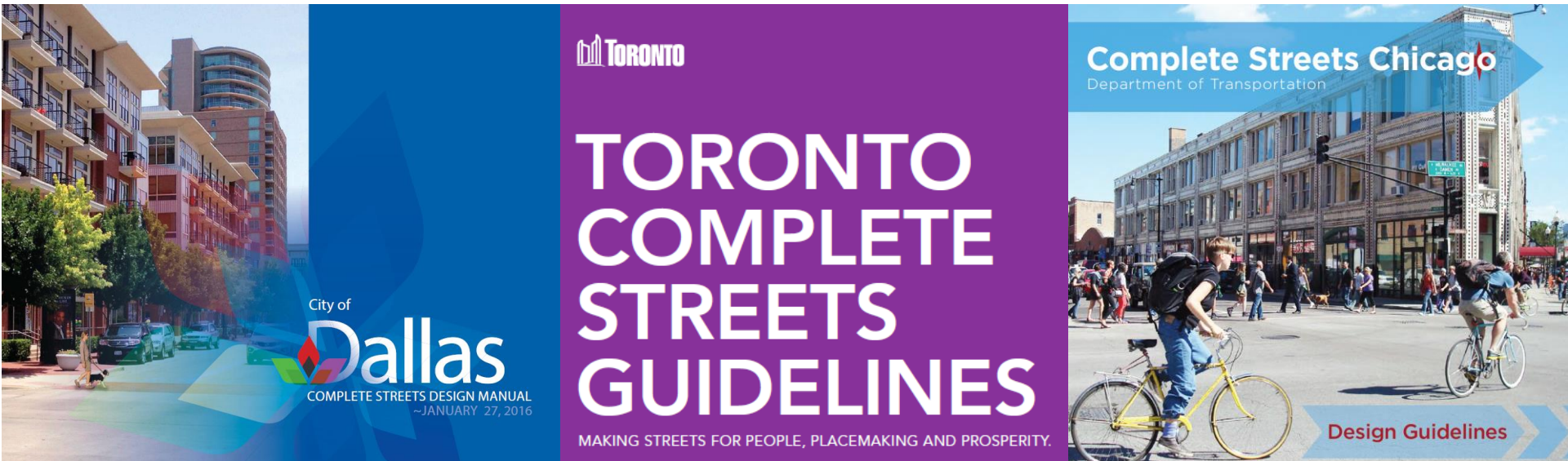
- London Transportation Master Plan





Introduction – Complete Streets Manuals

Complete Streets Guides & Manuals have been developed by **many cities around the world** to help **direct and coordinate** street planning/design towards more balanced mobility options





Background

The 2016 City of London Official Plan introduced a group of **Street Classifications**, which set the stage for more **context sensitive city building policies** and **redefining mobility** for Londoners

Classifications Include:

- Rapid Transit Boulevards
- Urban Thoroughfares
- Civic Boulevards
- Main Streets
- Neighbourhood Connectors
- Neighbourhood Streets
- Rural Thoroughfares
- Rural Connectors



THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.



Background

Each **Street Classifications** was accompanied with policies to guide future planning and design towards a an **intended character and function**, while progressing towards **overall mobility goals**

DESIGN FEATURES	STREET CLASSIFICATION		
	Rapid Transit Boulevard	Urban Thoroughfare	Civic Boulevard
Planned Street Width (Width of Right-of-Way)	50m	45m	36m
VEHICLE ZONE			
Divided and/or Separated	*		
On-street Parking (Additional to Through Lanes)	*	*	*
On-street Parking (In Through Lanes)	*	*	*
Cycle Facility	*	*	*
Left Turn Lanes	*	*	*
Right Turn Lanes		*	*
Planted Medians	*	*	*
Curb Extensions			
PEDESTRIAN ZONE			
Hard Surface (From Curb to Building Face)	*		
Standard Sidewalk (1.5m wide, Both Sides)	*	*	*
Coordinated Utilities	*	*	*
Street Trees	*	*	*
Street Furniture	*		
Pedestrian-scaled Lighting	*		
Landscape Planters	*	*	*
Grass Boulevard	*	*	*
Enhanced Cross-walk Treatments	*		
Low Impact Development	*	*	*



Background

Many stakeholders were included in consultation efforts for the development of the Complete Streets Design Manual and attended a **Stakeholder Workshop**, held on June 2nd, 2017. These groups included:

- Accessibility Advisory Committee
- Can-Bike
- Hyde Park Business Association
- Bell
- London Middlesex Road Safety Committee
- Middlesex Health Unit
- Start Communications
- Cycling Advisory Committee
- London Fire
- London Development Institute (LDI)
- Downtown London BIA
- London Hydro
- London Transit
- Union Gas
- Tree and Forests Advisory Committee
- Argyle BIA
- City of London Water
- London Environmental Network
- City of London Development Services



Goals

The City of London Official Plan suggested the preparation of a Complete Streets Manual to establish:

- Overall cross-sections for the street classifications
- Design parameters for the public realm



The vision for the City of London Complete Streets Design Manual grew to include . . .



London Complete Street Manual - Content

Chapter 1: Complete Streets: Vision and Principles

- Complete Streets concepts and policy support

Chapter 2: Elements of Complete Streets

- Complete Streets features

Chapter 3: Undertaking Complete Streets Design

- Processes for balancing the needs of current and future users

Chapter 4: Street Design for Roadways

- Street characteristics/priorities and conceptual cross sections, by street classification

Chapter 5: Street Design for Intersections

- Intersection treatments that provide Complete Streets elements for specific combinations of street classifications

Chapter 6: Moving Forward with Complete Streets

- Progress indicators for Complete Streets outcomes



Contents:

1. What are Complete Streets?
2. Who is This Guide For?
3. Review of Complete Streets Policies in London
4. Core Principles for Complete Streets

CHAPTER

1

COMPLETE STREETS: VISION AND PRINCIPLES



Local Policy Support

“ At the local level, policy support for complete streets is found in a number of documents, including the:

- Strategic Plan
- The London Plan
- Downtown Plan
- Design Specifications and Requirements Manual
- Cycling Master Plan
- London Rapid Transit
- London Road Safety Strategy
- London 2030 Transportation Master Plan ”



THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.



**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Local Policy Support

“ Municipal Council adopted the following Vision Zero Principles:

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle collisions
- Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways ”



**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Core Principles



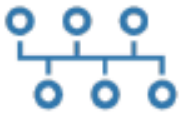
Prioritize Safe and Accessible Options for People



Embed Sustainability



Emphasize Vitality



Prioritize Connectivity



Ensure Context Sensitivity

**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Core Principles



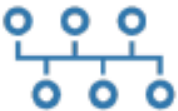
Prioritize Safe and Accessible Options for People

“The safety and mobility needs of all users is a priority in any street design exercise.”



Emphasize Vitality

“Streets that attract pedestrians enhance urban vitality in London.”



**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Accessibility

The Manual defines what a pedestrian is, describes the central role of walking and mobility device travel within London and outlines how the City will support pedestrians through Complete Streets.

Key considerations:

- Tactile walking surface indicators
- Separation of pedestrians and cyclists where practical
- Consideration of user needs and land uses in prioritizing street elements such as sidewalk width
- Design processes that emphasize consultation with stakeholder groups
- Pedestrian crossing refuge islands
- Accessible transit stop design

**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Contents:

General Considerations and Tools for:

1. Pedestrian Facility Design
2. Cycling Facility Design
3. Transit Facility Design
4. Motor Vehicles
5. Green Infrastructure
6. Utilities and Municipal Services

CHAPTER

2

ELEMENTS OF
COMPLETE
STREETS



Pedestrian Facility Considerations



An AODA compliant push button



Buffered bicycle lane in London.

Cycling Facilities Considerations

ELEMENTS OF COMPLETE STREETS



“Provide connectivity:
As the slowest mode of transportation, pedestrians have the greatest sensitivity to route directness.”



Buffered bicycle lane in London.

“Prioritize vulnerable users:
Cyclists are more vulnerable than transit riders and motorists in a collision because they are not protected within a vehicle.”



An AODA compliant push button

ELEMENTS OF COMPLETE STREETS



Design For Accessibility

“Pedestrians include those who are using a walker, crutches, a wheelchair or an electrically powered mobility device as well as individuals with a visual impairment. Design features should be used to accommodate all of London’s pedestrians, such as:

- appropriately wide pedestrian clearways;
- audible pedestrian signals;
- tactile walking surface indicators (TWSIs);
- visually contrasting surface treatments; and
- amenities such as seating



**ELEMENTS OF
COMPLETE
STREETS**



Contents: (under development with City input)

1. Process Overview
2. Planning
3. Conceptualizing
4. Designing
5. Implementing

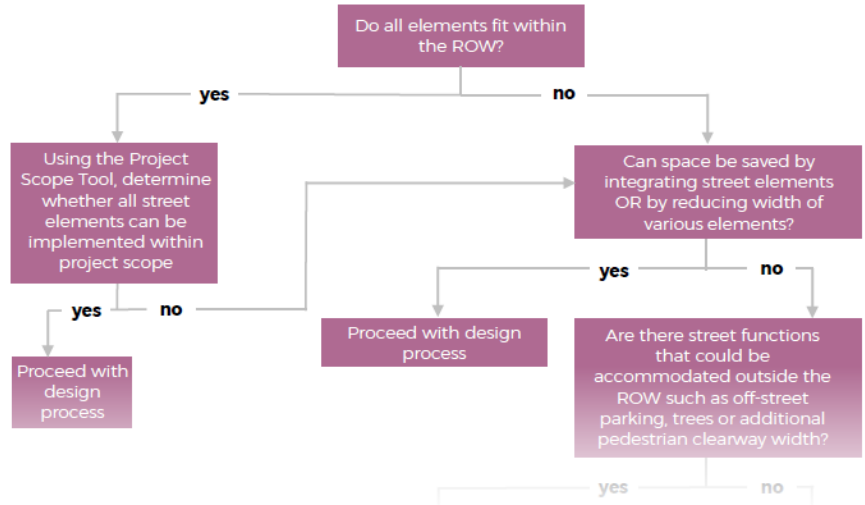
CHAPTER

3

UNDERTAKING COMPLETE STREETS DESIGN

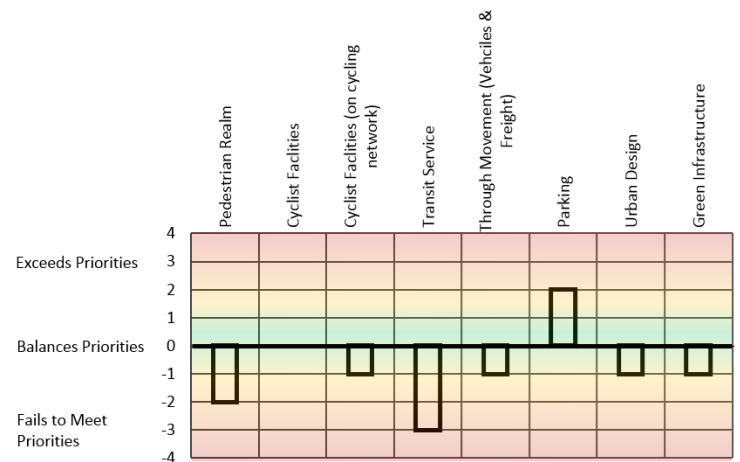


Street Element Decision Making Tool



STREET TYPE: Rapid Transit Boulevard

	Pedestrian Realm	Cyclist Facilities	Cyclist Facilities (on cycling network)	Transit Service	Through Movement (Vehicles & Freight)	Parking	Urban Design	Green Infrastructure
Priority Level	5	3	4	5	4	1	4	4
Current Conditions (user provided)	3	3	3	2	3	3	3	3
Exceeded (+) / Fail to Meet (-) Priorities	-2	0	-1	-3	-1	2	-1	-1

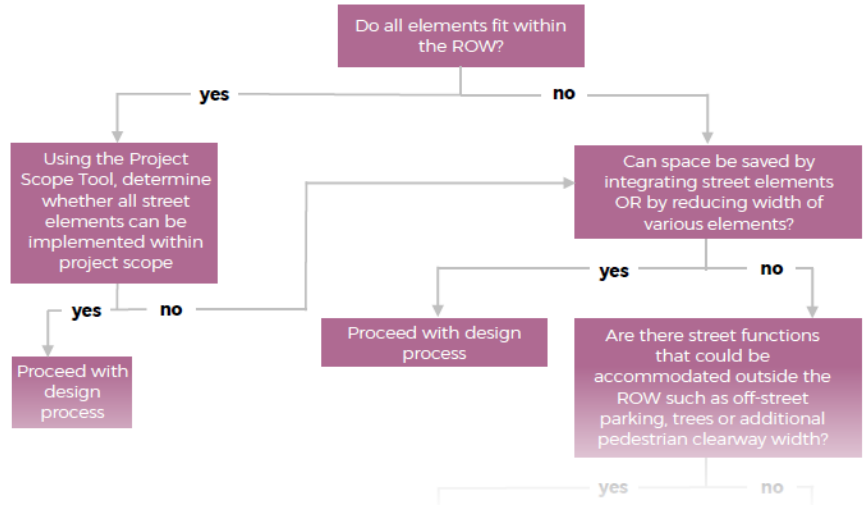


Complete Street Audit Tool

UNDERTAKING COMPLETE STREETS DESIGN



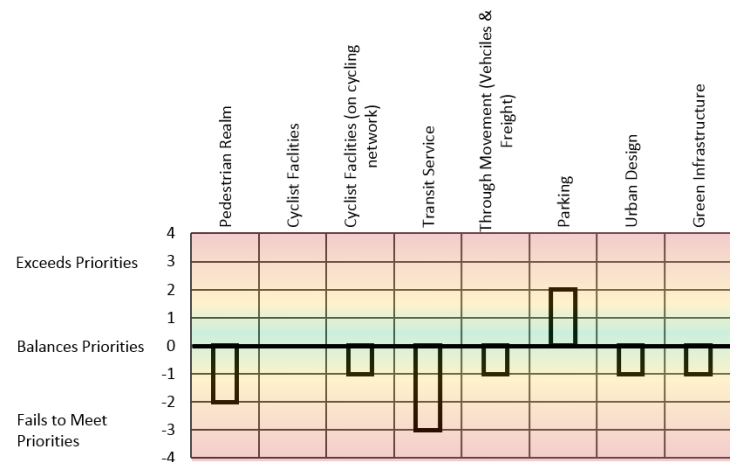
“ The tool outlines suitable alternatives that should be considered in cases where the Right of Way is not sufficiently wide. ”



“ The selected street typology automatically loads the priority rankings from the Complete Street Priorities Tool and the graph on the right displays the difference between desired and existing conditions. ”

STREET TYPE: Rapid Transit Boulevard

	Pedestrian Realm	Cyclist Facilities	Cyclist Facilities (on cycling network)	Transit Service	Through Movement (Vehicles & Freight)	Parking	Urban Design	Green Infrastructure
Priority Level	5	3	4	5	4	1	4	4
Current Conditions (user provided)	3	3	3	2	3	3	3	3
Exceeded (+) / Fail to Meet (-) Priorities	-2	0	-1	-3	-1	2	-1	-1



UNDERTAKING COMPLETE STREETS DESIGN



Contents:

1. Street Typologies

2. Design Guidance for:

- Rapid Transit Boulevards
- Urban Thoroughfares
- Civic Boulevards
- Main Streets
- Neighbourhood Connectors
- Neighbourhood Streets
- Rural Thoroughfares
- Rural Connectors

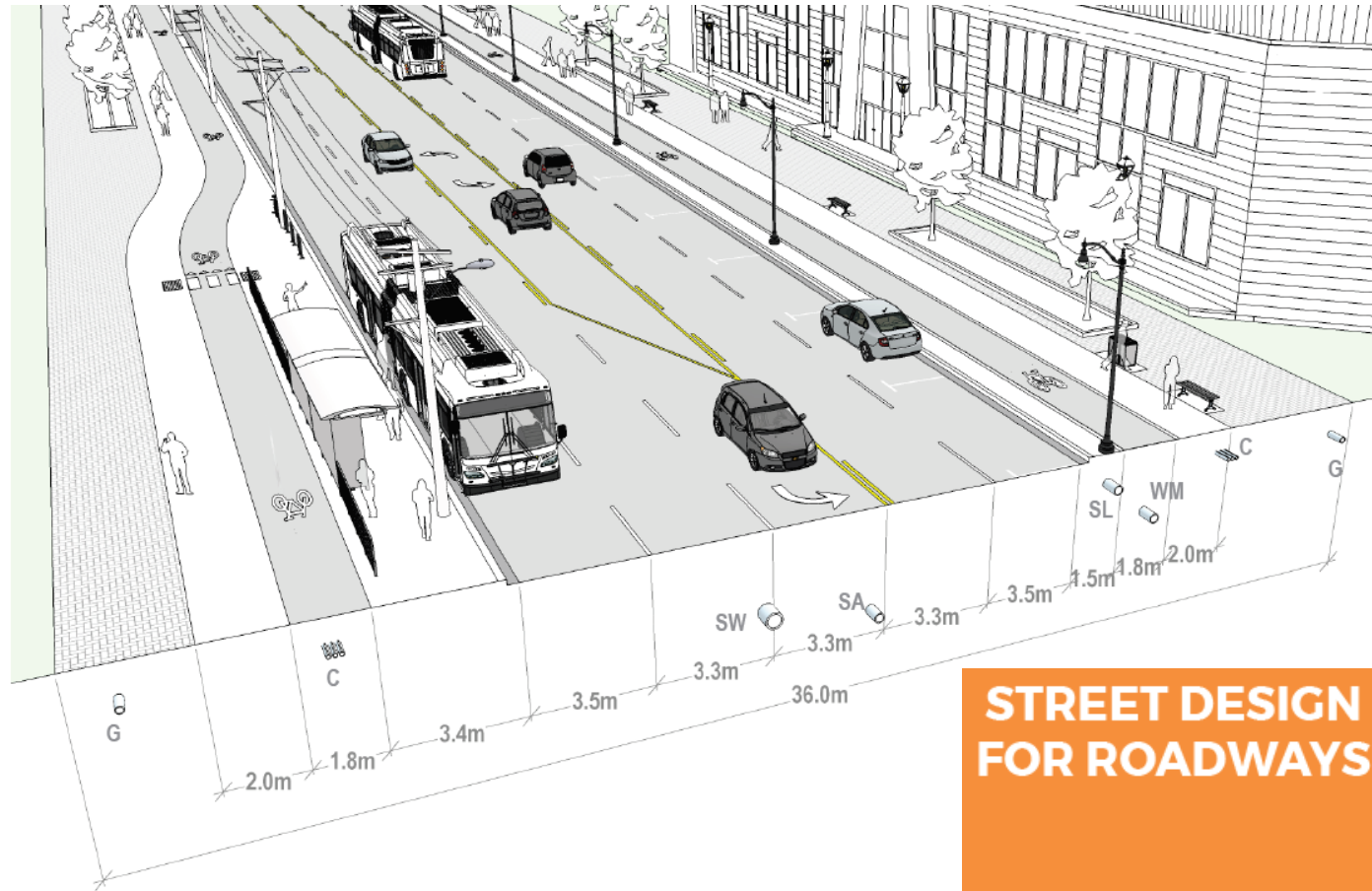
CHAPTER

4

STREET DESIGN FOR ROADWAYS



Example
**Civic
 Boulevard**

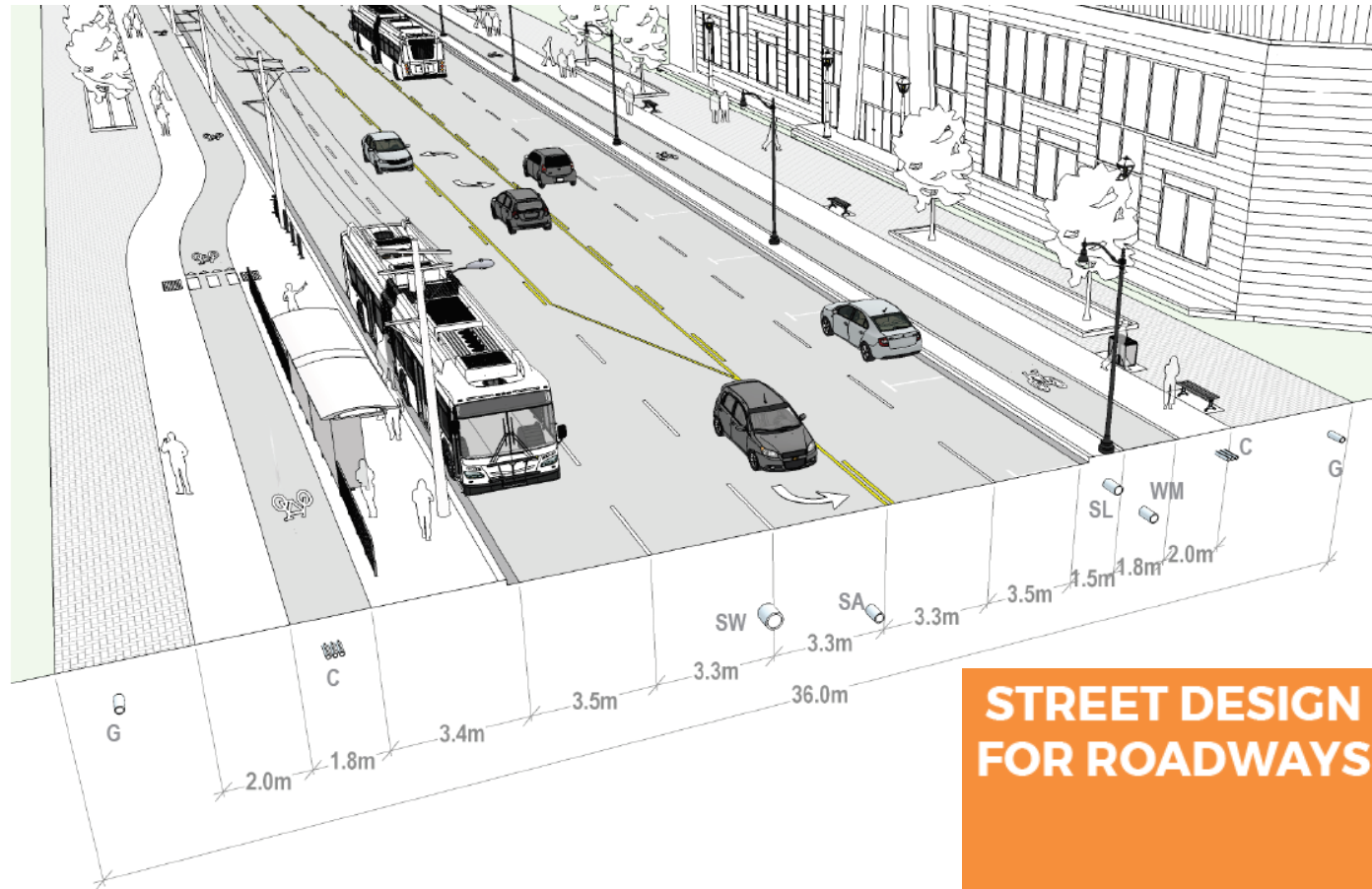


**STREET DESIGN
 FOR ROADWAYS**



“ Physically separated and continuous cycling facilities are preferred. ”

Example
**Civic
Boulevard**



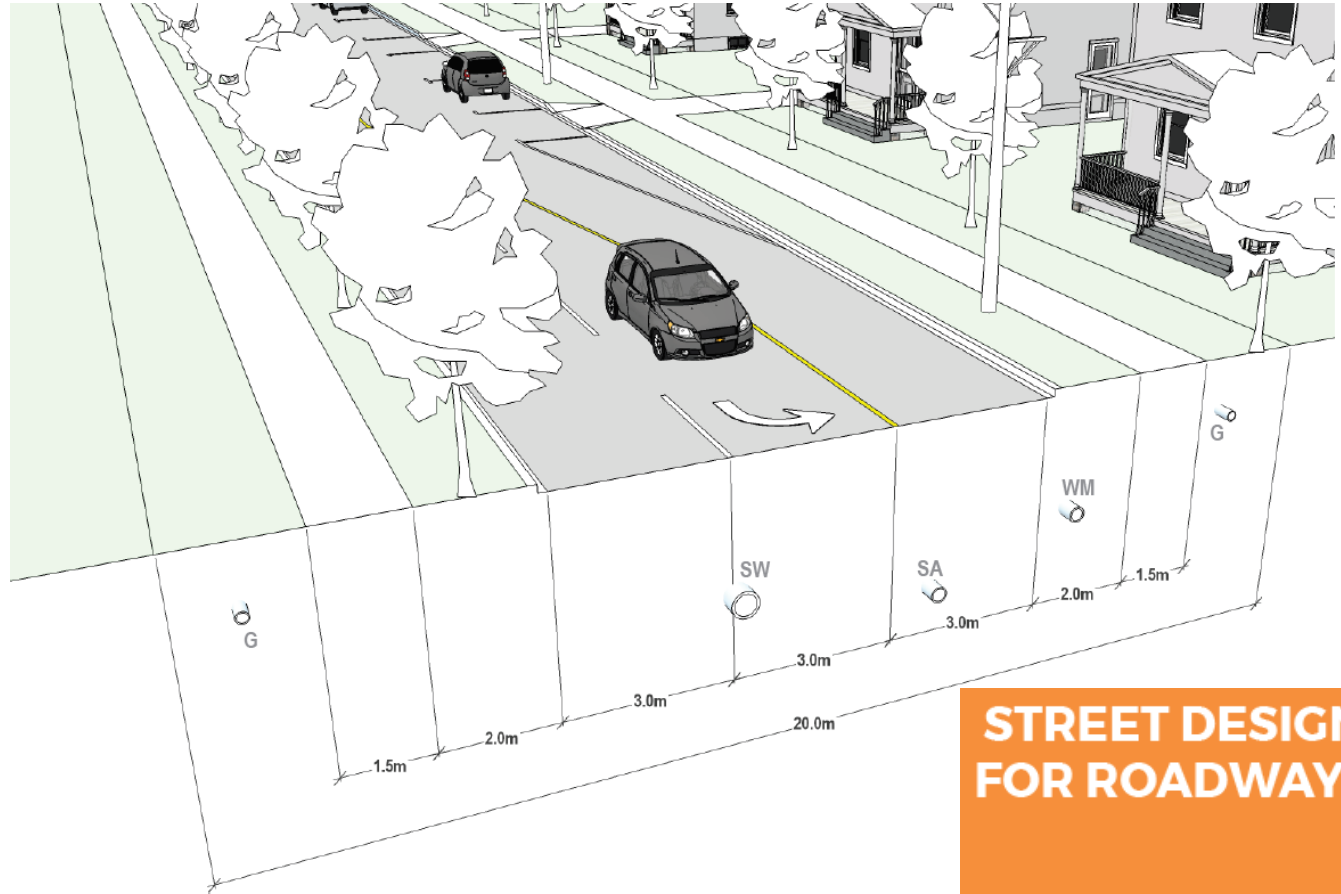
**STREET DESIGN
FOR ROADWAYS**

“ Civic Boulevards provide multi-modal connections between different neighbourhoods across the City including downtown. ”

“ The variety of destinations along these corridors can generate significant volumes of walking trips ”



Example
**Neighbourhood
 Street**

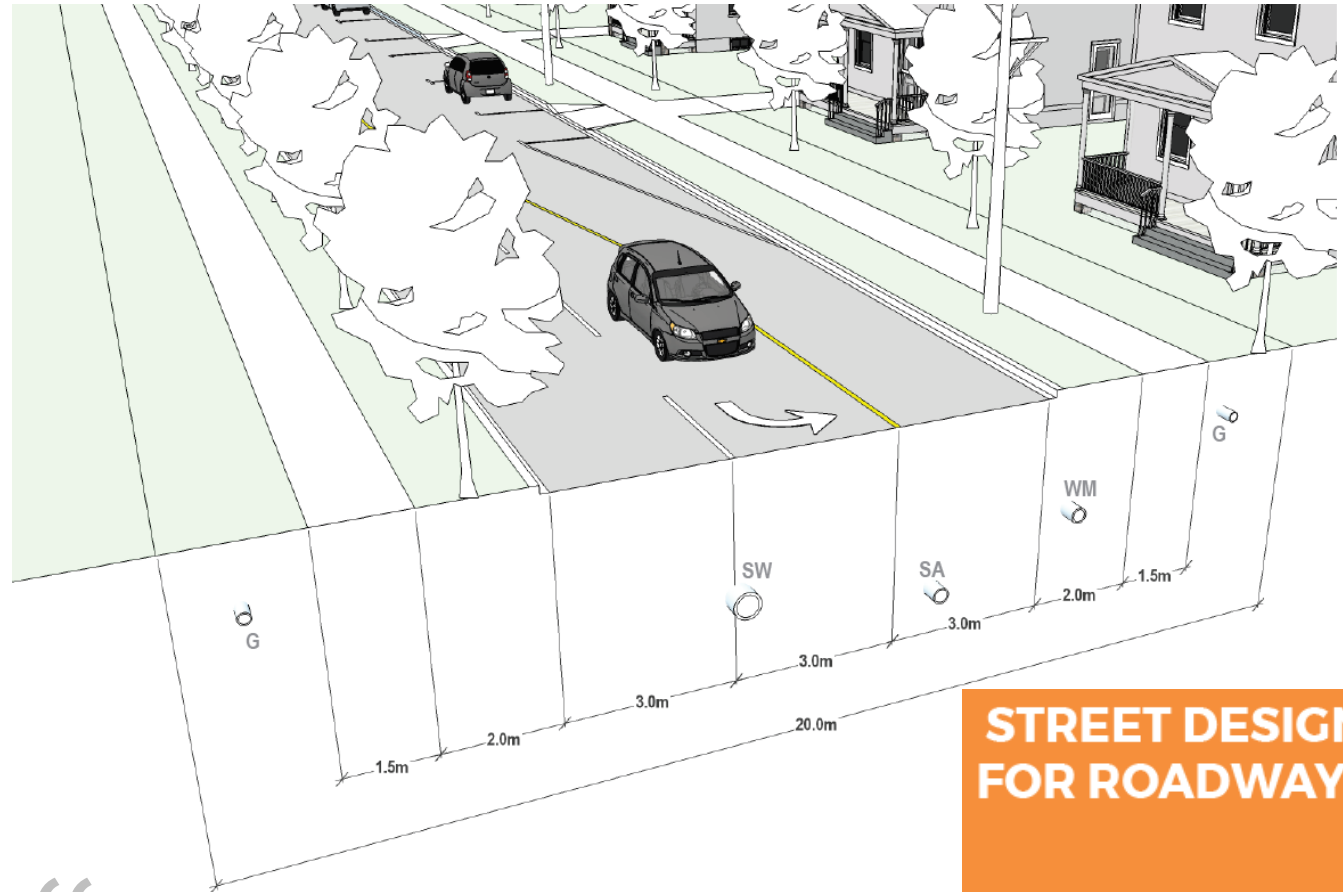


**STREET DESIGN
 FOR ROADWAYS**



“Motorist speeds may be managed with speed humps.”

Example Neighbourhood Street



**STREET DESIGN
FOR ROADWAYS**

“Neighbourhood Streets are where most Londoners, including many families, live; enhancing the livability, sense of community, and the ability to age-in-place are important considerations.”

london.ca

“Benches and newspaper boxes are typically provided at corners with other major streets.”



Contents:

1. Intersection Design Principles

2. Design Guidance for:

- Rapid Transit Boulevard Intersecting a Main Street
- Urban Thoroughfare intersecting a Civic Boulevard (Signalized)
- Urban Thoroughfare Intersecting a Civic Boulevard (Roundabout)
- Urban Thoroughfare Intersecting a Neighbourhood Connector
- Civic Boulevard in the Primary Transit Area Intersecting a Neighbourhood Street

CHAPTER

5

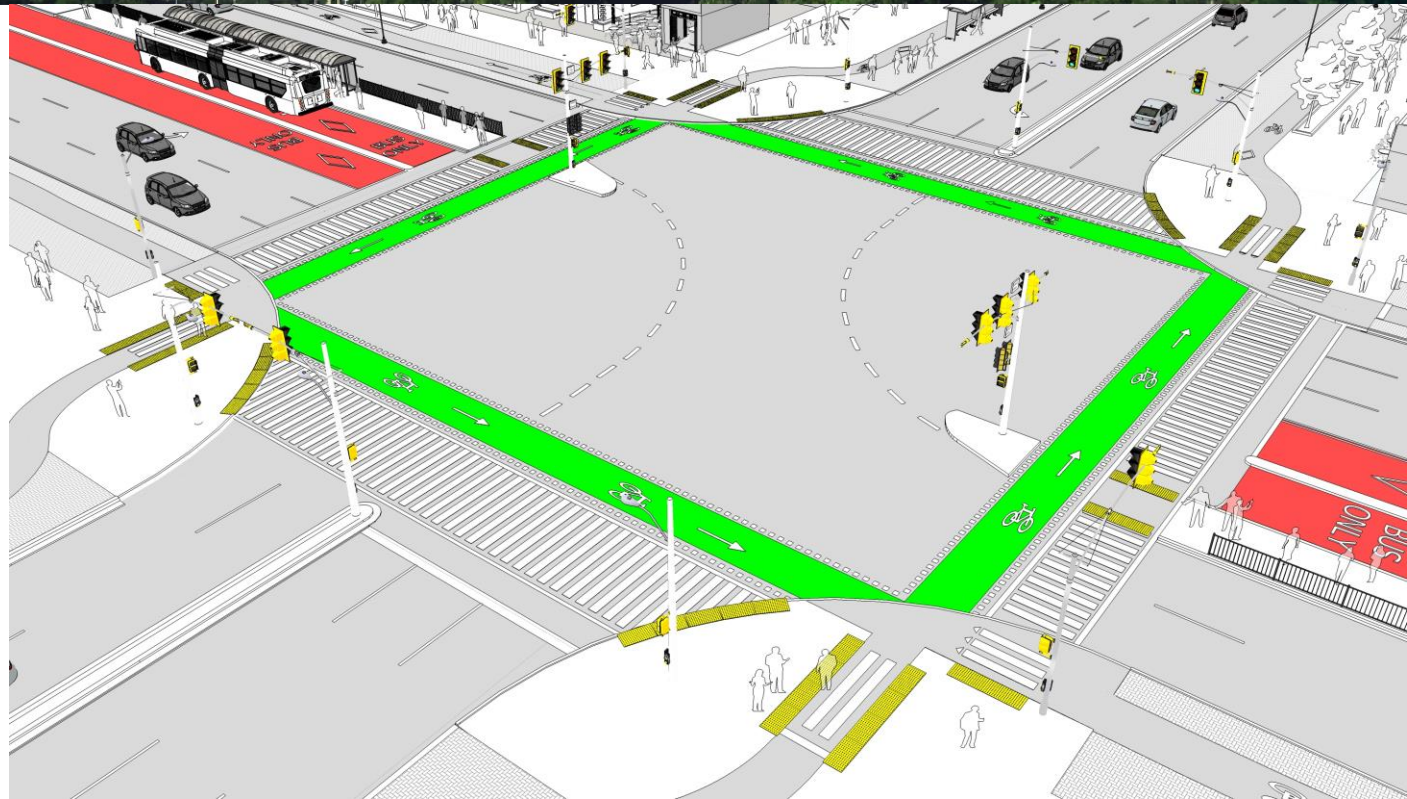
STREET DESIGN FOR INTERSECTIONS



London
CANADA



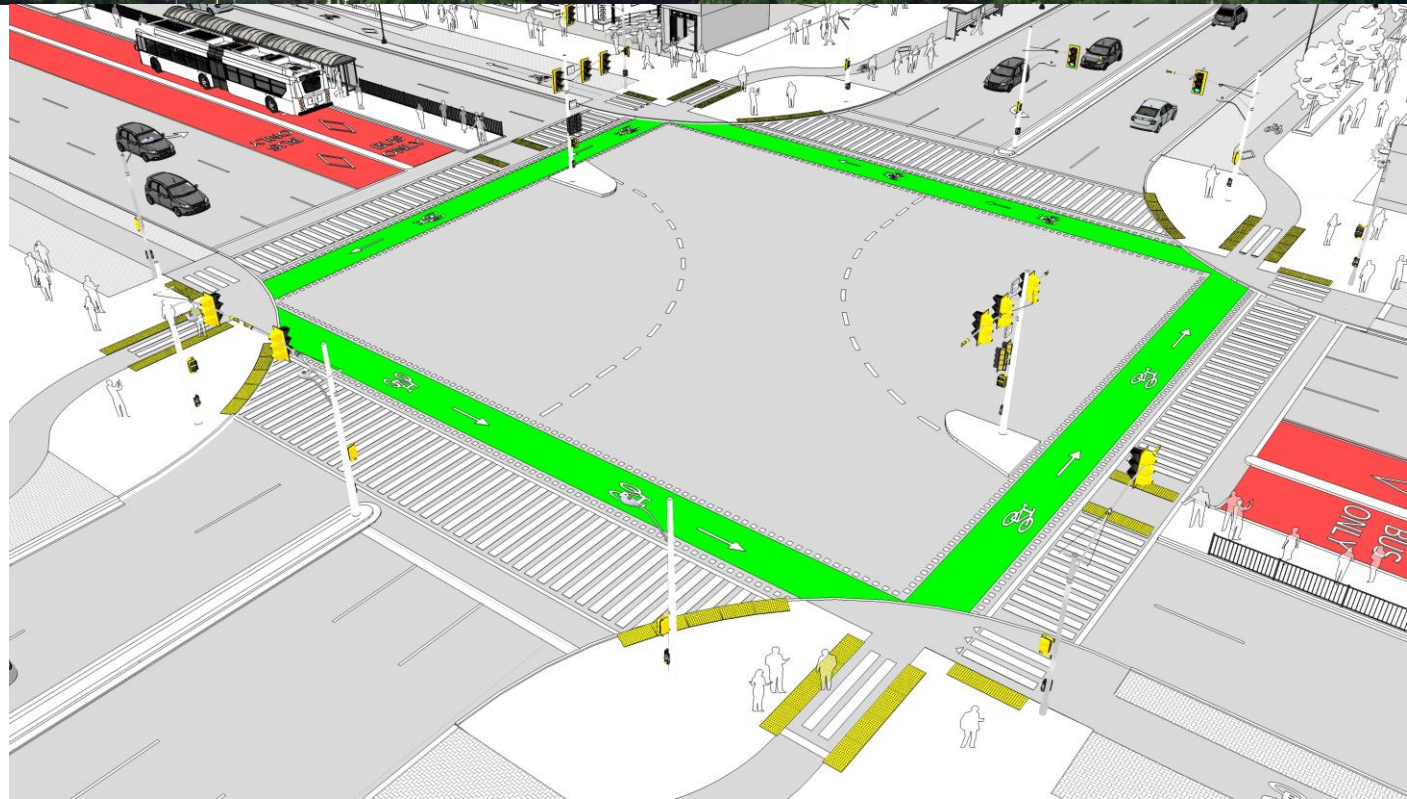
Example
**Rapid Transit
Boulevard
Intersecting a
Main Street**



**STREET
DESIGN FOR
INTERSECTIONS**



Example Rapid Transit Boulevard Intersecting a Main Street



“The pedestrian clearway widens as the planter boxes and trees are discontinued, providing for greater ease of pedestrian movement and queuing.”

“Centre median design requires dedicated transit signals which use the same phasing as the through motor vehicle movement.”

**STREET
DESIGN FOR
INTERSECTIONS**



Contents: (under development with City input)

1. Principles of Performance Metrics
2. Options for Measuring Complete Streets Performance
3. Next Steps

CHAPTER

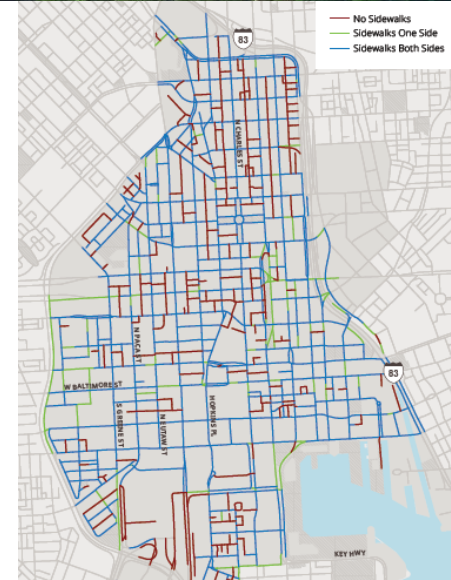
6

MOVING FORWARD WITH COMPLETE STREETS

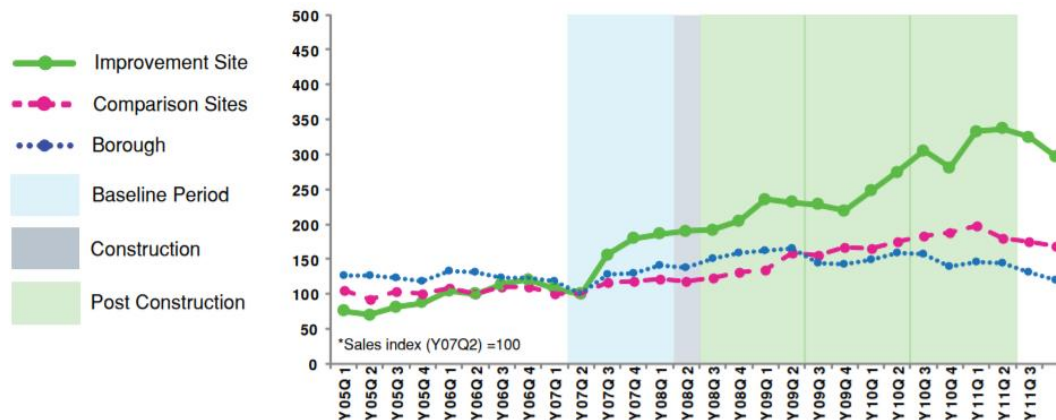


Principles of Performance Measurement

- Undertake relevant and multi-faceted data collection
- Analyze usage patterns in context
- Develop a feasible monitoring strategy
- Communicate findings and integrate data analysis into project decision-making



Baltimore Case Study:
Network Completeness
Mapping: Pedestrian
Network

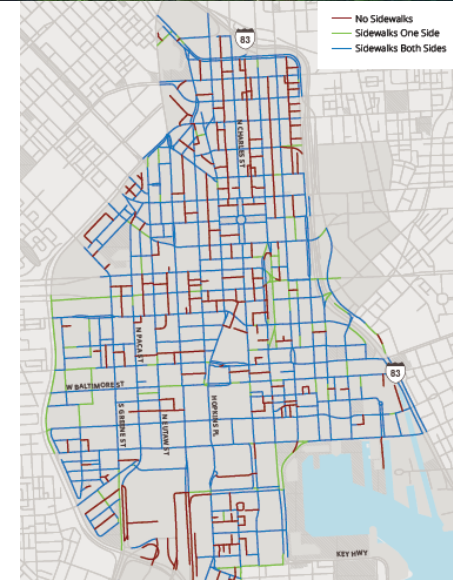


**MOVING
FORWARD WITH
COMPLETE
STREETS**

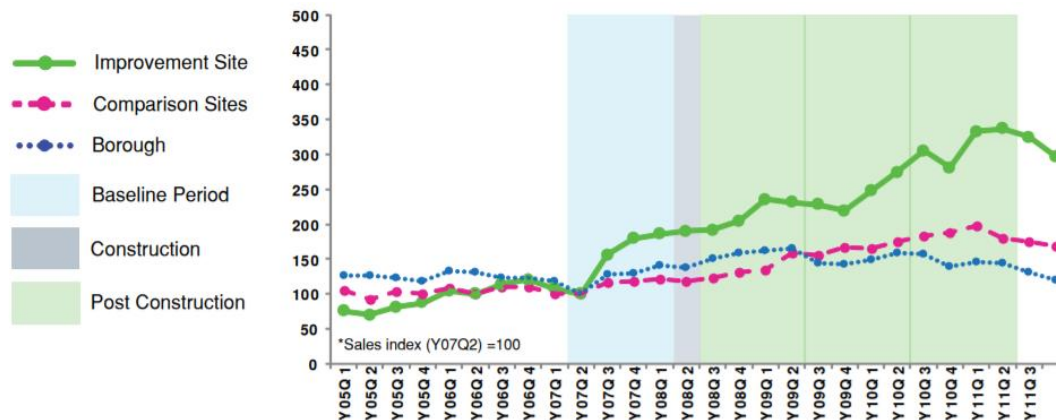


“ The spatial distribution of Complete Streets can be used to visualize the City’s progress and highlight specific areas that may have less access to sustainable mode choices. ”

“ Sales data collected via electronic payment vendors can be used to compare changes on streets where improvements are made with control streets that have a similar character. ”



Baltimore Case Study:
Network Completeness
Mapping: Pedestrian
Network



**MOVING
FORWARD WITH
COMPLETE
STREETS**



Next Steps

- Share Draft with Stakeholders and Finalize spring 2018
- Education campaign
- Move towards a network of Complete Streets



London
CANADA



Questions

Cycling Advisory Committee Report

5th Meeting of the Cycling Advisory Committee
April 18, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, J. Jordan, D. Szoller and J. Bunn (Acting Secretary)

ABSENT: R. Henderson, W. Pol, R. Sirois, A. Stratton and M. Zunti

ALSO PRESENT: Sergeant S. Harding, B. McCall and A. Miller

The meeting stood adjourned at 4:31 PM due to lack of quorum.



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

London
CANADA

April 16, 2018

Chair and Members
Civic Works Committee

Re: Automated Speed Enforcement

Dear Colleagues,

[Bill 65 \(Safer Schools Act, 2017\)](#), empowers municipalities in Ontario to set speed limits below 50 km/hr (through a designating bylaw) and to use automated speed enforcement in community safety zones and in school zones. Bill 65 received Royal Assent on 30 May 2017.

Automated speed enforcement has been shown to reduce average speeds of drivers, reduce the incidence of speeding and reduce the number and severity of crashes. The [main results of a 2010 Cochrane Review](#),¹ which examined 35 studies of automated speed enforcement in multiple jurisdictions found that:

“Compared with controls, the relative reduction in average speed ranged from 1% to 15% and the reduction in proportion of vehicles speeding ranged from 14% to 65%. In the vicinity of camera sites, the pre/post reductions ranged from 8% to 49% for all crashes and 11% to 44% for fatal and serious injury crashes. Compared with controls, the relative improvement in pre/post injury crash proportions ranged from 8% to 50%.”

Our [Road Safety Strategy \(2014-2019\)](#) did not anticipate that municipalities would be able to set lower speed limits by area and use automated speed enforcement within those areas. As you know, on 16 May 2017, we unanimously adopted the Vision Zero principles, which include “no loss of life is acceptable” and “traffic fatalities and serious injuries are preventable.”

Recognizing that automated speed enforcement is not included in our road safety strategy, we believe we should move forward on this front immediately, given the anticipated positive impact of automated speed enforcement, by implementing automated speed enforcement in community safety zones and school zones, along with speed limits at 40 km/hr or lower.

We are seeking support from Municipal Council for the following resolution:

Civic Administration BE DIRECTED to:

- a. Consult with the members of the London Road Safety Coalition, appropriate advisory committees, local school boards and other stakeholders on potential implementation of automated speed enforcement in community safety zones and school zones;
- b. Consult with staff in Canmore, Alberta about their experience implementing the municipality’s “I Drive Safely” program, which uses automated speed enforcement.
- c. Report back to the appropriate standing committee on:
 - i. a proposed approach to automated speed enforcement in community safety zones and school zones;
 - ii. speed limits at or below 40 km/hr for community safety zones and school zones;
 - iii. a proposed budget for the overall automated speed enforcement program; and

¹Wilson C, Willis C, Hendrikz JK, Le Brocq R, Bellamy N. “Speed cameras for the prevention of road traffic injuries and deaths.” *Cochrane Database of Systematic Reviews* 2010, Issue 11. Art. No.: CD004607. [Abstract](#) (PDF).



London
CANADA

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

- iv. a proposed allocation for any revenues collected via automated speed enforcement in excess of the costs of the program — for example, for any excess revenues to fund other vision zero road safety initiatives.
- v. any preliminary data gathered about the effectiveness of existing measures deployed in school zones (pedestrian crossovers, road markings, lower speed limits, etc.).

Sincerely,

Jared Zaifman
Councillor, Ward 14

Virginia Ridley
Councillor, Ward 10

Josh Morgan
Councillor, Ward 7

Mohamed Salih
Councillor, Ward 3

Jesse Helmer
Councillor, Ward 4

Dear Chair and Members of the Civic Works Committee,

The residents of Watson suffer regularly as a result of city trucks using the area at the at the end of their short street as a temporary dumping grounds. This is an issue we have been attempting to resolve for some time.

Rain water from Wellington road drains down their street and onto a large unpaved area which creates a great deal of mud. This mud is then tracked out by the trucks and deposited on their street which dries up to become dust. This makes the neighbourhood very dirty and causes it to be very uncomfortable if walking outside when there is a wind.

My request is that we direct staff to sweep the short street at the end of each day when it has been used by city vehicles and mud or dirt is present.

I would also like them to investigate and report back on the opportunity to install a grate in the road that would divert surface water into the creek before it reaches the flat dirt area where the mud is created.

Sincerely,
Michael van Holst

Hello,

I am a resident on Watson st. I reside at 15 Watson st.

I am concerned about the dirt and mud, that has been stirred up and spread around the street due to city trucks driving into Watson park.

I believe that if a city sweeper came after the trucks it would make an impact not only on the appearance of our small street, but our general mood and happiness with the city.

Please consider this as well as installing a grate to drain excess water into the nearby Creek.

Thank you for listening to our small streets concerns.

Regards,

Watson st. Residents

Antonio and Maria

Dear Chair and Members of the Civic Works Committee

We are submitting this letter in support of Councillor Van Holst's proposal to have our street swept on days that city trucks track mud and dirt from the city yard to the street.

We also support his proposal for the installation of a storm sewer grate near the entrance of the city yard at the end of the street to prevent the pooling of rain water within the city yard.

Dried mud tracked along the street from the trucks exiting the city yard creates a problem when it dries and is carried by the strong winds that funnel down our street.

It essentially 'sandblasts' our houses, vehicles and other possessions.
It makes walking this street extremely uncomfortable as we very often get strong winds blowing down the street.

We very much appreciate the councillor's concern for our neighbourhood and his sensible response to the issues that we have brought to his attention.

I have included a copy of his proposal on page 2 of this document.

Sincerely,



Michael D. Lewis

Chairman
Watson Park Homeowners Assoc.

DEFERRED MATTERS

**CIVIC WORKS COMMITTEE
(as of April 23, 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	
17.	102.	<u>Garbage Cycles and Holidays</u> That the Civic Administration BE REQUESTED to review the 2019 waste pick up calendar and report back to the Civic Works Committee with a recommendation related to the best dates in the Spring for the unlimited container pick up.	April 17, 2018	TBD	K. Scherr	