Agenda
Civic Works Committee

10th Meeting of the Civic Works Committee

June 19, 2018, 4:00 PM

Council Chambers

Members

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

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

Pages

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**VICTORIA BRIDGE ENVIRONMENTAL STUDY REPORT**

RECOMMENDATION

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

(a) Victoria Bridge Municipal Class Environmental Study Report **BE ACCEPTED**;

(b) A Notice of Completion for the project **BE FILED** with the Municipal Clerk;

(c) The Environmental Study Report **BE PLACED** on public record for a 30 day review period; and,

(d) The Victoria Bridge Replacement **BE CONSIDERED** in future multi-year capital budget developments.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination
- Civic Works Committee – November 1, 2016 – Environmental Assessment Appointment of Consulting Engineer
- Strategic Priorities and Policy Committee – November 21, 2017 – Downtown Infrastructure Construction Project Coordination

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians, and cyclists and creating beautiful places and spaces. The completed Environmental Assessment has identified a solution to the aging Victoria Bridge, recommending a full replacement structure which will address connectivity issues for all users while providing a distinctive unique design for the replacement structure that will enhance the Thames River Corridor.

BACKGROUND

Purpose

This report provides Committee and Council with an overview of the Municipal Class Schedule C Environmental Assessment (EA) for Victoria Bridge and seeks approval to finalize the study. The EA process was thorough and responsive to the feedback received. The completed Environmental Study Report (ESR) documents the preferred course of action for the Victoria Bridge. The ESR recommendation considers the deteriorated condition of the structure combined with opportunities for better transportation mobility provided by a replacement structure.

Background

Victoria Bridge (6-BR-19) is located on Ridout Street South and spans the south branch of the Thames River, just south of Horton Street as shown on Figure 1. The current two-span, seven panel modified Warren steel pony truss bridge was constructed in 1926 and is the fourth bridge at this location. The structure is 78 m long, with cantilevered sidewalks and railings on the outside of the trusses bring the overall width of the structure to 14.8 m.

Figure 1: Site Photo

Historic records indicate the pre-existing 1875 bridge abutments and pier were retained during the 1926 construction and concrete extensions were constructed on the west side to accommodate the new wider structure. Remaining portions of the stone masonry substructure from the previous bridge (built in 1875) were concrete encased. A 1956 rehabilitation of the structure saw the south abutment and wingwalls fully replaced with reinforced concrete founded on H-piles. The original centre pier and north abutment remain as originally constructed in 1875 and subsequently widened.

Victoria Bridge is experiencing extensive deterioration resulting in ongoing and escalating maintenance repairs including emergency repairs to address deck delaminations, a major full perforation of the truss in one location near the road surface, removal of loose concrete from the underside of the bridge, expansion joint replacement

and emergency repairs to concrete encase the severely corroded deck stringers at the abutments. Other recommended work required in the near term includes additional structural steel repairs, recoating of the steel, full deck replacement, replacement of the bearings and expansion joints, and foundation strengthening. As a result, a major lifecycle renewal investment to either replace or rehabilitate the structure is warranted. Due to the age of the structure, a Schedule 'C' Municipal Class EA and preliminary design must be completed to determine the planning and design solution for the structure. The EA process undertakes technical study combined with the input from a variety of stakeholders to determine the best course of action for renewal.

Context

Ridout Street South is a neighbourhood connector street (formerly primary collector) which accommodates an average of 12,000 vehicles per day connecting Old South London to the downtown across the south branch of the Thames River. Ridout Street is also a major north south corridor in the City's Cycling Master Plan. Bicycle lanes exist to the south of the structure, but the truss on the existing bridge has prevented the extension of the bicycle lanes across the river.

The Thames Valley Pathway (TVP) passes under the north end of the bridge adjacent to the river. The existing path crossing is of substandard width with compromised sightlines. Plans to upgrade this pathway system are currently on hold pending the resolution of this EA. Thames Park is located to the southwest of the bridge.

The area northwest of the bridge is historically known for coal tar deposits with containment and monitoring facilities in the area. The area north-east of the bridge where London Hydro is located has long been used for industrial purposes. London Hydro has an access driveway on the north east side of the bridge that must be maintained for emergency ingress and egress.

There are various utilities suspended beneath this structure including watermain, sanitary sewer, Bell Canada and Union Gas. Also there are storm outlets to the river in the near vicinity of the bridge, and a sanitary forcemain that carries flows from the Thames Park facility southwest of the bridge to a sanitary sewer on Ridout Street South - approximately 20 m south of the bridge's south expansion joint.

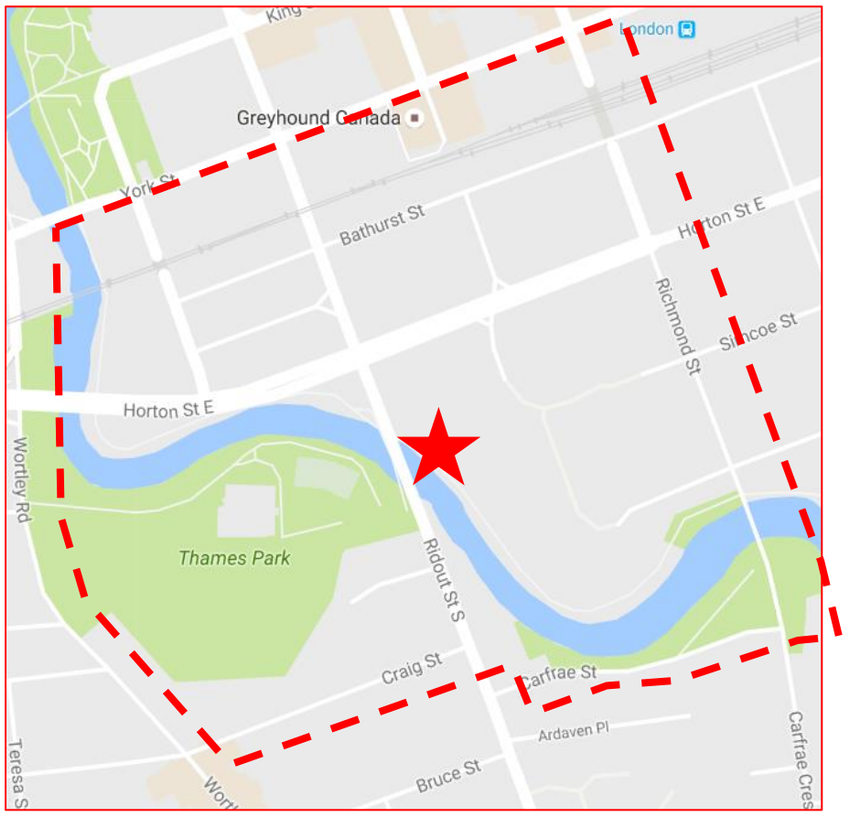
While Victoria Bridge demonstrates cultural heritage, it is not designated under the Ontario Heritage Act. The *City of London Inventory of Heritage Resources* includes the following properties within or adjacent to the study area:

- Wortley Village – Old South Heritage Conservation District South of the bridge, Ridout Street serves as the eastern boundary to the Wortley Village/Old South Heritage Conservation District (HDC).
- 37 Ridout Street S - designated under Part IV and Part V of the *Ontario Heritage Act.*

DISCUSSION

The Victoria Bridge Class EA Study was carried out in accordance with Schedule 'C' of the Municipal Class Environmental Assessment (Class EA) document (October 2000, amended 2007, 2011, and 2015). The Class EA process is approved under the Ontario Environmental Assessment Act and outlines the process whereby municipalities can comply with the requirements of the Ontario Environmental Assessment Act.

This Class EA study provided a comprehensive, environmentally sound planning process with public participation and facilitated dialogue. This Environmental Study Report (ESR) documents the decision making process carried out during the Victoria Bridge Class EA study. See below for a map illustrating the study limits.



Victoria Bridge EA Study Limits Map

Evaluation

The Problem / Opportunity Statement developed for the EA is as follows:

> Constructed in 1926, Victoria Bridge is located on Ridout Street over the South Branch of the Thames River in the City of London. Ridout Street is an important link to downtown and a designated north-south bicycle route. However, Victoria Bridge does not have sufficient width to accommodate dedicated bicycle lanes which is a safety concern. Recent bridge inspections also identified ongoing issues of deterioration which may reduce the structural capacity of the bridge. Given the age of the bridge, existing conditions, functional deck width, structural capacity, potential heritage value and other considerations, the Class EA study shall identify a solution to address structural deficiencies and accommodate all users through bridge rehabilitation or replacement.

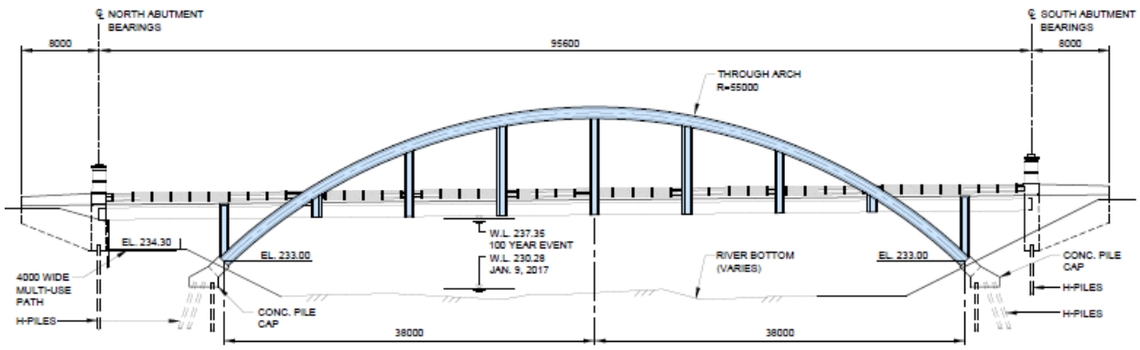
In accordance with the process, the EA evaluated the following alternatives:

- Do Nothing (not a viable alternative)
- Major Rehabilitation of the existing bridge with improved accommodation of pedestrians and cyclists
- Keep the bridge, re-purpose for active transportation and build a new bridge downstream (west side)
- Remove the existing bridge and build new bridge on existing alignment
- Remove the existing bridge and build new bridge on new alignment downstream (west side)

The evaluation of the alternatives was based on the criteria of Social/Cultural Environment, Socio-Economic Environment, Natural Environment, Technical Environment and Economic Environment. Within the Social/Cultural Environment category, the Ontario Heritage Bridge Guidelines (Interim 2008) hierarchy of heritage conservation actions to be considered during rehabilitation were considered within the Heritage Impact Statement.

Preferred Alternative

The preferred alternative recommended through the EA is to completely remove the existing structure and replace it with a new Through Arch bridge on the existing alignment. The preferred alternative will address the lifecycle renewal needs of the aging structure and will provide improved functionality with space to accommodate improved cycling and walking facilities. The attractive design is sympathetic to the design qualities of the original bridge and its setting. A bridge replacement can also provide improved climate change protection by raising the clearance of the bridge above the river and removing the centre pier which blocks debris and impedes river flows.

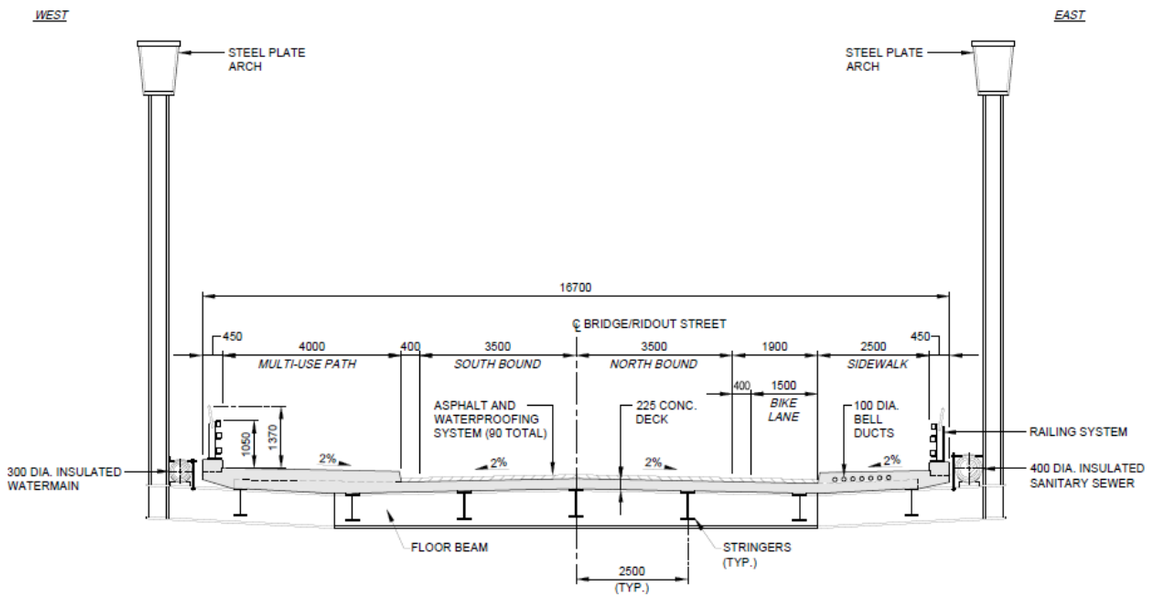


WEST ELEVATION

Proposed Through Arch Bridge Design

The new bridge will be wide enough to have two through vehicle lanes and much better active transportation facilities. A 2.5 m wide sidewalk and a dedicated northbound on-street buffered cycle lane will be on the east side of the bridge. A 4.0 m multi-use pathway is proposed on the west side of the bridge. The 4.0 m multi-use pathway will provide southbound connectivity for cyclists across the bridge as well as allow northbound cyclists from the Thames Park to cross the river and access the TVP on the north side of the river without having to enter the Ridout Street traffic. The multi-use path will extend to Horton Street and connect to the TVP as illustrated in Figure ES.7 in Appendix A.

The bridge replacement also enables significant improvement to the existing TVP crossing beneath the north end of the bridge. A new wider crossing with improved clearance will be created.



Proposed Bridge Cross-Section

Consultation

The EA process included a public consultation process with input from relevant agencies, affected landowners, First Nations communities and members of the public. A Notice of Study Commencement was mailed out to the relevant agencies and study area property owners/residents on January 19th, 2017 and an advertisement was placed in 'The Londoner' on January 19th, 2017 and January 26th, 2017. Direct correspondence and some meetings were held with the First Nation communities, Department of Fisheries and Oceans (DFO), Ministry of the Environment and Climate Change (MOECC), Ministry of Natural Resources and Forestry (MNRF), Ministry of Tourism, Culture and Sport (MTCS), Upper Thames River Conservation Authority (UTRCA), and London Hydro.

In accordance with the Schedule 'C' EA process, Public Information Centre (PIC) No. 1 was held on April 26, 2017 at St. James Westminster Anglican Church located at 115 Askin Street. Mail out notifications were sent to the residents on April 10th, 2017, and published in The Londoner on April 13th 2017 and April 20th, 2017. This PIC presented the preferred design solution for the Victoria Bridge project including identifying approach works for input and comment. 17 people attended the PIC, and/or submitted comments throughout the process. Comments were generally favourable in nature, with concerns being expressed about traffic management/detours during construction.

Taking the input received at PIC No. 1 into account, and factoring in the evaluation criteria (Cultural Heritage Significance, Transportation Environment, Socio-Economic Environment, Aesthetics, Technical Consideration, Natural Environment and Costs Implications) the preferred design alternative was established. A second PIC was held on November 15, 2017, again at St. James Westminster Anglican Church, to present the preferred design alternative to the public. Similar to PIC No. 1, mail outs to the residents were issued on November 1st 2017 with publications in The Londoner on November 2nd 2017 and November 9th, 2017. Attendance was similar to PIC No. 1 with approximately 18 attendees. The feedback was supportive of the preferred design alternative but indicated a desire for a unique design with more character. The project team considered this input in the further development of the recommendation of the through arch truss design.

Presentation of the DRAFT Heritage Impact Statement was made to the London Advisory Committee on Heritage (LACH) on April 12th, 2017. While LACH would prefer to retain the existing structure, a new bridge design constructed on the existing alignment could provide an opportunity for sympathetic design, and LACH supported the HIA as presented.

A presentation to the Cycling Advisory Committee (CAC) for active transportation impacts was made on January 17th, 2018 and presented the proposed changes to the TVP and cycle lanes on Ridout Street South and Victoria Bridge. The feedback provided from the CAC was used to develop the cycling facility arrangement including the improved connection to the TVP.

A presentation to the Transportation Advisory Committee (TAC) was made on January 23rd, 2018 with the details focused on the changes to the bridge and impacts to Ridout Street and Horton Street. The information provided was received with no issues raised by the committee.

In accordance with the City of London Official Plan, an Environmental Impact Study (EIS) was prepared and presented to the Environmental and Ecological Planning Advisory Committee for review/comments on March 15th, 2018. The information provided was received with no issues raised by the committee.

Multiple discussions have been held with London Hydro (LH) to address the impacts to their entrance off of Ridout Street South. With a road profile raise of approximately 1.0 m this entrance will need to be modified to allow safe ingress and egress of LH and emergency vehicles. A design solution has been agreed upon which satisfies the needs of all parties.

UTRCA has been consulted as a major stakeholder through the entire EA process. Their concerns to date have been addressed, and they will continue to be an involved partner in future stages of this project.

Following the PICs and stakeholder review and responses, the preferred design and ESR were finalized. A copy of the executive summary for the ESR is contained in Appendix A.

Implementation

Approach Works

The new bridge will result in a profile raise for Ridout Street South of about one metre to account for improved level of safety associated with the design flows in the Thames River. The new profile will match back into existing at Horton Street on the north end and just prior to the stone and mortar retaining wall associated with the heritage designated property located at 37 Ridout Street South on the south end. This grade raise will result in modifications to the entrances of London Hydro on the north side of the river and the Thames Park on the south side of the river.

This work will require the temporary closure of the Thames Park and London Hydro entrances for a period of time. At Thames Park, the entrance will need to be regraded and repaved to accommodate the grade changes. This work will be timed to occur during the off-season to minimize disturbance of access to the facility. Revised ramping and retaining walls will be required at the London Hydro entrance in order to maintain this access while transitioning down to the existing building and parking levels. Emergency access will be maintained at all times at the London Hydro access, but

general ingress and egress may be impacted for the duration of the construction project. The main access point into the Hydro property from Talbot Street will be open at all times.

Lighting levels on and near the bridge will be reviewed and adjusted as necessary.

There are no requirements for permanent property acquisition related to the preferred alternative.

Construction Impacts

Full Road Closure during Construction

As the existing bridge is being removed and replaced, the motor vehicle connectivity on Ridout Street across the South Branch of the Thames River cannot be maintained during construction. A road closure for a duration in the order of a year is necessary. The official signed detour routes for motor vehicles will be Wharncliffe Road and Wellington Road in the north-south direction, with Horton Street and Commissioners Road in the east-west direction.

Temporary Bridge

The existing bridge supports a sanitary sewer and Bell Canada cables. Provision of a temporary bridge to support these utilities during construction can also provide a temporary crossing for pedestrians and cyclists. The temporary structure will be installed on the west side of the existing structure with temporary connections and way finding signage installed as necessary. Rental of a temporary crossing and associated installation costs is estimated to be in the order of $450,000.

Construction laydown areas will be required. These will be identified during detailed design. On the south side of the river, part of the Thames Park and potentially one of the tennis courts will be impacted for the construction season. On the north side, the laydown area is expected to be on the northwest corner.

Thames Valley Parkway

The TVP runs underneath the existing bridge along the north side of the river from Horton Street easterly. The project will create a much improved path crossing. The TVP between Horton and Richmond Streets would need to be closed for the duration of the construction work. Detours for the TVP would be established through the local road network with way finding signage installed as necessary.

Thames Park

The entrance to will need to be closed to accommodate the road works required on the south side. This closure will be timed to occur after the peak season for Thames Park (i.e. after October 1st), so that usage of the park can be maintained as normal through the spring/summer season.

The work may impact the use of one of the tennis courts for the duration of the construction, as the area may be required for the temporary bridge and/or contractor laydown area.

London Hydro

The Ridout Street South entrance to the London Hydro Lands on the north side of the river will be impacted during the construction. It may be closed for the full construction season, though language in the contract will be included to allow for emergency access, etc. as needed if a flood event or similar situation should occur.

Temporary Detour Routes

Concerns have been raised about cut-through traffic in Old South during the construction period. With the grid pattern of local streets in Old South but no direct connection between Wortley Road and Richmond Street, encouraging through traffic to use the signed detours on higher order roads as shown on Figure ES.8 in Appendix A will be difficult. Temporary traffic calming measures to discourage traffic and control speeds on local streets in the area (Carfrae Street, Craig Street and others) will be investigated during the detailed design phase and installed prior to the start of construction.

Environmental Impact and Mitigation Measures

The work involved in removing the existing structure and installing the new structure will result in minor in-water works, and temporary disturbance to wildlife and wildlife habitat, disturbance of fish and mussel species and their habitat.

Mitigation measures will be developed and implemented to minimize the effects of construction. These could include:

- A plan to relocate fish and mussels encountered within the construction footprint;
- Species at Risk habitat to be compensated and/or enhanced;
- An invasive species control program; and,
- A detailed restoration plan utilizing native plantings and seed mixes.

Discussions and any necessary permits/approvals from the Upper Thames River Conservation Authority, MNRF, and DFO will be obtained during detailed design phase. Monitoring of the construction will be ongoing to measure effectiveness of the mitigation strategies.

The area northwest of the site is known historically for its coal tar contamination. The proposed alternative will have minimal impact on the area. Additional geoenvironmental testing will be completed during detailed design to identify with mitigation measures identified for the contract. Measures could include dewatering treatment from excavations and appropriate containment and disposal of any contaminated materials. Additional effort and review are required during detailed design and construction to ensure the existing containment and collection system along the north edge of the river is not compromised.

Financial Impacts

A preliminary construction cost for the Victoria Bridge Replacement is $14.14 M. The cost estimate includes removal of the existing steel truss structure, abutments and central pier (located in the river), construction of the new replacement bridge, roadway modifications north and south of the new bridge, modifications to the London Hydro entrance on the east side of Ridout Street, temporary relocation/support of existing sanitary sewer and Bell Canada plant currently suspended from the existing bridge, provision of a temporary bridge crossing to support these utilities during construction, and provide connectivity for pedestrians and cyclists, landscaping, traffic control,

staging, and includes allowance for detailed design and contract administration through the construction phase.

The preliminary estimate for the project is summarized below. This value will be considered in future capital budget development. The Development Charges Background Study development will also consider funding the additional bridge width to provide cycling network connectivity.

Item	Estimated Cost (2018 $)
Civil Works	1,405,400
Utility Work	728,000
Environmental Work	350,000
Temporary Work	1,150,000
Bridge Work	6,873,600
Miscellaneous	203,000
Preliminary Estimating Contingency (10%)	1,071,000
Construction Contingency (10%)	1,071,000
Engineering (12%)	1,286,000
TOTAL	**14,140,000**

Utility cost sharing has been taken into account within the estimates. The watermain and sewer costs represent life cycle renewal investments that will be funded out of sewer and water rate accounts. Accounting for these sources identifies a $13.5 M transportation budget need for the Victoria Bridge Replacement Project.

As reported to Civic Works Committee on May 28th, 2018 in the Smart Moves Transportation Master Plan Accomplishments report, the near-term demands on the Major Bridge Upgrades capital account exceed the asset management needs of the City's inventory of aging structures.

Construction Timing

The existing bridge is showing increasing areas of structural deterioration and implementation of this bridge replacement is needed in the near-term. However implementation is dictated by funding and coordination with other area projects including the Wharncliffe Road / CN Grade Separation the Wharncliffe Rd/Horton/CN Rail Overpass, the rehabilitation of Wharncliffe Road Bridge over Thames River and Shift Rapid Transit needs on the Kensington Bridge and the Queen's Bridge. The project is not expected to proceed to construction until fall of 2021/winter of 2022. Annual inspections will need to occur with additional funds spent on maintenance/emergency repair issues as they arise.

CONCLUSION

The Victoria Bridge is reaching the end of its service life. The superstructure is showing advanced deterioration including full perforations of the truss members and the 1875 capped stone masonry abutment and pier present concern. The provincial Environmental Assessment Act requires the completion of an EA for projects of this scope. The solution identified in this EA will help fulfill the Strategic Plan Area of Focus

of Building a Sustainable City by providing convenient and connected mobility choices for all Londoners.

A Municipal Class Environmental Assessment (EA) was undertaken. The ESR is ready for final public review. The ESR was prepared with input from external agencies, utilities, emergency service providers, and other stakeholders, as well as First Nations and property owners in proximity to the study.

The EA recommendation provides for the replacement of the existing deteriorated structure with a new structure that provides an improved cycling and walking experience, climate change adaption and an attractive design that is sympathetic to the heritage value of the existing truss bridge. Specifically, the preferred plan includes the following aspects:

- The removal of the existing structure including all abutments and central pier;
- The construction of a new through arch bridge with lower life-cycle costs;
- Active transportation improvements including wider sidewalks and cycling facilities;
- Upgrades to road approach and lighting; and,
- Upgrades to the TVP.

Pending Council approval, a Notice of Completion will be filed, and the ESR will be placed on public record for a 30-day review period. Stakeholders and the public are encouraged to provide input and comments regarding the study during this time period. Should the public and stakeholders feel that the EA process has not been adequately addressed, they may provide written notification within the 30-day review period to the Minister of the Environment requesting a Part II Order. If no requests for a Part II Order are received, the project will be in an immediate position to move forward to implementation in accordance with the recommendations of the study.

Construction is possible in the three to five-year horizon subject to on coordination with other project schedules as they are further developed. This timing is subject to capital budget affordability recognizing that there is a major bridge upgrade infrastructure gap based on current identified asset management needs.

Acknowledgements

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

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

Attachment: Appendix A – Environmental Study Report Executive Summary

cc. J. Pucchio, AECOM Canada Inc.

APPENDIX A

Executive Summary

1. Introduction

The City of London (the City) has completed a Municipal Class Environmental Assessment (Class EA) study for Victoria Bridge on Ridout Street South. The Class EA has determined that the bridge should be replaced and the new structure should include dedicated bicycle lanes for increased rider safety. The study area (**Figure ES.1**) is located in the City's core in close proximity to the downtown area.

The Class EA study was completed in accordance with the Ontario *Environmental Assessment Act* (EAA), and followed the Municipal Engineers Association (MEA) process for Schedule 'C' projects (as amended in 2007, 2011 and 2015).

Figure ES.1: Study Area

2. Background

Victoria Bridge crosses the South Branch of the Thames River in the City of London and is a two-span, riveted-steel pony truss bridge constructed in 1926 (**Photo ES.1**). Portions of the stone masonry substructure still exist from the previous bridge constructed in 1875. The bridge carries two lanes of traffic on Ridout Street South and pedestrians on cantilevered sidewalks located on each side of the bridge outside of the trusses. There are no separated dedicated bicycle lanes on the bridge structure. The superstructure has an overall span of approximately 77.9 m and an overall width of 14.76 m. A view of the bridge (facing north) is provided below.

Ridout Street South is an important link to downtown and Old South/Wortley Village. It carries approximately 12,000 vehicles daily and is served by public transit. Sharrows on the approaches to the bridge and the bridge itself identify shared lanes for bicycle and vehicle use. Intersections are signalized at Ridout Street South/Horton Street and Ridout Street South/Grand Avenue.

The Cultural Heritage Evaluation Report identified Victoria Bridge as having cultural heritage value or interest under Ontario Regulation 9/06. However, the bridge does not currently appear in any municipal, provincial, and federal heritage registers or inventories.

3. Problem/Opportunity Statement

The Class EA Problem/Opportunity Statement provides the basis for the need and justification for this project and is presented below:

> *Constructed in 1926, Victoria Bridge is located on Ridout Street South over the South Branch of the Thames River in the City of London. Ridout Street South is an important*

link to downtown and a designated north-south bicycle route. However, Victoria Bridge does not have sufficient width to accommodate dedicated bicycle lanes which is a safety concern. Recent bridge inspections also identified ongoing issues of deterioration which may reduce the structural capacity of the bridge. Given the age of the bridge, existing conditions, functional deck width, structural capacity, potential heritage value and other considerations, the Class EA study should identify a solution to address structural deficiencies and accommodate all users through bridge rehabilitation or replacement.

4. Alternative Planning Concepts

The evaluation of planning alternatives was completed in two steps. The initial step considered conservation strategies as identified in the Ontario Heritage Bridge Guidelines. Four alternatives were considered that could implement the conservation strategies were carried forward (**Figure ES.2**)**.**

The second step was to evaluate the alternatives based on the environmental factors that included socio-economic, cultural heritage, natural heritage, technical, transportation and cost. Alternative A (Rehabilitation) and Alternative C (Replacement) were ranked highest among the four alternatives carried forward. Additional criteria was added to the evaluation (pedestrian and bicycle functionality, Thames Valley Pathway (TVP), structural considerations, aesthetics) and costs were further refined. As a result, **Alternative C (remove existing bridge and build a new bridge on existing alignment)** was selected as the preferred planning solution for the following reasons:

Function

- Replacement satisfies all geometric and safety design standards for vehicles, pedestrians, and cyclists.
- Removal of centre pier will improve river flow and reduce debris build up.
- There is potential to improve Thames Valley Parkway alignment for active transportation.

Structure

- The replacement bridge will be designed to current material and code standards.
- The new structure will have a service life of approximately 100 years.

Aesthetics

- Special design elements (such as decorative lighting, railing systems and end post) can be incorporated into the new bridge.

Cost

- New construction has a higher initial cost, but lower life cycle and lower maintenance costs than rehabilitation.

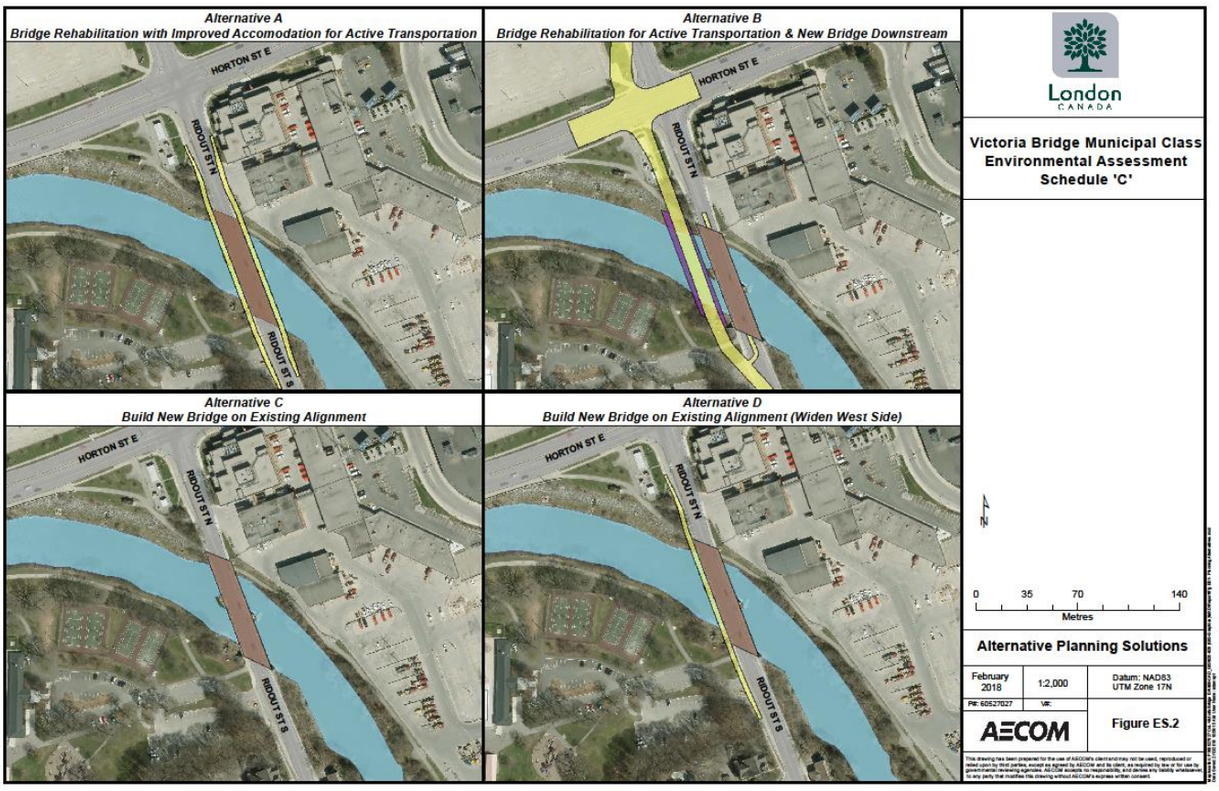


Figure ES.2 Alternative Planning Scenarios

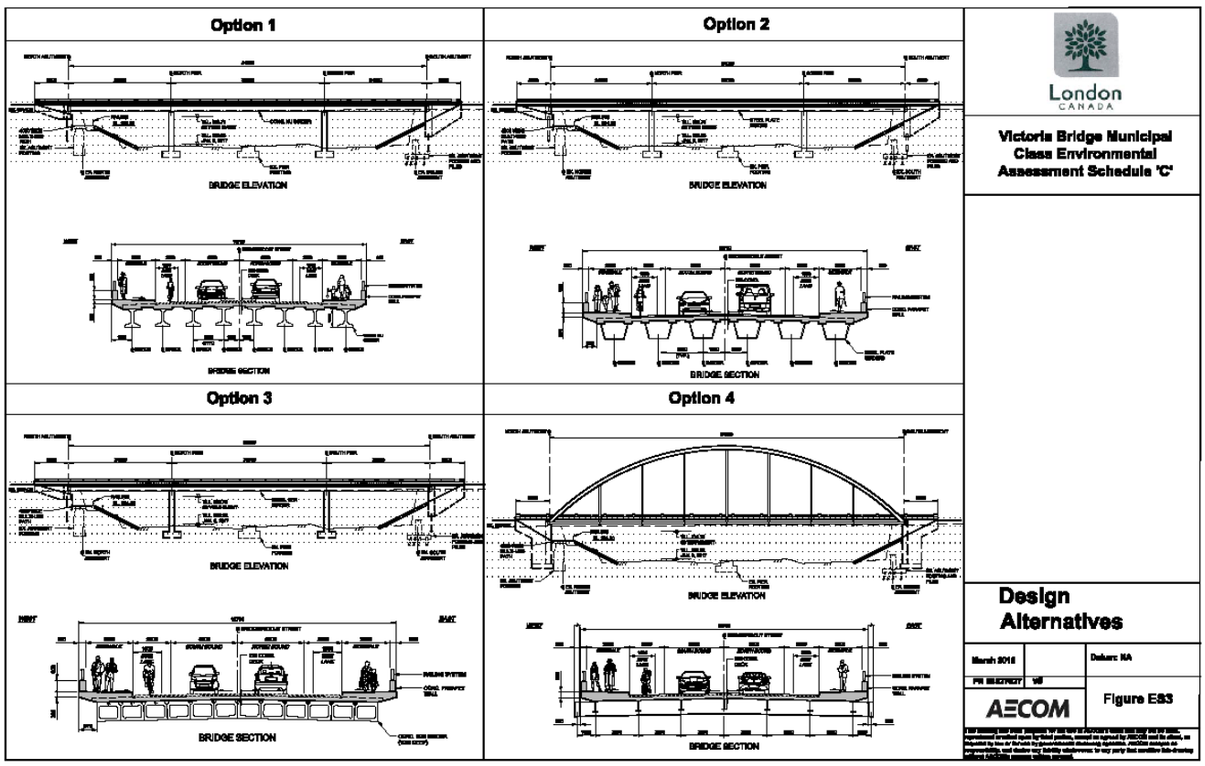


Figure ES.3 Design Alternatives

5. Alternative Design Concepts

Four bridge design concept alternatives were considered to implement the Preferred Planning Solution for replacing the bridge on the existing alignment (**Figure ES.3**). These included Alternative 1: Concrete Girder; Alternative 2: Steel Box Girder; Alternative 3: Concrete Box

Girder; and Alternative 4: Tied Arch. Evaluation of these alternatives was undertaken with the use of a decision matrix and concluded **Alternative 1: Concrete Girder** design to be the recommended alternative. This alternative demonstrated the lowest capital and maintenance costs, high durability, low impact on the natural environment, and the design is conducive to the addition of aesthetic enhancements.

6. Feedback on the Recommended Design Alternative

Comments received from the public at PIC #2 indicated a preference for a bridge design that demonstrated more character and design elements than the concrete girder option, such as the tied arch design. As such, an additional alternative was developed consisting of a Through Arch bridge (Alternative 5) to reflect the comments received (**Figure ES.4**). All alternatives were then re-evaluated to determine a revised Recommended Design Alternative.

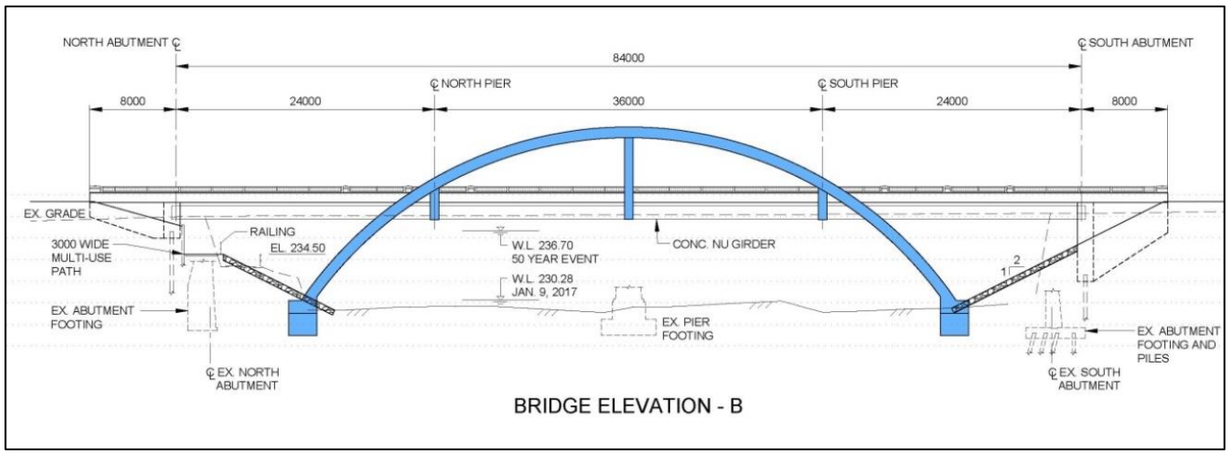


Figure ES.4: Alternative 5 (Through Arch)

Evaluation of the alternatives resulted in **Alternative 5: Through Arch** being selected as the Preferred Design Concept. Details of this alternative are described below.

7. Project Details

The proposed bridge consists of a single span steel Through Arch structure with a 76 m arch span and 94 m overall length of the deck structure. A Through Arch is positioned on each side of the deck, with each end founded on a concrete cap and pile system. Located on the river banks, the tops of the concrete caps will extend above the normal water level of the river. Vertical steel members extend from the arch to support transverse steel floor beams. Longitudinal steel stringers are connected to the floor beams and support the 0.225 m thick reinforced concrete deck slab.

The proposed bridge will have the same roadway and bridge centreline profile as the existing. However, the vertical profile will be significantly raised (between the south side of the Horton Street intersection to just south of the Thames Park entrance) to provide clearance for the 100 year flood level. Reconstruction of the London Hydro and Thames Park entrances is also required to accommodate the change in vertical grades. This will include regrading each entrance and construction of concrete retaining walls for adequate transition to the surrounding grades.

Zero skew is proposed between both sides of the arch structure to reduce the high complexity and cost of fabricating a skewed framing system. However, a skew of 19.7 degrees is proposed for the ends of the bridge to reduce conflicts with buried obstructions and reduce the overall deck area. The skew angle may be modified during Detailed Design to optimize the structural

arrangement. The concrete abutments at each end of the bridge are supported on piled foundations.

The concrete deck width of 16.7 m provides sufficient space for two 3.5 m through lanes (one northbound and one southbound) and a 1.5 m bicycle lane on the east (northbound side). There is a 4.0 m wide raised multi-use path on the west side of the deck for pedestrians and bicyclists. On the east side, there is a 2.5 m raised concrete sidewalk. The Through Arch will be located outside of the deck.

A railing height of 1.05 m (for pedestrians) and 1.37 m (for combined pedestrian / cyclist usage) is required for the east and west sides of the bridge respectively. However, a railing height of 1.37 m will be used on both sides of the bridge for aesthetic symmetry. The railing system will conform to a crash tested system, but modified for use with pedestrians and bicycles. A concrete end wall will be placed at each corner for transitioning to the guide rail system.

A temporary modular bridge is proposed across the Thames River on the west side of Ridout Street South for pedestrians and cyclists, as well as support of temporary services for the duration of the construction project (including sanitary sewer and Bell). The temporary bridge will connect the TVP on the north bank to the multi-use pathway (in Thames Park) on the south side. The elevation of the temporary bridge at each end will be at, or slightly above the existing pathway elevations on both sides, with ramps leading to the bridges.

Figures ES.5- ES.6 illustrates the preferred bridge arrangement and cross-section.

Thames Valley Parkway

The existing TVP passes below the north span of bridge, immediately adjacent to the north abutment. The path varies in width, providing a clear width of at least 1.8 m. The following upgrades are proposed:

- Pathway below bridge will be increased to 4 m wide with a 3 m vertical clearance.
- The ramp from the TVP to Ridout Street South will be removed due to the increased vertical profile of the road and associated substandard slope of the path.
- Approximately 6 m east of the bridge, the pathway will transition to the existing path.
- The widened path will extend approximately 65 m to the west of the bridge and transition to the existing pathway. A new northeast ramp will be provided at this location to connect to the new pathway.
- The existing sidewalk situated adjacent to Horton Street will be upgraded to a multi-use path with a 4 m width, extending to Ridout Street South to approximately 100 m west of the bridge where it will join the existing TVP (situated adjacent to Horton Street). This provides connectivity from eastbound cyclists to Ridout Street South.
- A new northeast ramp situated 65 m west of the bridge will be provided to connect to the new multi-use path along Horton Street, effectively connecting westbound bicyclists to Ridout Street South.

See **Figure ES.7: Proposed TVP Connection**.

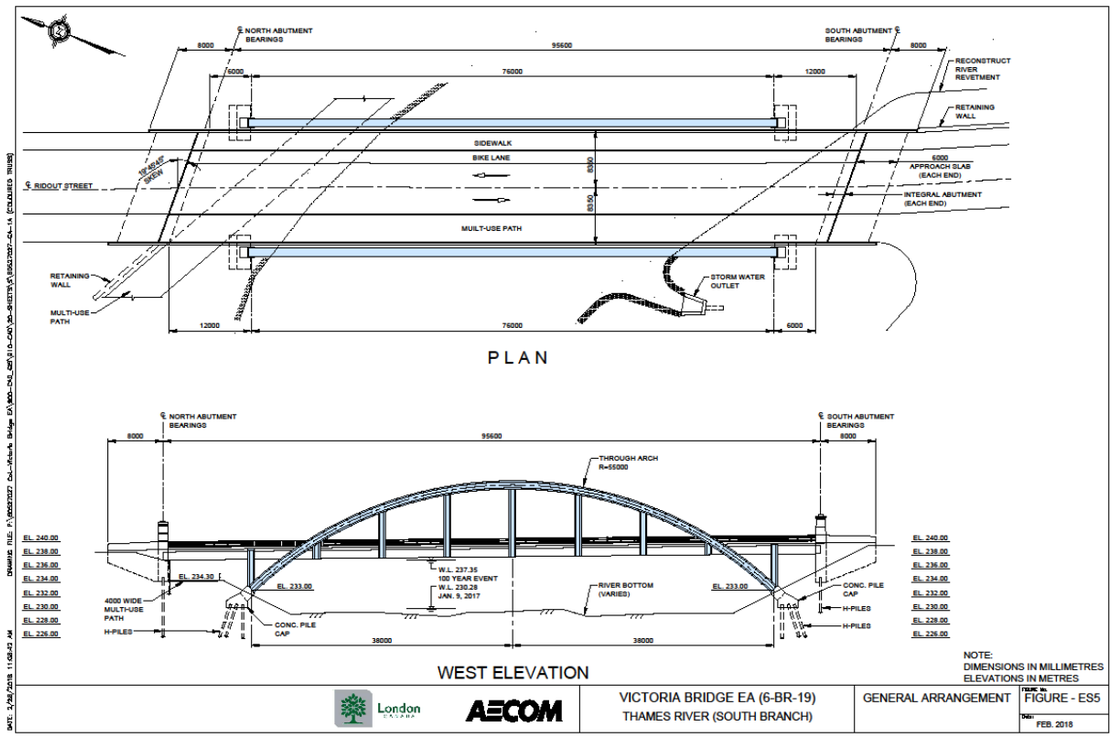


Figure ES.5: Proposed Bridge Arrangement

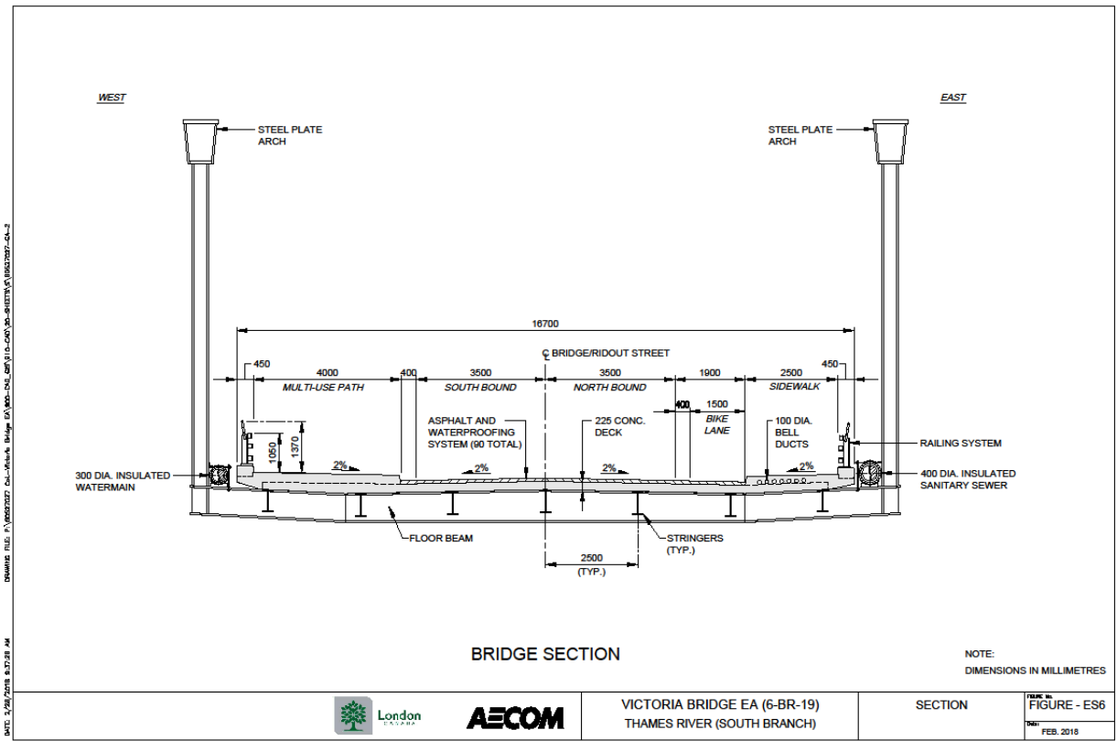


Figure ES.6: Proposed Bridge Cross-Section

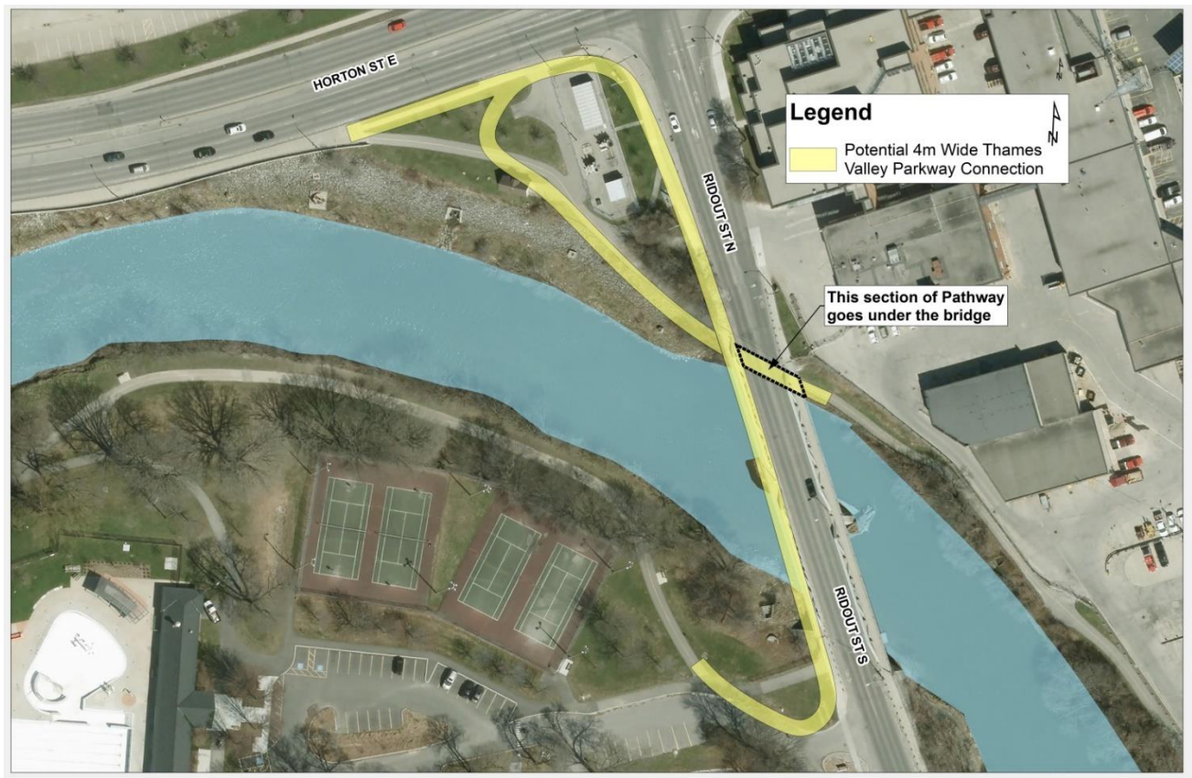


Figure ES.7: Proposed TVP Connection Upgrades

Traffic Management - Vehicular Traffic Detour

- Because of the scale of work required to replace the bridge and limited space, a full road closure will be required on Ridout Street South between Horton Street and the Thames Park entrance. Road closure is expected for a period of up to one year, with the actual road closure defined during Detailed Design.
- Traffic is required to be rerouted to roads capable of carrying the increased volume of traffic. Vehicular traffic will be directed to Wharncliffe Road to the west and Wellington Road to the east for one full construction season. See **Figure ES.8**.
- Temporary traffic calming measures will be incorporated during construction on local streets to reduce traffic cut through.

Traffic Management - Active Transportation Detour

- The impact of construction on active transportation will vary throughout the duration of construction.
- Temporary closure of TVP below the bridge on the north bank of the Thames River (from Richmond Street to Horton Street) is required for the duration of construction.
- A temporary modular bridge will provide access for pedestrians and cyclists across the river during construction.
- Way-finding signage will be incorporated at various locations to direct pathway users to the temporary bridge crossing.

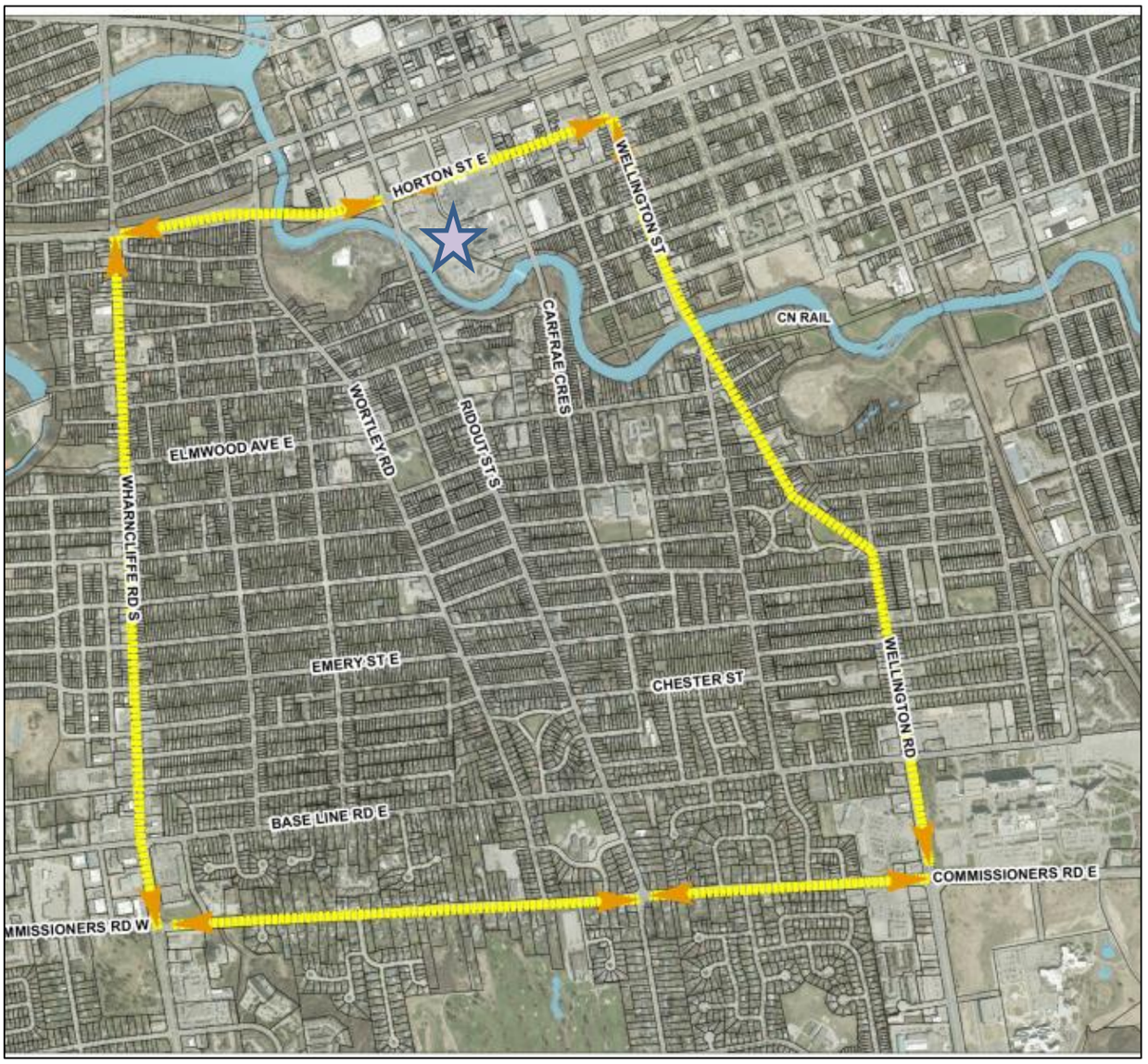


Figure ES.8: Proposed Detour Plan

Environmental Considerations

Testing of groundwater samples indicated that MOECC standards were exceeded for benzene and petroleum hydrocarbons. Excavation dewatering will be required during construction and measures required to treat the water prior to discharge. Measures will be considered during Detailed Design to prevent mobilization of the potential coal tar plume or potentially impacted groundwater into the excavation. Excavation of soil materials at the north side of the bridge will also be disposed of at a licensed facility. No impacts to the coal tar/groundwater collection system at the northwest quadrant of the bridge are anticipated.

Potential habitat for 13 Species at Risk was identified within the study area. Further consultation during Detailed Design is required to determine specific field investigations and permitting. A detailed Species at Risk and Wildlife Handling Protocol will be developed prior to construction.

The Thames River is classified as a warmwater regime. Accordingly, no in-water work is permitted between March 15 and June 26 of the same year. Removal of the bridge structure and vegetation can occur between the months of September to April, which is outside of the typical breeding bird period (April 1 to August 31) within Southern Ontario to avoid contravening the Migratory Birds Act.

Remaining Approvals

- During Detailed Design and prior to the start of construction, all necessary approvals and permits will be obtained. Permitting and approvals may be required from UTRCA, MOECC, MNRF, London Hydro, Bell, and the City of London.

Implementation Schedule

The proposed schedule for Detailed Design and construction of the new bridge is to be determined and will be based on available funding as well as coordination of other City of London infrastructure projects. A preliminary schedule is as follows:

- Detailed Design: 2019 to 2020.
- Tendering and contract award: Fall 2021.
- Construction: 2022.

It is anticipated that some Bell work may be completed in advance of this schedule with some work initiated in Fall 2021.

Estimated Capital Costs

The project cost estimate is $14.14M. The project estimate includes:

- Roadwork.
- Sidewalk and multi-use path.
- Street lighting.
- Utility relocations (as required).
- Temporary work (including modular bridge, site access/staging and relocation of sanitary sewer and Bell infrastructure).
- Allowance for construction adjustments and contingency.

Table 7.1: Estimated Capital Costs

Item	Cost Estimate
Part A - Road Work	$1,405,000
Part B – Utility Work	$ 728,000
Part C – Environmental Work	$ 350,000
Part D – Temporary Work	$1,150,000
Part E – Bridge Work	$6,873,000
Part F – Miscellaneous	$ 203,000
Sub total	**$10,710,000**
Preliminary Estimating Contingency (10%)	$1,071,000
Construction Contingency (10%)	$1,071,000
Engineering (12%)	$1,286,000
Total Estimated Budget Cost	**$14,140,000**

8. Potential Impacts and Recommended Mitigation Measures

Impacts related to construction of the recommended design concept will largely be limited to the duration and location of construction in addition to the loss of a heritage bridge. Based on the recommended preferred solution and proposed construction techniques, construction is expected to have temporary environmental impacts.

As the project moves into the design and construction phases, the construction team will ensure the following:

Natural Environment:

- All regulatory requirements to protect the environment are followed.

- A tree protection and replanting plan is prepared.
- SAR protocols and permitting will be followed.
- Construction occurs outside of the breeding bird window.
- Necessary erosion control measures are implemented.
- Treat effluent water from dewatered excavation, as required.
- Remove and dispose of contaminated fill material from excavations to a designated landfill.

Social Environment:

- A traffic management plan is prepared to minimize disruption during construction.
- Access to existing properties will be maintained during and after construction.
- Infrastructure will be implemented to support healthy lifestyle activities (walking, cycling).

Cultural Heritage and Archaeology:

- Although the Cultural Heritage Evaluation Report indicated the Victoria Bridge has cultural significance, it is not formally recognized/designated under the Ontario Heritage Act or the City of London. Replacement of the bridge will have a significant cultural heritage impact. However, there is an opportunity to provide sympathetic design to convey some historic attributes of the original bridge or era, while connecting with the historic context of the adjacent Heritage Conservation District.
- The feasibility of salvaging and reusing various historic elements of the existing bridge will be further investigated during Detailed Design.
- Documentation and photography of the existing bridge will be undertaken during removals, with methodology to be reviewed during Detailed Design.
- The opportunity for cultural heritage interpretive signage of Victoria Bridge on the TVP will be further explored during Detailed Design.
- Little or no impact is anticipated to existing archaeological resources. However, a Stage 2 archaeological assessment will be undertaken as part of Detailed Design, if necessary. An invitation will be extended to Chippewa of the Thames First Nation to act as observers if a Stage 2 assessment is conducted.

9. Consultation

As part of the Municipal Class EA planning process, several steps were undertaken to inform stakeholders, study area residents, businesses, review agencies and Indigenous communities about the project, and to solicit comments at key stages of the study process. Consultation methods included:

- Publication of newspaper notices for all project milestones, including Notices of Study Commencement, Public Information Centres (PICs), and Study Completion.
- Placement of notices and other materials on the City's website.
- Direct mailing of project milestone notices to stakeholders, study area residents, businesses, review agencies and Indigenous communities.
- Two PICs to engage and obtain input from the public, review agencies, and stakeholders.
- Individual meetings with review agencies and stakeholders as required or as opportunities arose.
- Consultation with Indigenous communities as per the Ministry of Tourism, Culture and Sport and the City of London consultation protocol.

10.Summary

This Municipal Class EA has fulfilled the requirements for a Schedule 'C' project under the MEA Municipal Class EA document. The Municipal Class EA planning process requires an initial

review and analysis for a project of this type, and this review and analysis has not identified any significant impacts that cannot be addressed by incorporating the recommended mitigation measures during construction.

Consultation requirements of the Municipal Class EA have been fulfilled through two PICs, agency consultation, Indigenous consultation, and the submission of the Environmental Study Report for a 30-day review period.

Victoria Bridge
Municipal Class EA
Civic Works Committee

John Pucchio, P. Eng., Project Manager

June 19 2018

AECOM

Introduction

- Existing Conditions
- Municipal Class EA
- Proposed Bridge
- Proposed Road Reconstruction
  Proposed Improvements
- Construction Details
- Detour Plan
- Next Steps

Existing Conditions

Victoria Bridge

- The bridge is a seven panel modified Warren steel-pony truss bridge with an exposed concrete deck.
- The two-span structure was built in 1926 as the fourth crossing of the Thames River.
- Portions of the north abutment and pier date back to 1875.
- The bridge supports Bell cables, a sanitary sewer and watermain.

Active Transportation

- Currently there are shared bike facilities (sharrows) along the bridge as part of the bike lanes running north-south along Ridout Street. Important connection for commuter trips between residential areas and downtown.
- The bridge is a connection between on–road network and the Thames Valley Parkway system.
- The transition from pathway to bridge is narrow.
- The vertical clearance between the bridge and the pathway does not meet acceptable standards.

Existing Conditions

Structural Assessment – Rehabilitation (2016)

- A structural analysis was undertaken to determine the feasibility of accommodating a wider sidewalk on the bridge for cyclists.
- The structural analysis determined there is sufficient load capacity to accommodate a wider sidewalk and rehabilitation of the bridge was feasible.
- Removal of the existing sidewalk and railing system would be required to accommodate a maximum 3m wide cantilevered sidewalk.
- Structural deficiencies include the deck, barrier systems, steel components, bottom chords, steel roller bearings, piers and abutments, etc.
- Utilizing the existing north abutment and pier (1875) will not extent the service life of the overall structure.

Existing Conditions

Cultural Heritage (2016)

- A Cultural Heritage Evaluation Report (CHER) identified the Victoria Bridge as having significant cultural heritage value or interest under Ontario Regulation 9/06.
- The bridge is not currently designated or listed on the City's Inventory of Heritage Resources or other provincial/federal registries or inventories.
- The CHER recommended conserving the cultural heritage of the bridge either by bridge rehabilitation with sympathetic modifications or other forms of heritage conservation.

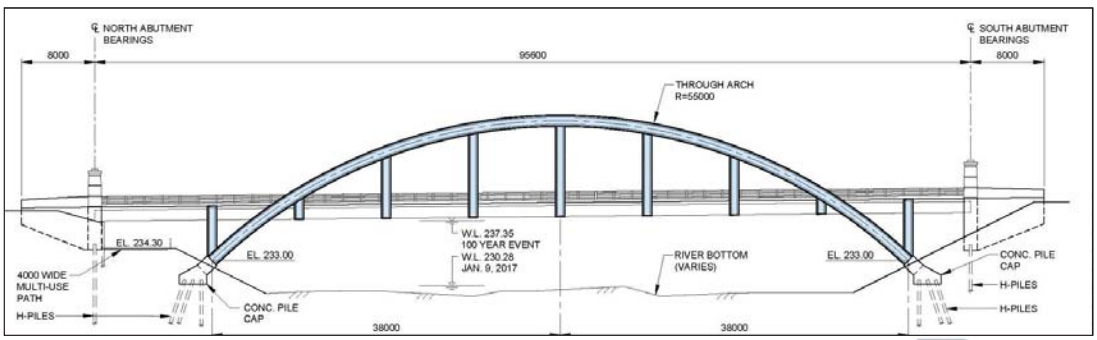
Municipal Class Environmental Assessment

Phase 2 Evaluate Rehabilitation or Replacements Options

- Alternatives evaluated based on selected criteria that included impacts on social, economic, natural, and cultural environment, as well as technical viability.
- A number of alternatives were considered for replacement and rehabilitation. Options also considered alternative bridge alignment.
- Bridge Replacement was selected as the Preferred Alternative.

Phase 3: Preferred Bridge Design

- Alternatives evaluated concrete girder, steel box girder, concrete box girder and tied arch.
- Following PIC #2, an additional alternative was considered (Through Arch).
- Through Arch was selected as the Preferred Design Concept



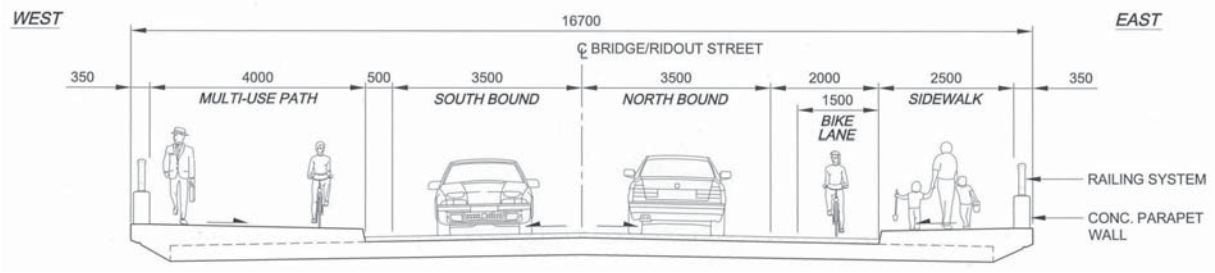
Proposed Bridge

Bridge Structure

- Concrete deck with asphalt wearing surface
- Steel through arch with floor beams and stringers

Bridge Hydraulics

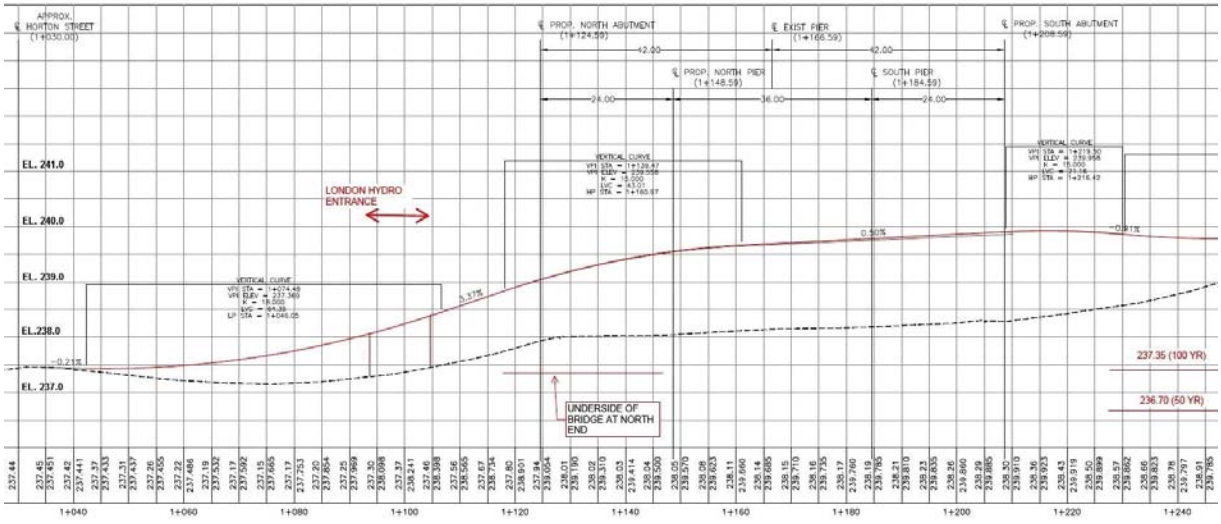
- Vertical road grade increase on Ridout Street (between Horton Street and Ingleside Place) to improve hydraulic grade line and pass 100 year flood



Proposed Road Reconstruction

Ridout Street

- Two (2) lanes - 3.5 m wide
- Vertical road grade increase on Ridout Street (between Horton Street and Ingleside Place)
- Reconstructed entrances to London Hydro and Thames Park



Proposed Improvements

- Existing multi-use path splits east of Horton Street bridge:
  - multi-use path continues along Thames River
  - designated bike lane on Horton Street west of Ridout Street.
- Existing shared bike lane on Ridout Street upgraded to a designated bike lane south of Horton Street to south of Victoria Bridge to join existing designated bike lane.
- Multi-use path improvements to provide acceptable clearance under bridge.
- Improvements to increase vertical profile of Horton Street, London Hydro entrance and Thames Park entrance.

Victoria Bridge
Civic Works Committee

Construction Details

- Install temporary Bridge (for pedestrian use and support of existing utilities) and approaches to bridge.
- Disconnect and relocate existing services (sanitary and Bell only).
- Remove existing bridge structure.
- Construct concrete abutment including piles and piers.
- Install structural steel.
- Construct concrete deck.
- Construct concrete parapet walls and railing system.
- Reconstruct Thames Valley Parkway path below north side of bridge.
- Complete approach work including regrading and entrances.
- Waterproof and asphalt pavement.

Temporary bridge example

Detour Plan

Active Transportation Detour

- Temporary closure of Thames Valley Pathway below the bridge is anticipated for the full duration of construction.
- A temporary bridge will provide access for pedestrians and cyclists across the river during construction.

Vehicular Traffic Detour

- Because of the scale of work required to replace the bridge and limited space, it is expected that a full road closure will be required on Ridout Street between Horton Street and Thames Park entrance.
- Traffic is required to be rerouted to roads capable of carrying the increased volume of traffic.
- Vehicular traffic will be directed to Wharncliffe Road to the west and Wellington Road to the east for one full construction season.
- Traffic management will be further refined during detailed design. Impacts to adjacent roads may also be monitored and addressed.
- Driveway access will be maintained during construction.

Next Steps

- City Council (June 26)
- 30 Day Public Review of the Environmental Study Report and Environment Impact Study (July 5 – August 7)
- Detailed Design (TBD)
- Tender and Construction (TBD)

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions be taken with respect to the Traffic and Parking By-law (PS-113):

a) The proposed by-law, attached as Appendix A BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113);

b) The proposed by-law, attached as Appendix B BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113) in order to implement 'No Stopping Anytime' zones in the vicinity of the London International Airport for Airshow London 2018 from September 7 to September 9, 2018;

c) The proposed by-law, attached as Appendix C BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113) in order remove the 'No Stopping Anytime' zones previously approved for Airshow London 2018 effective September 10, 2018;

d) The proposed by-law, attached as Appendix D BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113) in order to implement an All-Way Stop Control at the intersection of Wonderland Road S and Glanworth Drive; and

e) The proposed by-law, attached as Appendix E BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113) in order to replace the All-Way Stop Control at the intersection of Wonderland Road S and Glanworth Drive with a Two-Way Stop Control on Glanworth Drive at Wonderland Road S. effective October 15, 2018.

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of **Building a Sustainable City** by improving safety, traffic operations and residential parking needs in London's neighbourhoods.

BACKGROUND

The Traffic and Parking By-law (PS-113) requires amendments to address traffic safety, operations and parking concerns. The following amendments are proposed:

1. <u>Airshow London 2018</u>

Staff received a request from the Airshow London 2018 organizers and the Parking Office to implement 'No Stopping Anytime' zones on key streets near the London International Airport during the show. These changes were implemented for the Airshow London 2017 event and determined to be successful by event organizers and Parking Enforcement. The changes are to be in place from September 7th, 2018 to September 9th, 2018. The 'No Stopping Anytime' signs will be removed after September 10th, 2018. The following are the recommended temporary 'No Stopping Anytime' zones:

- Both sides of Creamery Road north from Dundas Street to the north limit of Creamery Road;
- Both sides of Dundas Street from Crumlin Sideroad to the east City limit;
- Both sides of Evelyn Drive from Rebecca Road to the east City limit;
- Both sides of Kostis Avenue from Dundas Street to north limit;
- Both sides of Rebecca Road from Robin's Hill Road to Evelyn Drive; and
- Both sides of Robin's Hill Road from Crumlin Sideroad to Huron Street.

The London Police Services will close Crumlin Sideroad and Robin's Hill Road north of Huron Street during Airshow London 2018.

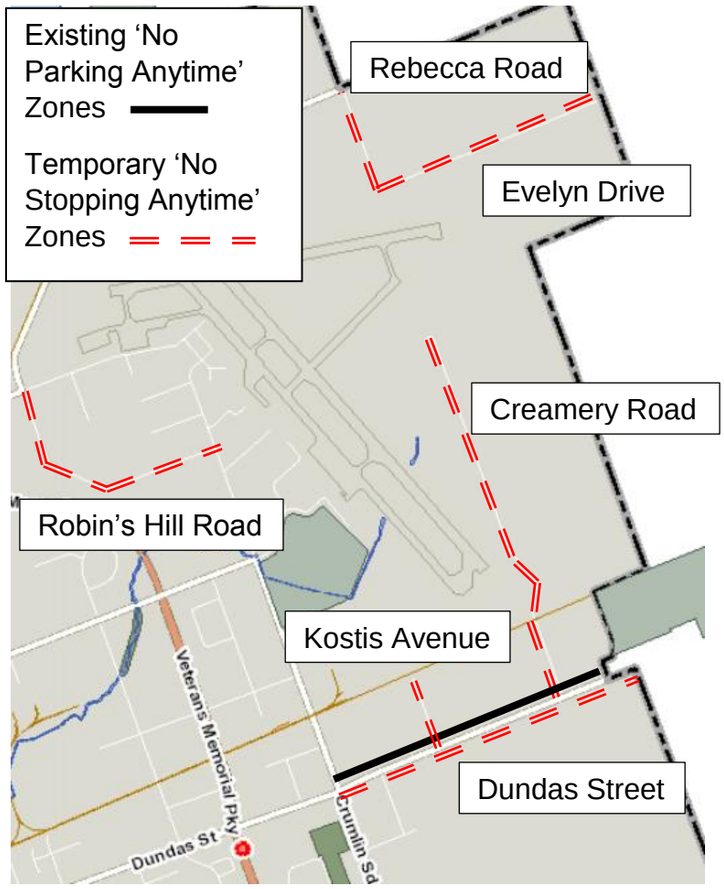


Figure 1: Temporary 'No Stopping Anytime' zones for Airshow London 2018

Amendment are required to Schedule 1 (No Stopping) for the above changes.

2. London Transit

Rerouting of transit off Dundas Street to King Street and Queens Street resulted in changes to the existing London Transit Stop on Ridout Street N between King Street to Dundas Street that were addressed in a previous report. The bus stop on the west side of Ridout Street N immediately south of Dundas Street has been designated as a Transit Only lane. This lane help direct drivers on Dundas Street tuning onto Ridout Street N with positive guidance to the proper lanes. Creation of the Transit Only lane allows for the removal of the 'No Stopping from 7:00 am to 9:30 am and 3:30 pm to 6:30 pm' between Dundas Street and Queens Avenue. This change has the effect of improving the supply of available on-street parking at the west end of the Dundas Place Phase 1 construction project now underway.

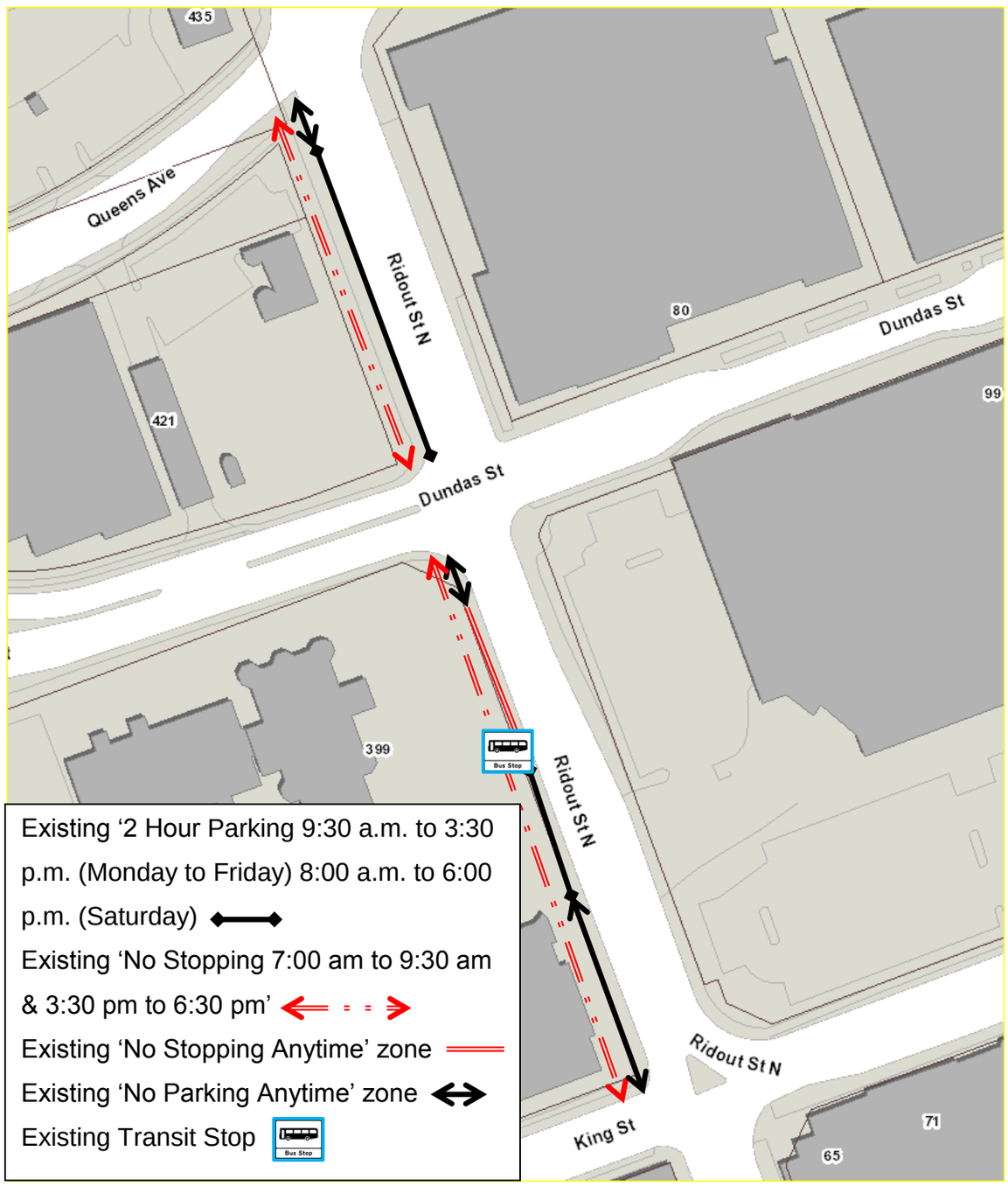


Figure 2: Existing Ridout Street N, King Street to Queens Avenue

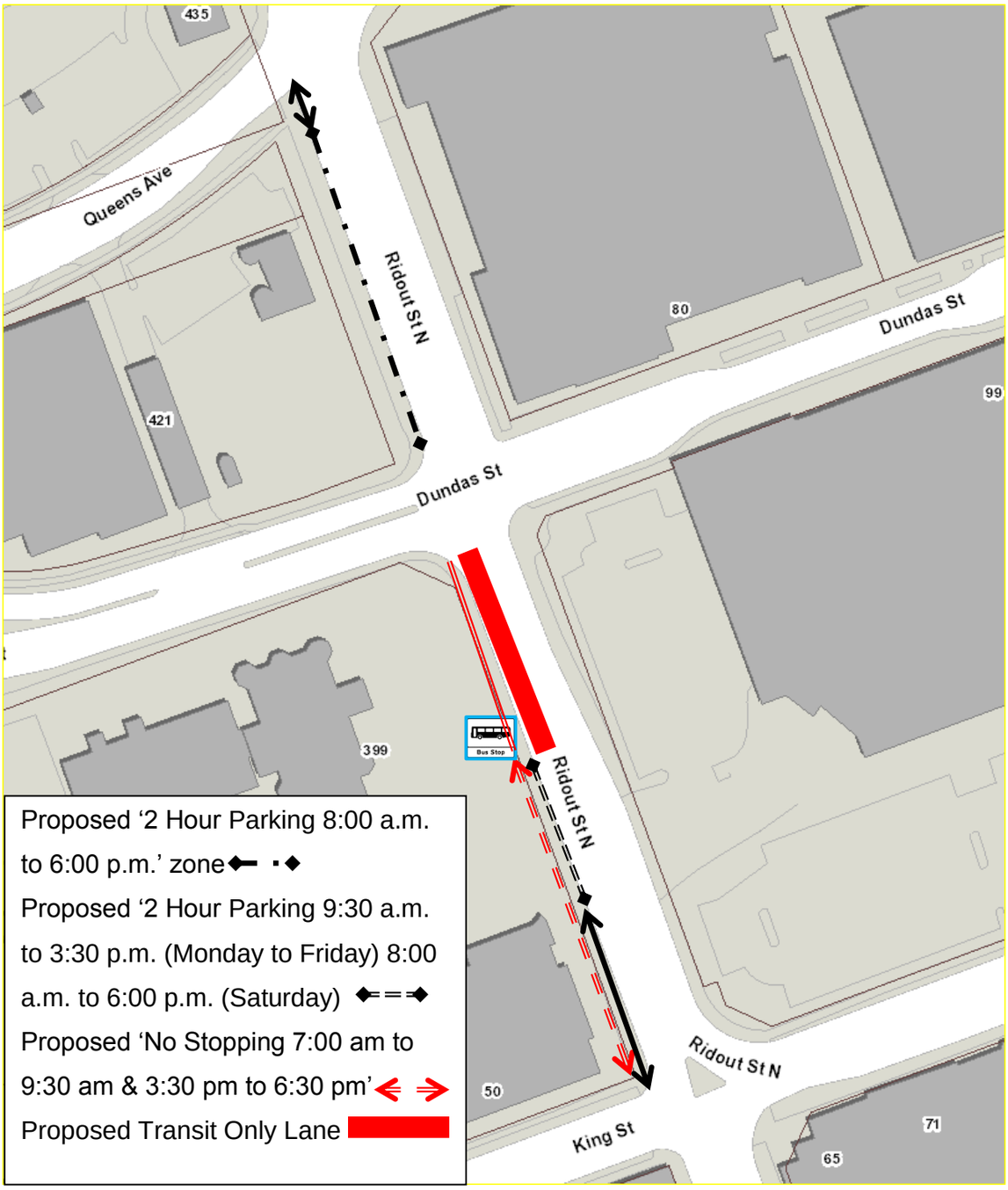


Figure 3: Proposed Ridout Street N, King Street to Queens Avenue

Amendments are required to Schedule 1 (No Stopping), Schedule 9.1 (Reserved Lanes), and Schedule 20 (On-Street 2 Hour Metered Zones) for the above changes.

3. <u>Loading Zones</u>

Staff received a request from the London Music Office to amend some existing Loading Zones and implement additional Loading Zones to improved access for unloading and loading of musical equipment. The following locations changes are proposed:

- South side of Dundas Street from 20 m east of English Street to 32 m east of English Street, replace the Existing 'Loading Zone 8:00 a.m. to 6:00 p.m.' with a 24 hour 'Loading Zone' Monday to Sunday;

- North side of King Street from 20 m east of Richmond Street to 40 m east of Richmond Street 24 hour ‘Loading Zone’ Monday to Sunday limit; and

- West side of Wellington Street from 25 m south of King Street to 40 m south of King Street 24 hour ‘Loading Zone’ Monday to Sunday.

Musician friendly loading zone signs will be installed to highlight that these locations are intended for musicians after 6:00 pm.

Figure 4: Dundas Street

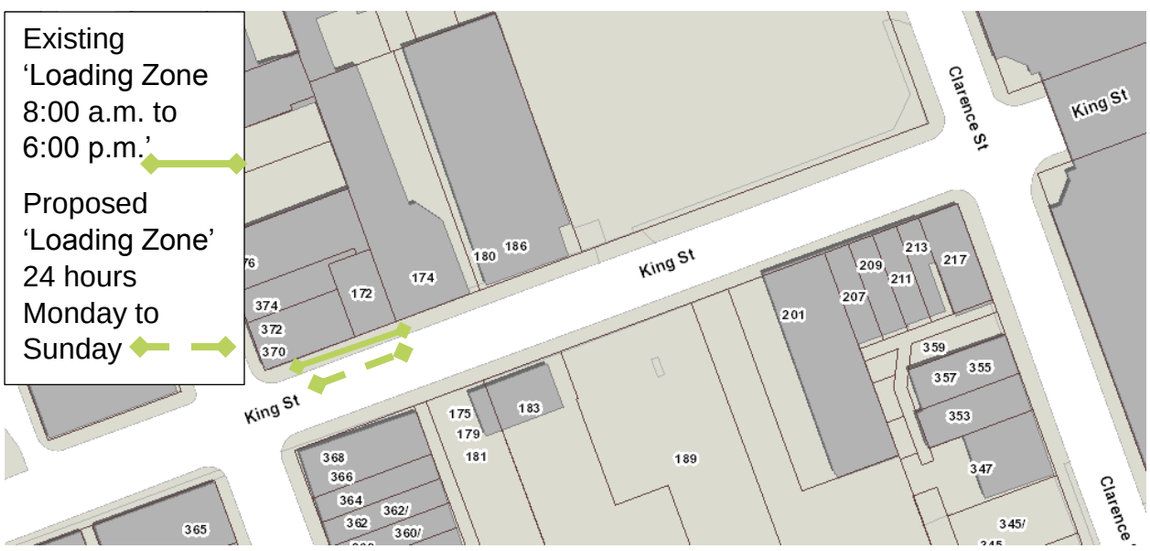


Figure 5: King Street

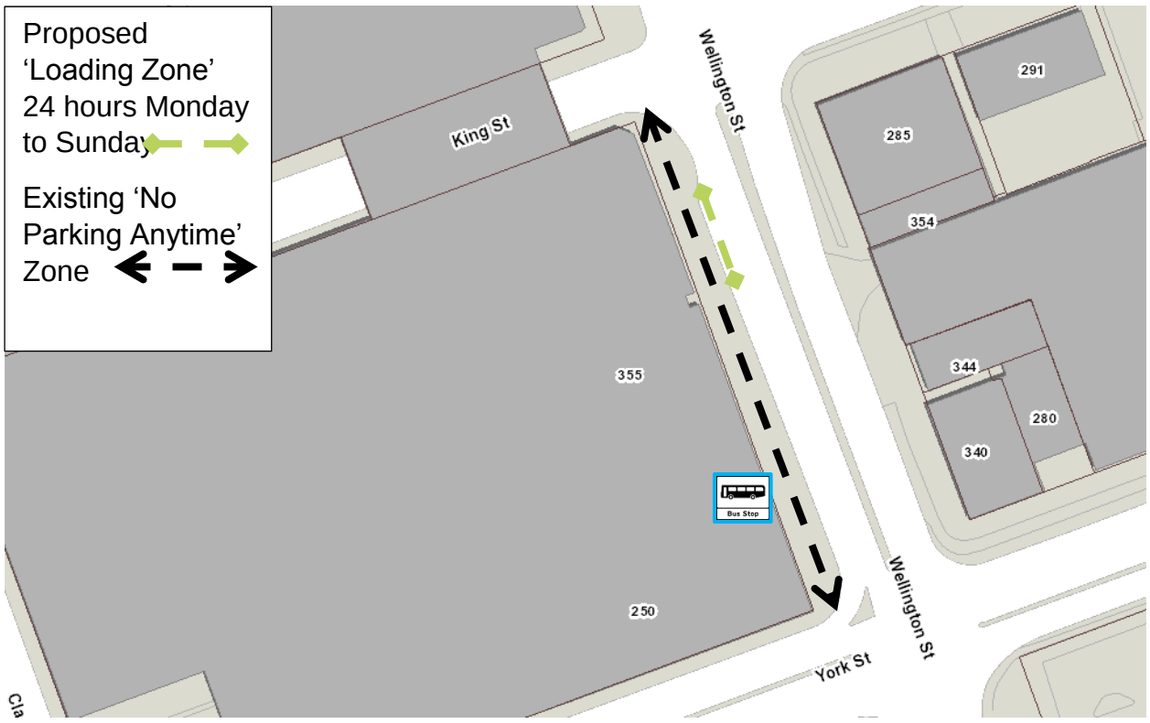


Figure 6: Wellington Street

Amendments are required to Schedule 5 (Prohibited Parking at Loading Zones), for the above changes.

4. Regulatory Signs

a) Due to operational and safety concerns, it is recommended to replace the existing Yield Sign with a Stop Sign on Bourdeau Road at Purcell Drive.

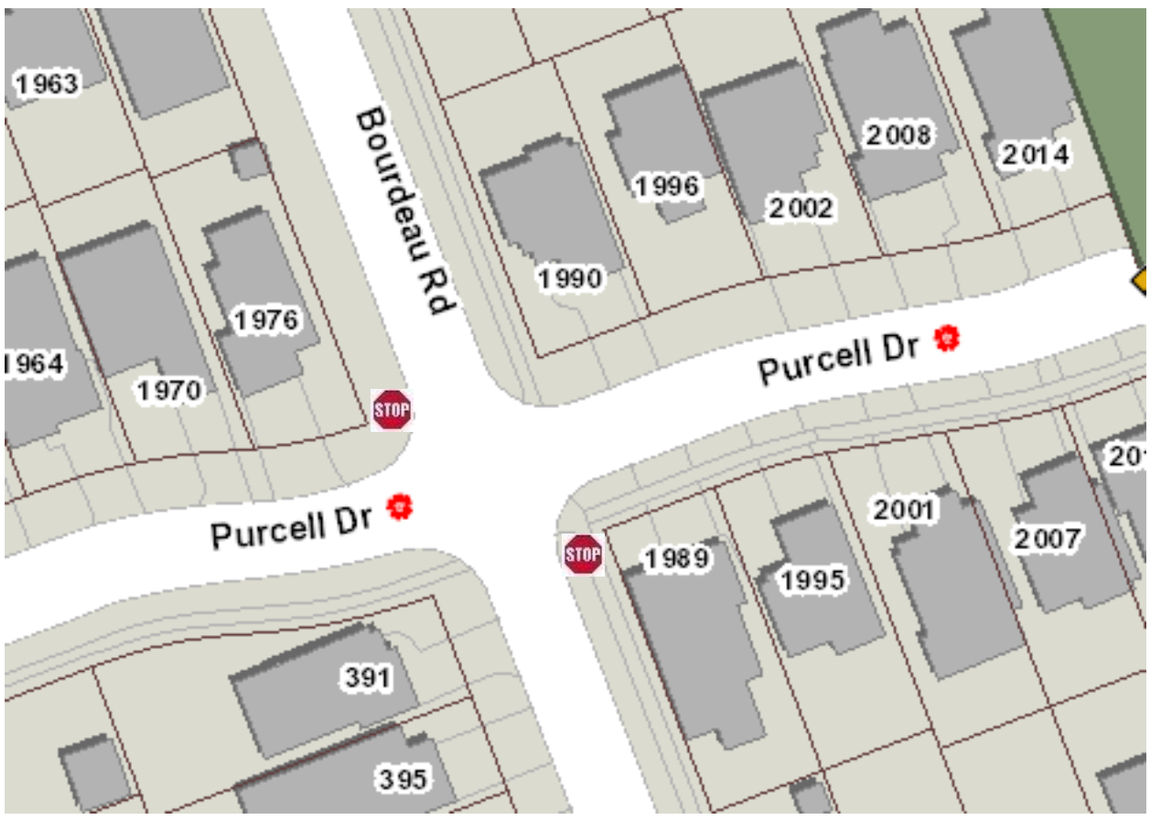


Figure 7: Bourdeau Road at Purcell Drive

b) Due to operational changes and safety concerns, the intersection of Epworth Avenue at Waterloo Street is being converted to an All-way Stop in conjunction with the relocation of the parking lot driveway to opposite Epworth Avenue.

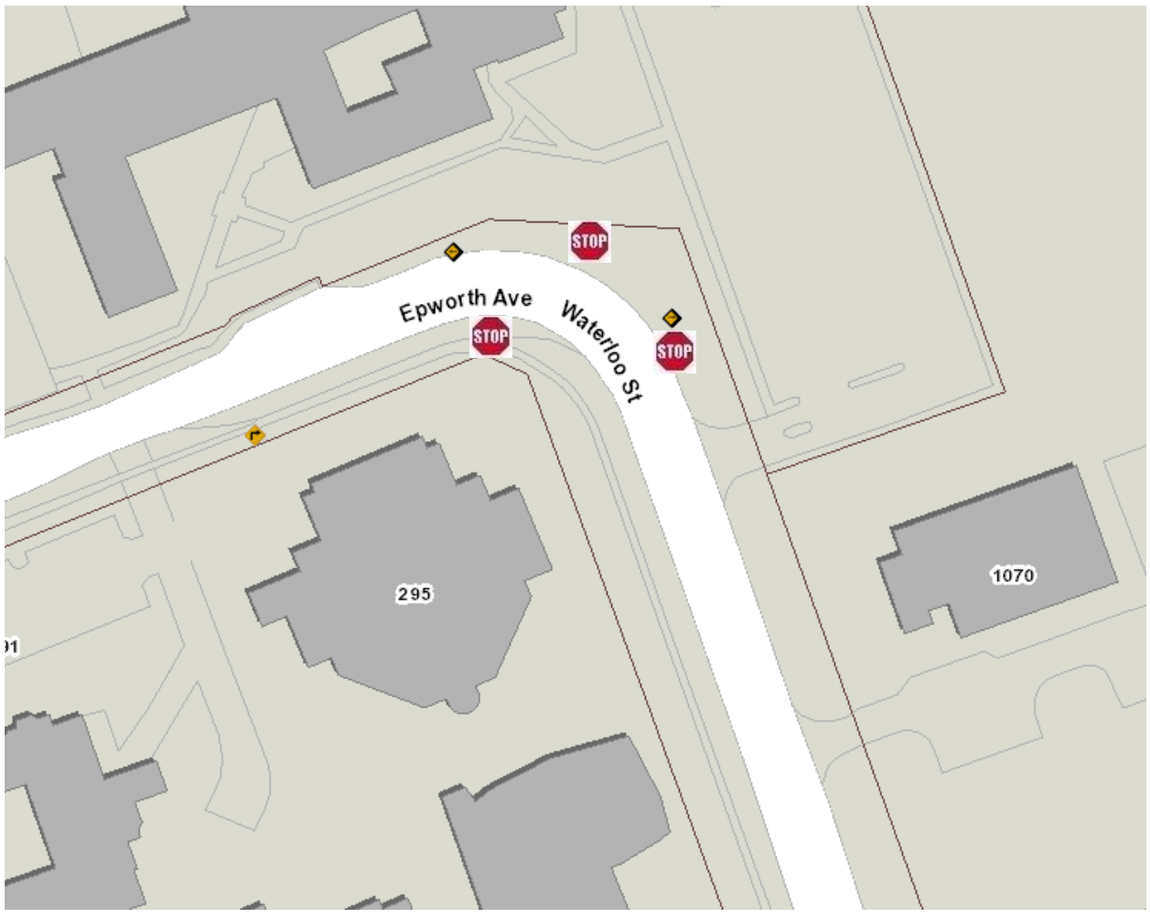


Figure 8: Epworth Avenue at Waterloo Street

c) Due to operational changes associated with the construction of the Highway 401 interchange, the intersection of Wonderland Road S at Glanworth Drive is being converted from a Two-way Stop on Wonderland Road S for northbound and southbound traffic to a Two-way Stop on Glanworth Drive for eastbound and westbound traffic.

Wonderland Road S between Harry White Drive to Manning Drive which includes Glanworth Drive is currently closed for road reconstruction. When Wonderland Road S is re-opened to traffic all traffic at the Glanworth Drive and Wonderland Road S intersection will be required to stop for a minimum of 45 days ending October 15th, 2018. After October 15th, 2018 stop signs will be removed from Wonderland Road S; therefore, only traffic on Glanworth Drive will be required to stop. Notification signage of the new traffic control will remain in place until at least November 29th, 2018.

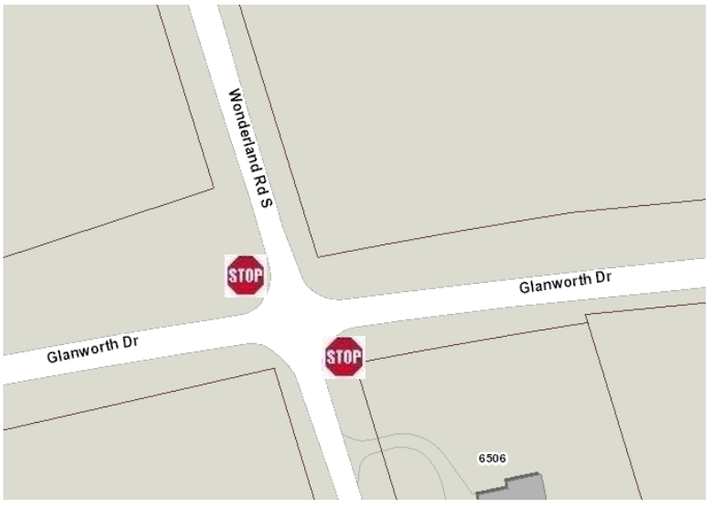


Figure 9: Existing Wonderland Road S at Glanworth Drive Two-Way Stop Control

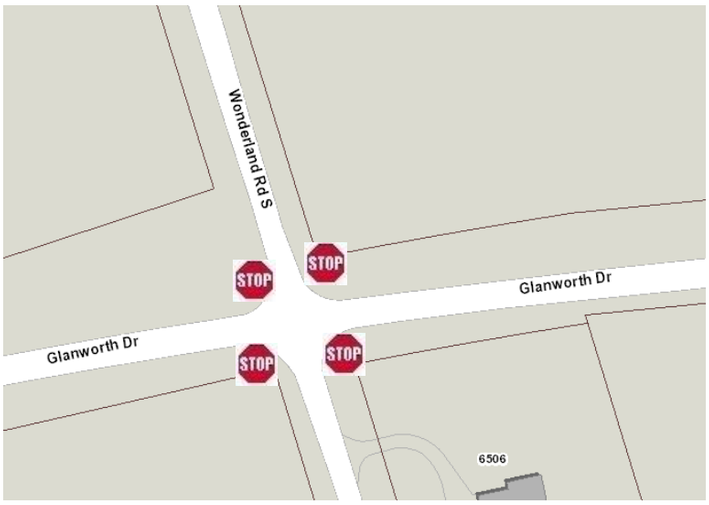


Figure 10: Proposed Wonderland Road S at Glanworth Drive All-Way Stop Control

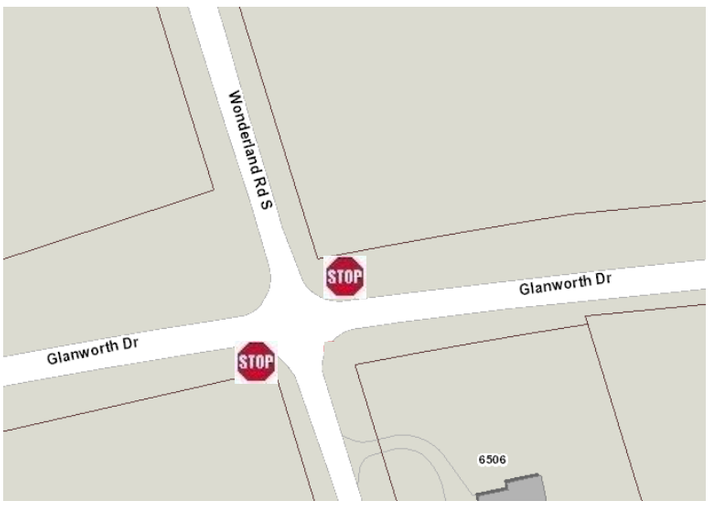


Figure 11: Proposed Glanworth Drive at Wonderland Road S Two-Way Stop Control

An amendment is required to Schedule 10 (Stop Signs), Schedule 11 (Yield Signs) and Schedule 13 (Through Highways) for the above changes.

5. Railway Crossings

Effective January 1st, 2020 new railway safety regulations come into effect. Municipalities have until then to bring railway crossings into compliance with the new regulations. A recent review conducted by Transport Canada identified two railway crossings without gates (Manning Drive and Brady Drive) that will require stop controls due to railway sightline issues. It is also recommended that the existing yield control on Brady Drive at Bradish Road be changed to stop control.

Figure 12: Proposed Stop on Brady Drive at Canadian National Railway Crossing and at Bradish Road

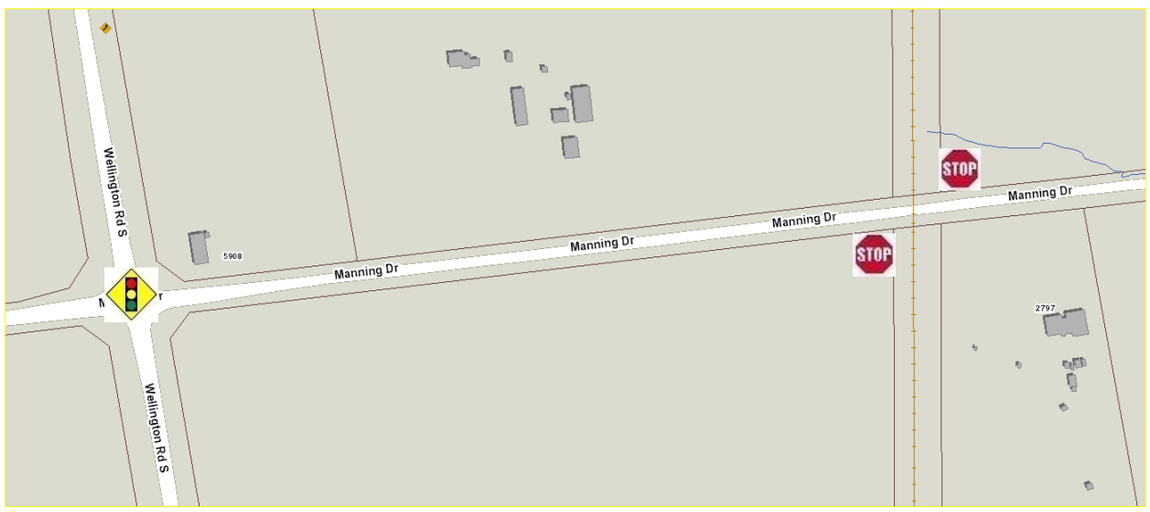


Figure 13: Proposed Stop on Manning Drive at Canadian National Railway Crossing

An amendment is required to Schedule 10 (Stop Signs) for the above changes.

6. Pedestrian Cross Over (PXO)

Pedestrian crossing studies were conducted at the following locations, which concluded PXO's are warranted:

- Adelaide Street S at the north side of the intersection with Osgoode Drive (second intersection);

- Blackacres Boulevard at 53 m north of Yardley Wood Road (north intersection);
- Cedarhollow Boulevard at 70 m south of Guiness Way;
- Commissioners Road W at 70 m west of Stephen Street;
- Edmonton Street at the south side of the intersection with Hilton Avenue;
- Gore Road at the east side of the intersection with Montebello Drive;
- Grenfell Drive at the west side of the intersection with Devos Drive;
- Huron Street at the west side of the intersection with Belfield Street;
- Kains Road at the west side of the intersection with Kains Road;
- Kains Road at the north side of the intersection with Tigerlily Road;
- Kipps Lane at 175 m east of Adelaide Street N;
- McNay Street at the north side of the intersection with Rabb Street;
- Notre Dame Drive at Ensign Drive
- Regal Drive at the north side of the intersection with Melasandra Avenue;
- Riverbend Road at 160 m south of Kains Road;
- Sandford Street at the north side of the intersection with Beckworth Avenue;
- Sherwood Forest Square at 175 m west of Wonderland Road N.;
- Trafalgar Street at the east side of the intersection with Condor Court; and
- Trafalgar Street at 37 m west of Thorne Avenue.

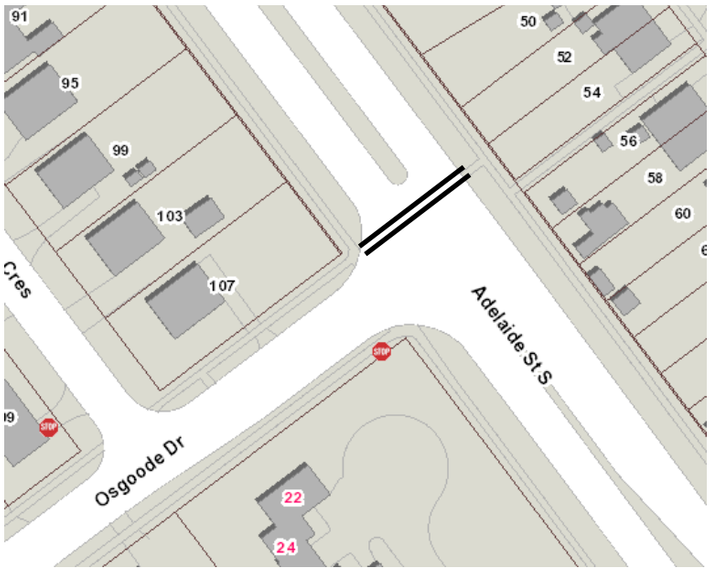


Figure 14: Type B PXO, Adelaide Street S at Osgoode Drive (second intersection)

Figure 15: Type D PXO, Blackacres Boulevard at Yardley Woods

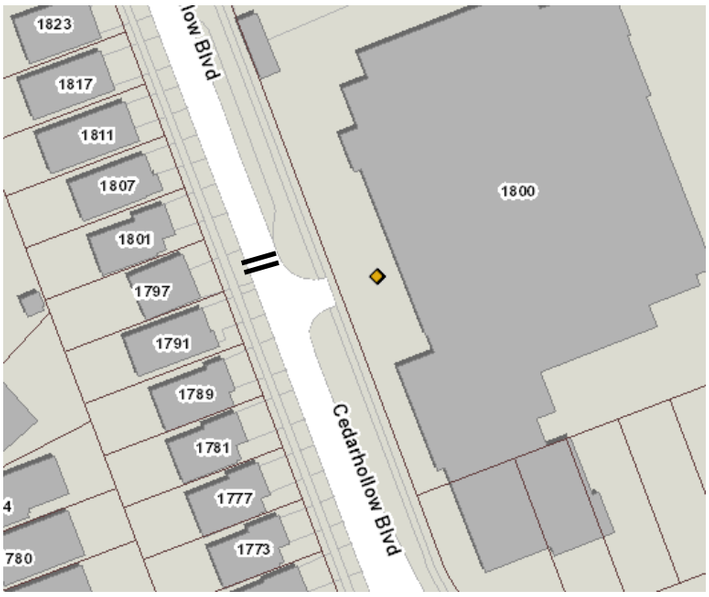


Figure 16: Type D PXO, Cedarhollow Boulevard

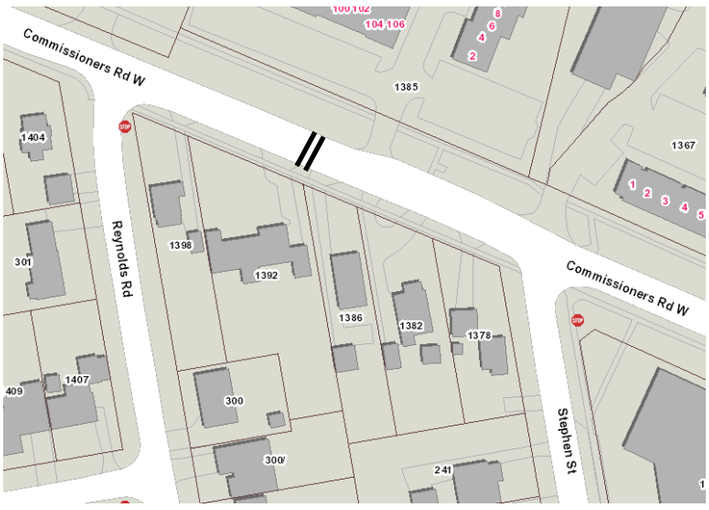


Figure 17: Type B PXO, Commissioners Road W

Figure 18: Type D PXO, Edmonton Street at Hilton Avenue

Figure 19: Type B PXO, Gore Road at Montebello Drive

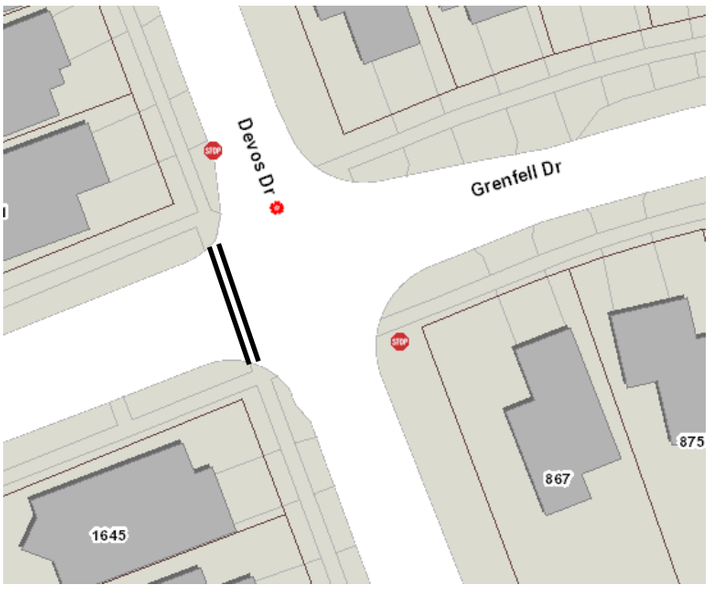


Figure 20: Type D PXO, Grenfell Drive at Devos Drive

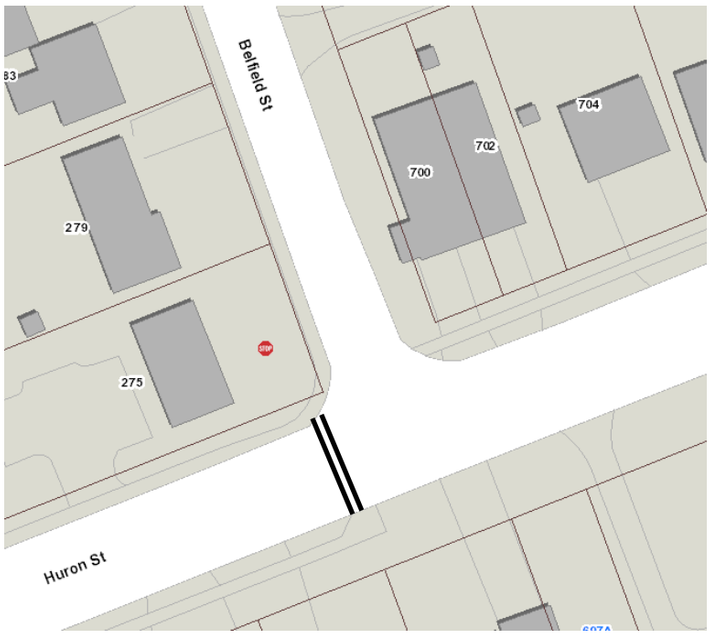


Figure 21: Type B PXO, Huron Street at Belfield Street

Figure 22: Type D PXO, Kains Road at Riverbend Road

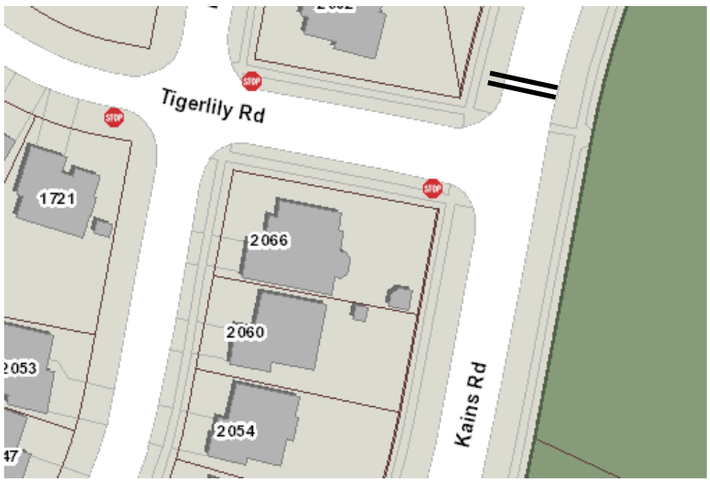


Figure 23: Type D PXO, Kains Road at Tigerlily Road

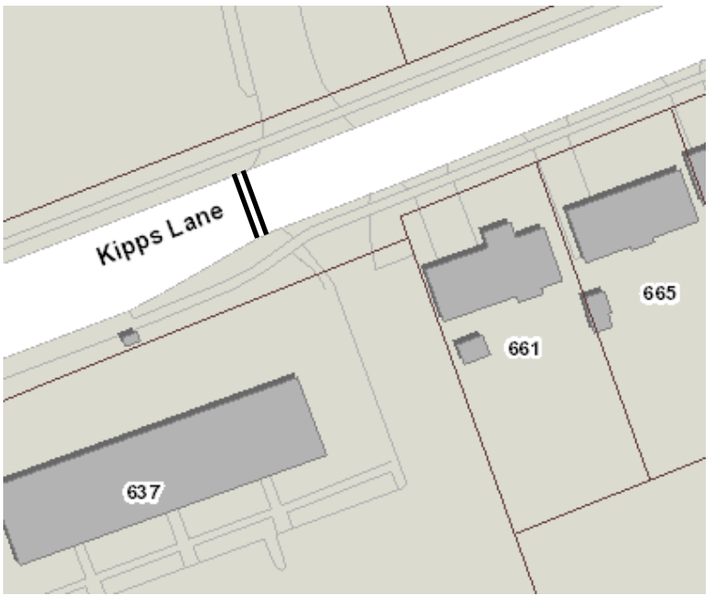


Figure 24: Type C PXO, Kipps Lane at 175 m east of Adelaide Street N

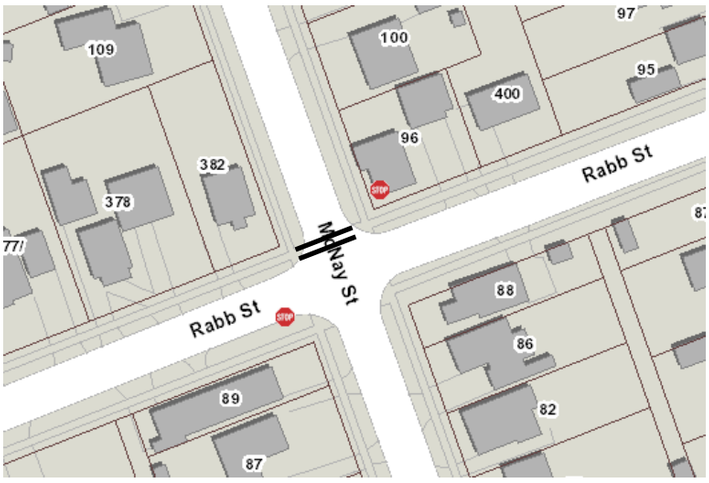


Figure 25: Type D PXO, McNay Street at Rabb Street

Figure 26: Type D PXO, Notre Dame Drive at Ensign Drive

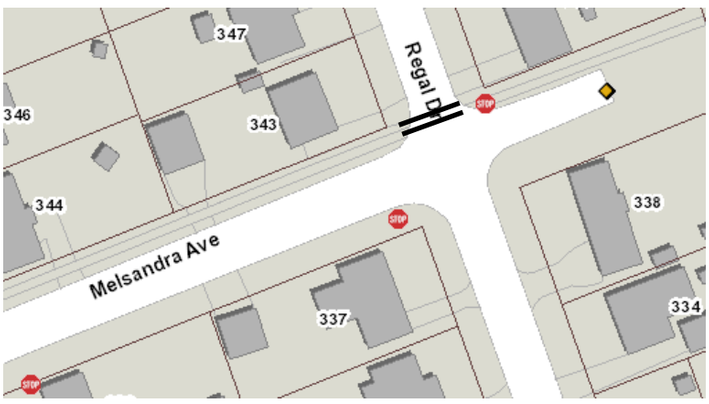


Figure 27: Type D PXO, Regal Drive at Melsandra Avenue

Figure 28: Type D PXO, Riverbend Road at 160 m south of Kains Road

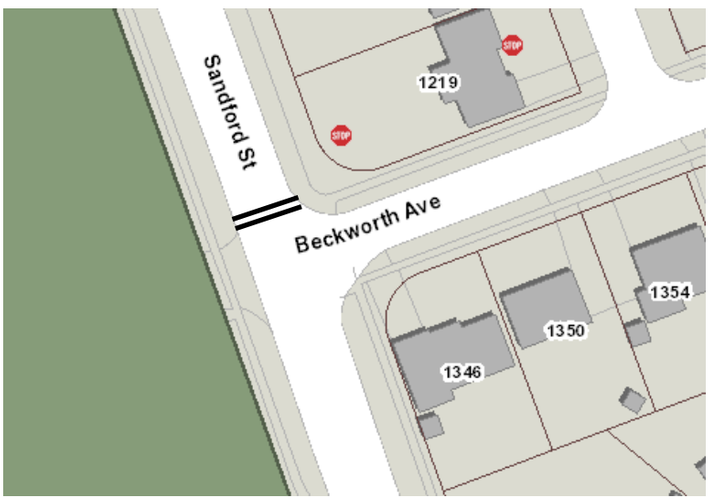


Figure 29: Type B PXO, Sandford Street @ Beckworth Avenue

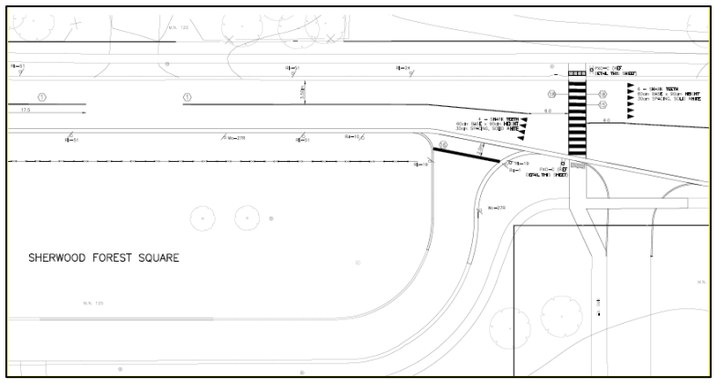


Figure 30: Type C PXO, Sherwood Forest Square

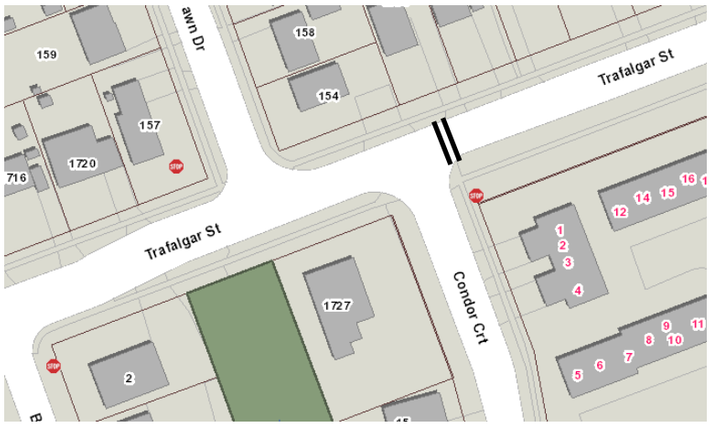


Figure 31: Type B PXO, Trafalgar Street at Condor Court

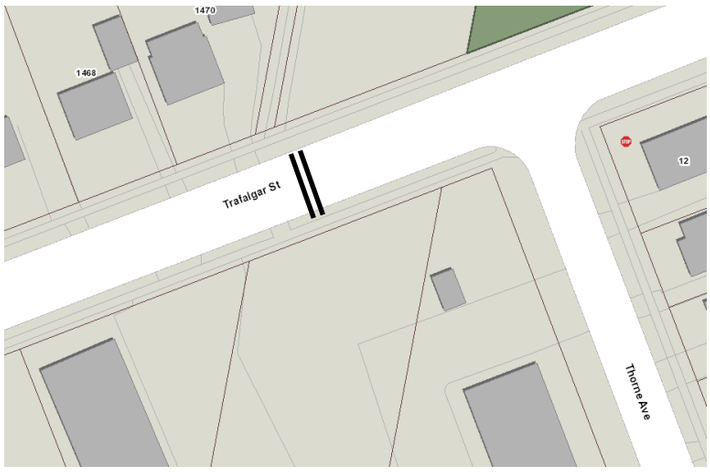


Figure 32: Type B PXO, Trafalgar Street at 37 m west of Thorne Avenue

Amendments are required to Schedule 13.1 (Pedestrian Crossover) for the above changes.

This report was prepared by Doug Bolton and Shane Maguire of the Roadway Lighting & Traffic Control Division.

PREPARED BY:	REVIEWED & CONCURRED BY:
SHANE MAGUIRE, P. ENG. **DIVISION MANAGER,** **ROADWAY LIGHTING & TRAFFIC CONTROL**	**EDWARD SOLDO, P.ENG.** **DIRECTOR, ROADS AND TRANSPORTATION**

RECOMMENDED BY:
KELLY SCHERR, P.ENG., MBA, FEC **MANAGING DIRECTOR,** **ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**

Y:\Shared\Administration\COMMITTEE REPORTS\PS-113 Amendments\2018\2018-06-19\CWC June 19 2018 Council June 26 2018 (TRAFFIC PARKING BY-LAW AMENDMENTS) Ver. 3.docx

June 6, 2018/sm

Attach: Appendix A: Proposed Traffic & Parking By-Law Amendments
Appendices B & C: Proposed Traffic & Parking By-Law Amendments (Airshow London 2018)
Appendices D & E: Proposed Traffic & Parking By-Law Amendments (Glanworth Drive and Wonderland Road S)

cc. City Solicitor's Office
Parking Office

APPENDIX A

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. <u>No Stopping</u>

Schedule 1 (No Stopping) of the By-law PS-113 is hereby amended by **deleting** the following rows:

Ridout Street N	West	Queens Avenue	A point 69 m north of King St	7:00 am to 9:30 am & 3:30 pm to 6:30 pm

Schedule 1 (No Stopping) of the By-law PS-113 is hereby amended by **adding** the following rows:

Ridout Street N	West	A point 55 m south of Dundas Street	Dundas Street	7:00 a.m. to 9:30 a.m. & 3:30 p.m. to 6:30 p.m.

2. <u>Loading Zones</u>

Schedule 5 (Loading Zones) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Dundas Street	South	A point 20 m east of English Street to a point 32 m east of English Street	8:00 a.m. to 6:00 p.m.
King Street	North	From a point 18 m east of Richmond Street to a point 30 m east of said street	8:00 a.m. to 6:00 p.m.

Schedule 5 (Loading Zones) of the PS-113 By-law is hereby amended by **adding** the following rows:

Dundas Street	South	A point 20 m east of English Street to a point 32 m east of English Street	Monday to Sunday
King Street	North	A point 18 m east of Richmond Street to a point 30 m east of Richmond Street	Monday to Sunday
Wellington Street	West	A point 25 m south of King Street to a point 40 m south of King Street	Monday to Sunday

3. <u>Reserved Lanes</u>

Schedule 9.1 (Reserved Lanes) of the PS-113 By-law is hereby amended by **adding** the following rows:

Ridout Street N	A point 55m south of Dundas Street to Dundas Street	1st lane from west	Anytime	Southbound	Transit

4. <u>Stop Sign Locations</u>

Schedule 10 (Stop Signs) of the PS-111 By-law is hereby amended by **deleting** the following:

In addition to the provisions of the *Highway Traffic Act* requiring stop signs at intersections on through streets, stop signs shall also be installed facing the traffic proceeding in the directions indicated in Column 1 of Schedule 10 of this by-law, on the streets set out in Column 2 thereof, at the intersecting streets set out in Column 3 thereof.

Schedule 10 (Stop Signs) of the PS-111 By-law is hereby amended by **adding** the following:

In addition to the provisions of the *Highway Traffic Act* requiring stop signs at intersections on through streets, stop signs shall also be installed facing the traffic proceeding in the directions indicated in Column 1 of Schedule 10 of this by-law, on the streets set out in Column 2 thereof, at the intersecting streets or railway crossings set out in Column 3 thereof.

Schedule 10 (Stop Signs) of the PS-111 By-law is hereby amended by **adding** the following rows:

Eastbound & Westbound	Brady Drive	Canadian National Railway, Mile 10.12 Talbot Spur, Dundas Subdivision
Northbound & Southbound	Bourdeau Road	Purcell Drive
Eastbound & Westbound	Epworth Avenue	Waterloo Street
Eastbound & Westbound	Manning Drive	Canadian National Railway Mile 8.47 Talbot Spur, Dundas Subdivision
Northbound	Waterloo Street	Epworth Avenue

5. <u>Yield Sign Locations</u>

Schedule 11 (Yield Signs) of the PS-111 By-law is hereby amended by **deleting** the following rows:

Northbound & Southbound	Bourdeau Road	Purcell Drive

6. <u>Pedestrian Crossovers</u>

Schedule 13.1 (Pedestrian Crossovers) of the PS-113 By-law is hereby amended by **adding** the following rows:

Adelaide Street S	At north side of the intersection with Osgoode Drive (second intersection)
Blackacres Road	A point 53 m north of Yardley Wood Road (north intersection)
Cedarhollow Boulevard	A point 70m south of Guiness Way
Commissioners Road W	A point 70 m west of Stephen Street
Edmonton Street	At the south side of the intersection with Hilton Avenue
Gore Road	At the east side of the intersection with Montebello Drive
Grenfel Drive	At the west side of the intersection with Devos Drive
Huron Street	At the west side of the intersection with Belfield Street
Kains Road	At the west side of the intersection with Kains Road
Kains Road	At the north side of the intersection with Tigerlily Road

Kipps Lane	A point 175 m east of Adelaide Street N
McNay Street	At the north side of the intersection with Rabb Street
Notre Dame Drive	At the north side of the intersection with Ensign Drive
Regal Drive	At the north side of the intersection with Melsandra Avenue
Riverbend Road	At 160 m south of Kains Road
Sandford Street	At the north side of the intersection with Beckworth Avenue
Sherwood Forest Square	A point 175 m west of Wonderland Road N
Trafalgar Street	At the east side of the intersection with Condor Court
Trafalgar Street	At 37 m west of Thorne Avenue

7. <u>2 Hour Metered Zones</u>

Schedule 20 (2 Hour Metered Zones) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Ridout Street N	West	Queens Avenue	King Street	9:00 a.m. to 4:00 p.m. (Monday to Friday) 8:00 a.m. to 6:00 p.m. (Saturday)

Schedule 20 (2 Hour Metered Zones) of the PS-113 By-law is hereby amended by **adding** the following rows:

Ridout Street N	West	Queens Avenue	Dundas Street	8:00 a.m. to 6:00 p.m.
Ridout Street N	West	A point 55 m south of Dundas Street	King Street	9:30 a.m. to 3:30 p.m. (Monday to Friday) 8:00 a.m. to 6:00 p.m. (Saturday)

This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on June 26, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

APPENDIX B

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

To add No Stopping Zones with respect to Airshow London 2018

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. **No Stopping**

   Schedule 1 (No Stopping) of the PS-113 By-law is hereby amended by **adding** the following rows:

Creamery Road	Both	Dundas Street	North limit of Creamery Road	Anytime
Dundas Street	Both	Crumlin Sideroad	East City limit	Anytime
Evelyn Drive	Both	Rebecca Road	East City limit	Anytime
Kostis Avenue	Both	Dundas Street	North limit of Kostis Avenue	Anytime
Rebecca Road	Both	Robin’s Hill Road	Evelyn Drive	Anytime
Robin’s Hill Road	Both	Crumlin Sideroad	Huron Street	Anytime

This by-law comes into force and effect on September 7, 2018.

PASSED in Open Council on June 26, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

APPENDIX C

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS 113)

To remove No Stopping Zones with respect to Airshow London 2018

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. **<u>No Stopping</u>**

   Schedule 1 (No Stopping) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Creamery Road	Both	Dundas Street	North limit of Creamery Road	Anytime
Dundas Street	Both	Crumlin Sideroad	East City limit	Anytime
Evelyn Drive	Both	Rebecca Road	East City limit	Anytime
Kostis Avenue	Both	Dundas Street	North limit of Kostis Avenue	Anytime
Rebecca Road	Both	Robin’s Hill Road	Evelyn Drive	Anytime
Robin’s Hill Road	Both	Crumlin Sideroad	Huron Street	Anytime

This by-law comes into force and effect on September 10, 2018.

PASSED in Open Council on June 26, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

APPENDIX D

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

To convert Wonderland Road S at Glanworth Road from a Two-Way Stop to an All-Way Stop

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. **Through Highways**
   Schedule 13 (Through Highways) of the PS-111 By-law is hereby amended by **deleting** the following row:

Glanworth Drive	Morrison Road except at the intersection thereof with Glanworth Drive	East City Limit

Schedule 13 (Through Highways) of the PS-111 By-law is hereby amended by **adding** the following row:

Glanworth Drive	Morrison Road	East City Limit

This by-law comes into force and effect on July 30, 2018.

PASSED in Open Council on June 26, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

APPENDIX E

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

To convert Wonderland Road S at Glanworth Road from a Two-Way Stop to an All-Way Stop

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. **Through Highways**
   Schedule 13 (Through Highways) of the PS-111 By-law is hereby amended by **deleting** the following row:

Wonderland Road S	Morrison Road except at the intersection thereof with Glanworth Drive	South City Limit

Schedule 13 (Through Highways) of the PS-111 By-law is hereby amended by **adding** the following row:

Wonderland Road S	Morrison Road except at the intersection thereof with Glanworth Drive	South City Limit

This by-law comes into force and effect on October 15, 2018.

PASSED in Open Council on June 26, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**PARKING REGULATION SURVEYS**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following **BE APPROVED**:

a) that Civic Administration **BE DIRECTED** to develop an administrative process for non-safety related parking regulation changes based on the following:

   i. 25% (or greater) of the property owners support a review of the parking regulations on their street; and

   ii. 51% (or greater) of the property owners support the parking regulation change.

b) that Civic Administration **BE DIRECTED** to amended the current Residential Parking Pass Program administrative process to reflect the following:

   i. 25% (or greater) of the property owners support a review of the parking regulations on their street; and

   ii. 51% (or greater) of the property owners support the parking regulation change.

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of **Building a Sustainable City** by improving travel by managing congestion and increasing roadway safety London's neighbourhoods.

CONTEXT

At its March 27th, 2018 meeting, Municipal Council approved the following resolution:

> "that the Managing Director, Environmental and Engineering Services and City Engineer BE REQUESTED to review and report back on the policy governing responses to surveys pertaining to the Traffic and Parking By-law".

Parking regulations on city streets are generally set based on safety needs or if there is support from the abutting residents. City staff may identify safety issues or concerned residents may bring them to the attention of city staff. The necessary parking regulation

changes to address safety issues are recommended to Municipal Council as part of a routine Traffic and Parking By-law Amendment report. The abutting property owners are notified of the pending change. The following report address non-safety related parking regulation change requests.

BACKGROUND

The following outlines the current process regarding non-safety related parking regulation changes:

Current Process for Non-Safety Related Parking Regulation Changes

Step 1

Non-safety related parking issues are usually brought to the city's attention by a concerned resident. City staff will communicate with the requestor to better understand the concern(s) and various options are discussed. City staff initially try to address the concern(s) without changing the parking regulations. This may be achieved through enforcement of existing regulations or through education.

Step 2

If a parking regulation change is requested, then a mail-back survey is prepared explaining the proposed change, why the change is proposed and the possible impact of the change.

Step 3

Property owners are typically provided three weeks to respond to the survey; however, additional time may be provided if the survey was sent out during a holiday period. It should be noted that the results of the survey are not compiled until a minimum of one week after the due date to address any mail delivery delays. Property owners may also provide their response to the survey via email or facsimile; however, only one response is allowed per property.

Step 4

A summary of all survey responses is prepared along with a tally of the results along with an assessment of any comments that were provided. As part of the review, staff look to see that at least 50% of the property owners responded to the survey and that a clear majority of the respondents support the change before a parking regulation change is recommended to Council. For most surveys, a clear majority is a minimum support rate of 60%; however, staff may proceed with a lower support rate depending on the specific circumstances of the survey (e.g. small surveys). A review of the response distribution may be done to see if there are pockets of support/opposition or if they are spread out along the street.

Step 5

A letter is sent to all property owners advising them of the outcome of the survey. If there is support for the parking change, the property owners are advised that the change require Council's approval.

The following is a summary of the parking surveys that were issued in the last three years:

- 129 parking regulation change surveys
- 4,390 survey letters
- Average response rate of 50%
- On average the responses are split 50/50
- 29 (22%) of the surveys had sufficient support to proceed with the parking change
    - For the 29 successful surveys the average support rate was 69%

Other Surveys

Civic Administration undertake other types of surveys to measure the support for initiatives. The following table summarizes a few of these surveys, from least restrictive on the left to the most restrictive on the right and provides a comparison to the current parking survey process:

	Current Parking Surveys	Residential Parking Pass(1)	Traffic Calming(2)	Local Improvement(1,2)
	Least Restrictive ⟷ Most Restrictive			
Response Rate	50%	50%	N/A	N/A
Required Support Rate	60%(3)	67%(3)	51%	67%

Notes:

1. Program requires the surveyed property owners to be partially or fully financially responsible for the delivery of the program.
2. Program requires a significant expenditure by the city.
3. The required support rate is calculated based on the number of responses to the survey.

The current process has worked reasonably for evaluating non-safety related parking regulation changes; however, there are times when property owners are not satisfied with the outcome. Supporters of the parking change may want the support rate to be a simple majority or those opposing the change may suggest a higher support rate is needed.

There are two areas of the current process for non-safety related parking survey process that have resulted in concerns from the public and Municipal Council:

1. Concern has been expressed that the city should not be changing the parking regulations based on the request of one individual. This is supported by the results of the survey since 78% of the surveys do not result in any changes.

    To address this issue it is recommended that an initiation process, similar to the Traffic Calming Program, be implemented for non-safety parking changes. This would require a petition or other means of written support from a least 25% of the

impacted property owners. This would help ensure that there is a desired from the property owners to make a change and it would help reduce the number of unnecessary survey requests.

2. The current process calculates the support rate based on those property owners who responded to the survey. If the percentage of property owners responding to the survey is low then a small number of property owners can have an impact on the remaining property owners (e.g. 50% response rate X 60% support rate = 30% of property owners voting yes).

   To mitigate this concern it is recommended that the support rate for non-safety related parking changes be increased to 51% of all property owners supporting the change. This will ensure that non-safety related parking changes occur only when the majority of property owners support the change.

CONCLUSION

The following is a summary of the recommended changes for non-safety related parking regulation changes:

Initiation of Process	Min. 25% of property owners support a review of the parking changes on their street
Support Rate for Changes	Min. 51% of all property owners

It should be noted that for consistency purposes, the same evaluation criteria should also be applied to the Residential Parking Pass Program.

This report was prepared with support from Doug Bolton of the Roadway Lighting & Traffic Control Division.

PREPARED BY:	REVIEWED & CONCURRED BY:
SHANE MAGUIRE, P. ENG. **DIVISION MANAGER,** **ROADWAY LIGHTING & TRAFFIC CONTROL**	**EDWARD SOLDO, P.ENG.** **DIRECTOR, ROADS AND TRANSPORTATION**

RECOMMENDED BY:
KELLY SCHERR, P.ENG., MBA, FEC **MANAGING DIRECTOR,** **ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**

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May 30, 2018/sm

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**HYDE PARK ROAD / SUNNINGDALE ROAD WEST ROUNDABOUT DETAILED DESIGN 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 appointment of a Consulting Engineer for the Hyde Park Road / Sunningdale Road West Roundabout:

(a) MTE Consultants Inc. **BE APPOINTED** Consulting Engineers to complete the Detailed Design and Tendering Services in the amount of $278,039.56 (excluding HST), in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;

(b) the financing for this appointment **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 appointment;

(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 – December 19, 2011 – Hyde Park Road Environmental Study Report, Notice of Completion
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Strategic Priorities and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and Development Charges Background Study.

COUNCIL'S 2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of "Building a Sustainable City" by building new transportation infrastructure as London grows. Upgrading this transportation corridor for all road users will contribute to providing convenient and connected mobility choices to all users.

DISCUSSION

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the detailed design and tendering services for the Hyde Park Road / Sunningdale Road West Roundabout.

Background

The City of London is responsible for a transportation system that promotes the movement of goods and services to strengthen our economic growth and provides for sustainable transportation mobility choices for residents that improve our quality of life. Building new transportation infrastructure as London grows is part of Council's Strategic Plan.

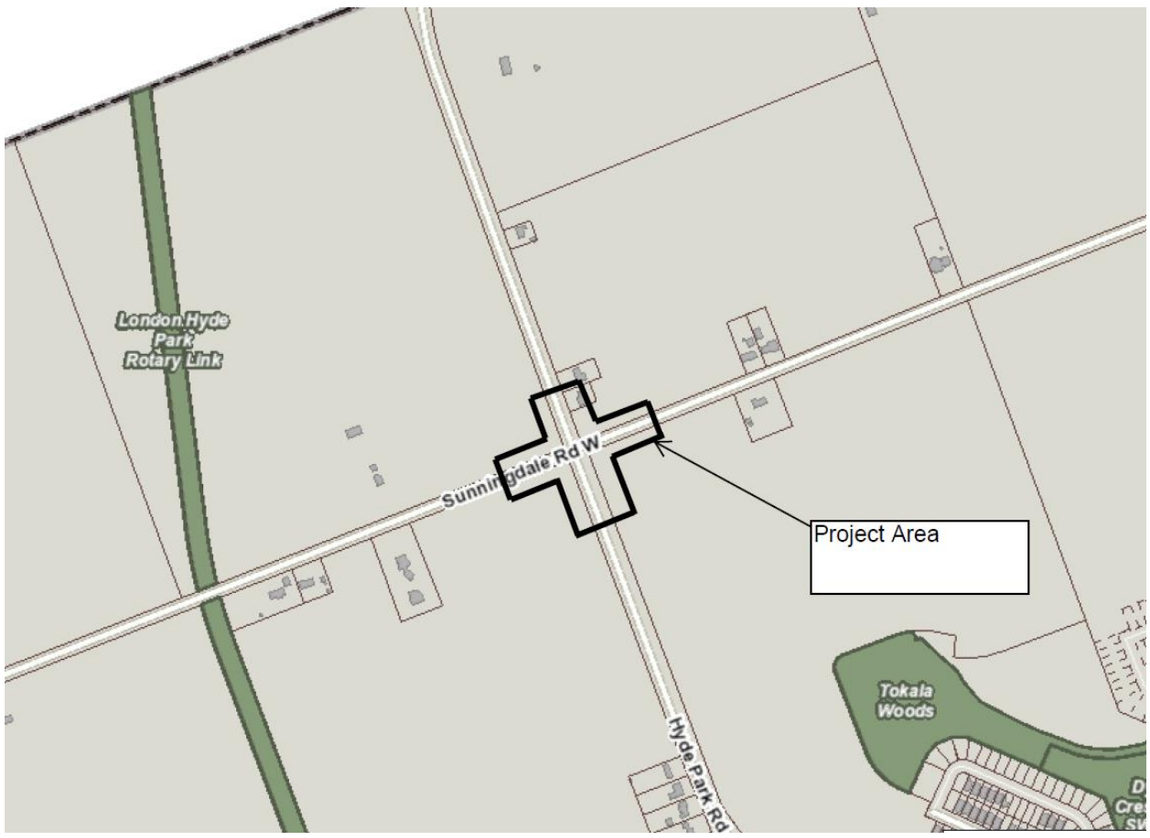
The Hyde Park Road Widening and Improvements Environmental Study Report (ESR) was completed in 2011. It identified a preferred recommended design for the Hyde Park Road corridor which included widening from the existing two lane cross section to a four lane cross section as well as intersection improvements incorporating a roundabout design for Hyde Park Road and Sunningdale Road West.

Project Description

As traffic has continued to grow at this location, intersection control through the implementation of a roundabout is necessary to improve safety and operations. The intersection of Hyde Park Road and Sunningdale Road West has been identified as a priority for these reasons and being recommended for construction in 2021. The current assignment includes the detailed design and tendering services for constructing the intersection improvements at Hyde Park Road and Sunningdale Road West.

The roundabout implementation includes minor upgrades/relocation to water infrastructure, and storm sewer for future development growth. The project also includes illumination, sidewalks, cycling facilities, landscaping, and upgrades to storm drainage. The addition of AODA compliant sidewalks and cycling facilities will increase accessibility for pedestrians and cyclist alike as area development continues and connections are made.

Figure 1: Project Area



The current project limits extend approximately 150 m in all directions from the intersection.

The primary components that will be incorporated in this detailed design and tendering assignment includes:

- Detailed design for the roundabout;
- Detailed design of traffic staging;
- Coordination of service needs, including potential relocation of existing and new infrastructure, as needed;
- Detailed design of storm drainage system:
- Specialist investigations, including geotechnical and archaeological studies;
- Public consultation with agencies (MOECC, UTRCA, MNRF, etc.);
- Securing all necessary approvals and permits;
- Property acquisition support for both the acquisitions and the consent-to-enter agreements;
- Preparation of utility plans and coordinate the installation and relocation of utilities;
- Preparation of the complete tender package, including advertisement, review of the submitted tenders for completeness, and contractor recommendations.

Consultant Selection

The consultant procurement process used a two-stage process beginning with an open advertised Request for Qualifications. Based on the received submissions, a shortlist of three consulting firms was created. Associated Engineering, BTE, and MTE Consultants Inc. were short-listed and asked to submit detailed proposals and work plans, receiving submissions from Associated Engineering and MTE Consultants Inc.

Based on the evaluation criteria and best value based selection process identified in the Request for Proposals (RFP), the evaluation committee determined that the proposal from MTE Consultants Inc. provides the best value to the City. MTE has an experienced and multi-faceted project team that has a clear understanding of the project scope and requirements. Their past proven experience on similar projects, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, demonstrated their suitability for the undertaking.

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, Civic Administration is recommending MTE Consulting Inc. be appointment as Consulting Engineers for this detailed design and tendering services assignment.

Subject to successful completion of the design phase of this project, MTE Consultants Inc. will be considered for the Construction Administration stage. Future approval to proceed with subsequent phases of engineering services for this project will be subject to satisfying all financial, reporting and other conditions contained within the Procurement of Goods and Services Policy.

There are no anticipated additional operation costs in the Environmental and Engineering Services budget with approval of this engineering agreement. As the design progresses, additional future operating costs for the roadway, sewers, and watermain will be developed.

CONCLUSION

The Hyde Park Road / Sunningdale Road West Roundabout was identified as a priority with a recommended construction year of 2021 to accommodate future growth demands and improve both traffic operations and safety in the area. Initiation of detailed design and tendering services is required now to meet this schedule.

The detailed design will balance the requirements of all current and potential users of all ages and abilities within the community, including pedestrians, cyclists and motorists, having provisions for the future expansions of both Hyde Park Road and Sunningdale Road West.

Based on the thorough consultant procurement process, it is recommended that MTE Consultants Inc. be awarded the consulting assignment for the detailed design and tendering services of the Hyde Park / Sunningdale Road West Roundabout at an upset amount of $278,039.56 (excluding HST).

Acknowledgements

This report was prepared with assistance from Sam Shannon, C.E.T., Technologist II, and Ted Koza, P. Eng., both of the Transportation Planning and Design Division.

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

Attach: Appendix A – Source of Financing

cc: Geoff Smith, CSCMP, Purchasing and Supply
Marta Semeniuk, Financial Planning and Policy
Gary McDonald, Tangible Capital Assets
Sean Abram, P.Eng., MTE Consultants Inc.

APPENDIX 'A'

#18101

Chair and Members
Civic Works Committee

June 19, 2018
(Appoint Consulting Engineer)

RE: Hyde Park Road / Sunningdale Road West Roundabout - Appointment of Consulting Engineer (Subledger RD180012)
Capital Project TS1656 - Minor Road Works - Roundabouts
MTE Consultants Inc. - $278,039.56 (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 recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the detailed source of financing for this project is:

ESTIMATED EXPENDITURES:		**Approved Budget**	**Revised Budget**	**This Submission**		**Balance for Future Work**
Engineering		$44,000	$282,932	$282,932		$0
Construction		406,000	167,068			167,068
NET ESTIMATED EXPENDITURES		**$450,000**	**$450,000**	**$282,932**	1)	**$167,068**
SOURCES OF FINANCING:						
Drawdown from City Services - Roads RF (Development Charges)	2)	$450,000	$450,000	$282,932		$167,068
TOTAL FINANCING		**$450,000**	**$450,000**	**$282,932**		**$167,068**

1) Financial Note:

Contract Price	$278,040
Add: HST @13%	36,145
Total Contract Price Including Taxes	314,185
Less: HST Rebate	31,253
Net Contract Price	$282,932

2) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.

lp

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**BRADLEY AVENUE EXTENSION – PHASE 2 WHARNCLIFFE ROAD SOUTH TO JALNA BOULEVARD DETAILED DESIGN 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 appointment of a Consulting Engineer for Phase 2 of the Bradley Avenue Extension from Wharncliffe Road to Jalna Boulevard:

(a) Wood Environment & Infrastructure Solutions **BE APPOINTED** Consulting Engineers to complete the Detailed Design and Tendering Services in the amount of $508,009 (excluding HST), in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;

(b) the financing for this appointment **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 appointment;

(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

- Environment and Transportation Committee – August 2005 – Bradley Avenue Extension, White Oak Road to Bostwick Road – Environmental Study Report
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Strategic Priorities and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and Development Charges Background Study.
- Civic Works Committee – December 1, 2015 – December 1, 2015 – Bradley Avenue Extension – Wharncliffe Road South to Wonderland Road South Appointment of Consulting Engineer
- Civic Works Committee – April 24, 2017 – Contract Award: Tender No. 17-57 – 2017 Bradley Avenue West Extension & Wharncliffe Road South Intersection Improvements

COUNCIL'S 2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of "Building a Sustainable City" by building new transportation infrastructure as London grows. Upgrading this transportation corridor for all road users will contribute to providing convenient and connected mobility choices to all users.

DISCUSSION

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the detailed design and tendering services for Phase 2 of the Bradley Avenue Extension from Wharncliffe Road South to Jalna Boulevard.

Background

The City of London is responsible for a transportation system that promotes the movement of goods and services to strengthen our economic growth and provides for sustainable transportation mobility choices for residents that improve our quality of life. Building new Growth Management Implementation Strategy (GMIS) transportation infrastructure as London grows is part of Council's Strategic Plan.

Bradley Avenue Extension, from Wharncliffe Road South to Jalna Boulevard was identified as a priority in the 2030 Smart Moves Transportation Master Plan (TMP). The Transportation Development Charge Background Study recommended to construct the subject segment of Bradley Avenue in 2022. The general alignment is shown in The London Plan. This section of Bradley Avenue will be constructed to a four lane cross-section, with cycling facilities, localized turning lanes and urbanized with curbs, sidewalks, illumination, noise attenuation where warranted and landscape features. It is an important connection to serve residential, commercial, and industrial transportation needs in London.

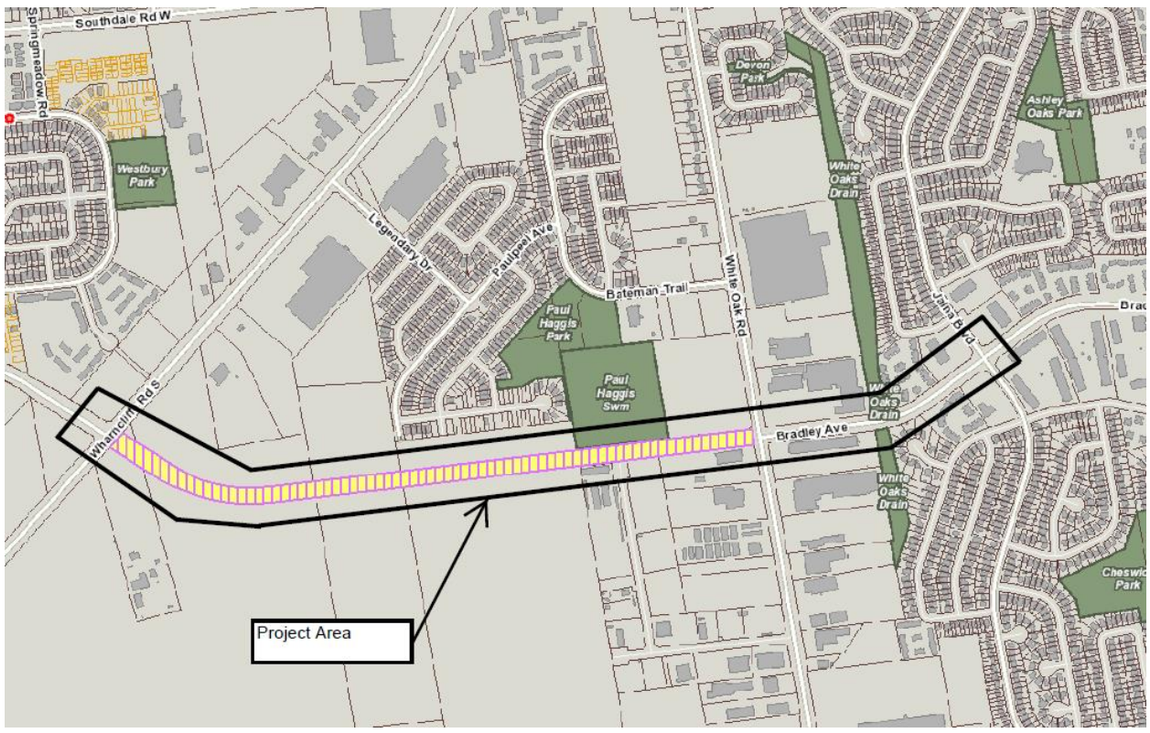
Project Description

The London Plan classifies Bradley Avenue as an east-west urban thoroughfare street through the south part of London. It currently extends from outside the City's eastern boundary to White Oak Road, with Phase 1 of the extension being constructed from Wonderland Road South to Wharncliffe Road South in 2017.

An Environmental Study Report (ESR) was completed in 2005, but additional Part 2 orders and correspondence did not close the file until June 2007. The ESR recommended a preferred alignment of Bradley Avenue extending from White Oak Road to Bostwick Road. The current assignment includes the detailed design and tendering services for constructing the section from Wharncliffe Road South to White Oak Road, and roadway expansion improvements to the section from White Oak Road to Jalna Boulevard.

An aerial image showing the proposed extension of the Bradley Avenue section is presented in Figure 1 below.

Figure 1: Project Area



The project limits extend mostly through green space and developing and existing residential and commercial areas, approximately 2.5 km in length. The design is being started proactively at this time to support the EA commitments, coordinate with current development planning and to support the property acquisition process.

The primary components that will be incorporated in this detailed design and tendering assignment includes:

- Detailed design for the extension of Bradley Avenue;
- Coordination of service needs, including expansion of existing and new infrastructure, as needed;
- Stormwater management plan and hydrological analysis;
- Specialist investigations, including natural environment, geotechnical and archaeological studies;
- Public and agency consultation (MOECC, UTRCA, etc.);
- Securing all necessary approvals and permits;
- Property acquisition support for both the acquisitions and the consent-to-enter agreements;
- Preparation of utility plans and coordinate the installation of utilities; and
- Preparation of the complete tender package, including advertisement, review of the submitted tenders for completeness, and contractor recommendations.

Consultant Selection

The consultant procurement process used a two-stage process beginning with an open advertised Request for Qualifications. Based on the received submissions, a shortlist of three consulting firms was created. AGM, Stantec, and Wood Environment & Infrastructure Solutions were short-listed and asked to submit detailed proposals and work plans.

Based on the evaluation criteria and best value based selection process identified in the Request for Proposals (RFP), the evaluation committee determined that the proposal from Wood Environment & Infrastructure Solutions provides the best value to the City. Wood has an experienced and multi-faceted project team that has a clear

understanding of the project scope and requirements. Their past proven experience on similar projects, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, demonstrated their suitability for the undertaking.

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, Civic Administration is recommending Wood PLC be appointment as Consulting Engineers for this detailed design and tendering services assignment.

Subject to successful completion of the design phase of this project, Wood Environment & Infrastructure Solutions will be considered for the construction administration stage. Future approval to proceed with subsequent phases of engineering services for this project will be subject to satisfying all financial, reporting and other conditions contained within the Procurement of Goods and Services Policy.

There are no anticipated additional operation costs in the Environmental and Engineering Services budget with approval of this engineering agreement. As the design progresses, additional future operating costs for the roadway, sewers, and watermain will be developed.

CONCLUSION

Phase 2 of the Bradley Avenue Extension, from Wharncliffe Road South to Jalna Boulevard was identified as a priority in the 2030 Transportation Master Plan (TMP) and as part of the reprioritization of Growth Management Implementation Strategy (GMIS) for transportation projects. The Transportation Development Charge Background Study recommended to construct the subject segment of Bradley Avenue in 2022 to accommodate future growth demands and improve traffic operations in the area. Initiation of detailed design and tendering services is required now to meet this schedule.

The detailed design will balance the requirements of all current and potential users of all ages and abilities within the community, including pedestrians, cyclists and motorists.

Based on the thorough consultant procurement process, it is recommended that Wood Environment & Infrastructure Solutions be awarded the consulting assignment for the detailed design and tendering services for the Bradley Avenue Extension, from Wharncliffe Road South to Jalna Boulevard at an upset amount of $508,009 (excluding HST).

Acknowledgements

This report was prepared with assistance from Sam Shannon, C.E.T., Technologist II, and Ted Koza, P. Eng., both of the Transportation Planning and Design Division.

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

Attach: Appendix A – Source of Financing

cc: Geoff Smith, CSCMP, Purchasing and Supply
Marta Semeniuk, Financial Planning and Policy
Gary McDonald, Tangible Capital Assets
Jennifer Boak, Wood Environment & Infrastructure Solutions, 201 King Street, London ON, N6A 1C9

APPENDIX 'A'

#18102

Chair and Members
Civic Works Committee

June 19, 2018
(Appoint Consulting Engineer)

RE: Bradley Avenue Extension - Phase 2 - Appointment of Consulting Engineer
(Subledger RD180003)
Capital Project TS1523-2 Bradley Ave Extension - Phase 2 Jalna to Wharncliffe
Wood Environment & Infrastructure Solutions - $508,009.00 (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 and that, subject to the adoption of the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the detailed source of financing for this project is:

ESTIMATED EXPENDITURES:		**Approved Budget**	**Committed to Date**	**This Submission**		**Balance for Future Work**
Engineering		$797,106	$8,980	$516,950		$271,176
NET ESTIMATED EXPENDITURES		**$797,106**	**$8,980**	**$516,950**	1)	**$271,176**
SOURCES OF FINANCING:						
Drawdown from City Services - Roads RF (Development Charges)	2)	$797,106	$8,980	$516,950		$271,176
TOTAL FINANCING		**$797,106**	**$8,980**	**$516,950**		**$271,176**

1) Financial Note:

Contract Price	$508,009
Add: HST @13%	66,041
Total Contract Price Including Taxes	574,050
Less: HST Rebate	57,100
Net Contract Price	$516,950

2) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.

lp

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**WHARNCLIFFE ROAD SOUTH IMPROVEMENTS WHARNCLIFFE ROAD BRIDGE REHABILITATION DETAILED DESIGN & TENDERING 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 appointment of a Consulting Engineer for the Wharncliffe Road South Improvements from Becher Street to Springbank Drive and the Wharncliffe Road Bridge Rehabilitation:

(a) WSP **BE APPOINTED** Consulting Engineers for the detailed design and tendering at an upset amount of $2,053,458.15 (excluding HST) in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy;

(b) the financing for this appointment **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 appointment;

(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 including rail-related agreements, 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 and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and DC Background Study
- Civic Works Committee – October 6, 2014 – Environmental Assessment Appointment of Consulting Engineer
- Civic Works Committee – November 29, 2016 – Environmental Assessment Update
- LACH - January 11, 2017 – Municipal Class Environmental Assessment Study – Wharncliffe Road South from Becher Street to Commissioners Road West
- LACH - November 16, 2017 – Wharncliffe Road South Environmental Assessment – 100 Stanley Street
- Civic Works Committee – February 6, 2018 – Environmental Study Report

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians, and cyclists. The rehabilitation of the Wharncliffe Road Bridge and reconstruction and widening of the CNR grade separation will improve the reliability of the local transit service and provides vital roadway network improvements.

BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to complete the detailed design and tendering for the Wharncliffe Road South Phase 1 Improvements project between Becher Street and Springbank Drive as well as the rehabilitation of the Wharncliffe Road Bridge (01-BR-07) over the Thames River. The implementation of these two projects are being coordinated into one contract to maximize efficiencies and to reduce the impacts to road users.

Context

Wharncliffe Road South is a major transportation corridor designed to carry high volumes of traffic. Improvements to the subject section will accommodate pedestrians, cyclists and vehicular traffic in a safe and efficient manner and improve mobility within the surrounding community.

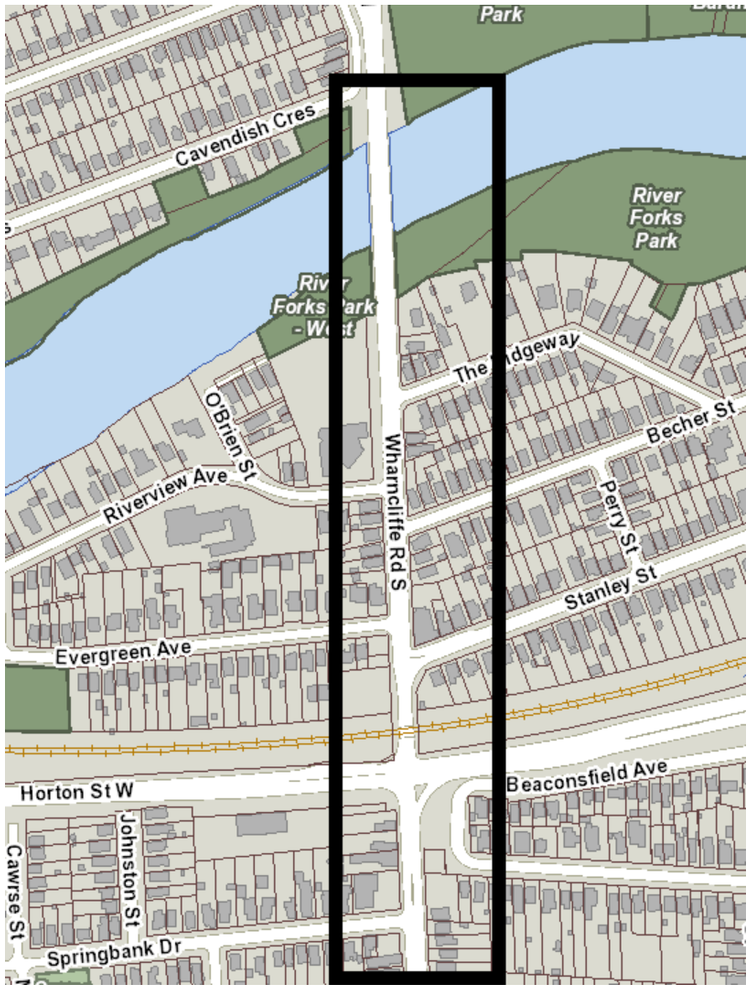
Project 1

An Environmental Study Report (ESR), the result of a comprehensive environmental Assessment (EA) for Wharncliffe Road South was completed in May 2018. The subject road section (Phase 1) was identified as a priority in the 2030 Smart Moves Transportation Master Plan (TMP). Wharncliffe Road South from Becher Street to Springbank Drive will be widened to four through lanes, including the reconstruction of the railway grade separation, with bike lanes, localized turning lanes, curbs, sidewalks and illumination improvements.

Project 2

The City’s Bridge Management System and biennial inspections identified life cycle renewal needs for to maintain the structural integrity of the Wharncliffe Road Bridge (01-BR-07) over the Thames River. A preliminary Structural Design Report (SDR) was completed in March 2018. A structural evaluation and Bridge Deck Condition Survey (BDCS) were also completed to establish any limitations for rehabilitating the structure. A life cycle cost comparison was completed and determined that the most cost-effective approach over a 50 year period of assessment is to complete a major rehabilitation now and a superstructure replacement in 35 years.

See below for a map illustrating the combined project limits.



Wharncliffe Road South Improvement Limits

DISCUSSION

Project Description

This is a large complex assignment to address two projects involving numerous property acquisitions, utility relocations and approvals. The cost for the Wharncliffe Road Improvements between Becher Street and Springbank Drive is estimated at approximately $39 Million. The cost estimate includes roadway construction, the railway grade separation, street lighting and signalization, stormwater management, utility relocation, landscaping, traffic control, sanitary sewers, watermain, landscaping, staging and property acquisitions.

The cost for the rehabilitation of the Wharncliffe Road Bridge over the Thames River is estimated at approximately $3.1 Million. The cost estimate includes removal and replacement of deteriorated concrete, deck waterproofing and new asphalt. Works also include the construction of abutment thrust blocks and approach slabs with concrete sleeper slabs in conjunction with a semi-integral abutment retrofit, jacking the structure and replacing the abutment rocker bearings with new elastomeric bearings and concrete pedestals, upgrading the light poles north and south of bridge local watermain insulation and steel casing repairs and the removal of the abandoned gas main.

Both projects will require restrictions to traffic on Wharncliffe Road. The Wharncliffe Road / CN Grade Separation reconstruction will require a road closure of several months. The bridge rehabilitation will require a reduction of lanes. As such, the simultaneous implementation of the two projects in the coordinated manner proposed in this consultant assignment can greatly reduce the social impacts.

Wharncliffe Road South EA

The Municipal Class EA process includes an appeal provision to change the status of a project from being subject to the Municipal Class EA process to being subject to an Individual Environmental Assessment as per Part II of the Ontario Environmental Assessment Act. A Part II Order request requires submission of a written request to the Minister of the Environment and Climate Change outlining the unresolved issue and requesting the Minister to review the matter.

Three Part II Order requests have been received for the Wharncliffe Road South Class EA. Two of the Part II Order requests primarily relate to cultural heritage aspects and the potential future relocation of 100 Stanley Street, communication and environmental impacts. The third Part II Order request relates primarily to the communication and notification of the anticipated temporary closures of Wharncliffe Road during the construction, the environmental impacts on climate change and the impacts on the neighbourhood.

Part II Order requests are resolved by a decision of the Minister after gathering and considering relevant information. The schedule for this process is unpredictable and has the potential to delay the project. Based on previous experience, a Minister response to the Part II Order requests may take up to 8 to 10 months.

The municipality has the authority to proceed with the design of the project at its risk. The enclosed recommendation to proceed with the detailed design of Phase 1 is based on an assessment of the nature of the Part II Order requests. Any potential revisions to the CNR bridge replacement design as a result of the Minister's decision are anticipated to be manageable within the design assignment. Advancing the project design may provide information useful to facilitate further discussions with the Part II Order requestors.

Notwithstanding the potential for delays associated with the Part II Order requests, the project schedule envisions the CNR bridge construction commencing in 2020/2021. The award of the design at this time aims to maintain this project schedule.

The primary deliverables from this detailed design assignment include field investigations, design, approvals, contract preparation, property acquisition support, and traffic assessment. Particular focus areas for the assignment include:

- Detail Design
    - CNR Bridge Replacement
    - Wharncliffe Road Bridge Rehabilitation Design
    - Sanitary/Storm Sewers, and Watermain Improvements
    - Street Lighting and Signalization Upgrades
    - Streetscaping
    - Traffic Management and Staging Plan
    - Prequalification of Contract
    - Cost Estimates

- Design Co-ordination
    - Utility Coordinating Committee (UCC) Liaison
    - Agency approvals
- Geotechnical Investigation
- Surveys
- Property acquisition support
- Preparation of the complete tender package, including advertisement, review of the submitted tenders for completeness, and contractor recommendation.

Cultural Heritage

The identification, evaluation, management and conservation of Ontario's cultural heritage resources was an essential component of the environmental assessment. With this proposed consultant detailed design award, additional cultural heritage documentation will be required, consistent with the Ontario Heritage Act and City of London Official Plan policy.

The EA preliminary recommendation with respect to conserving the cultural heritage value of 100 Stanley Street is to relocate the dwelling in a manner that offers the best opportunity to protect the cultural heritage value that is both sympathetic to the original context and recognizes the importance of the building to the city and neighbourhood. Work will be undertaken during the detailed design assignment to further develop the relocation strategy.

Schedule

Construction of this project is predominantly planned to take place in 2021/2022 with commencement of the utility relocations required in 2020 to facilitate the improvements. The project schedule is subject to EA clearance, property acquisition and railway concurrence.

To maximize work done during the road closures required for the CNR grade separation reconstruction, infrastructure work such as watermain and sewer upgrades and rehabilitation of the Wharncliffe Road Bridge over Thames River will be coordinated to occur at the same time. These other work items have been anticipated and would individually trigger substantial road restrictions if implemented separately.

The development of the detail design will enable further development of the construction phasing and scheduling with the railway company. The related road closure timing and scheduling will be developed during this assignment with the goal of minimizing impacts, sharing information with the public and business community.

The design and approvals of the proposed improvement project will include property acquisition requirements, and thorough agency review and coordination such as CNR and MOECC.

Consultant Selection

The city previously procured WSP for the project environmental assessment with a competitive two stage consultant acquisition process for this complex project in accordance with the Procurement of Goods and Services Policy. The process, which included a publicly advertised Request for Qualifications (RFQ) and a Request for Proposal (RFP), identified the selected consultant from a short list of engineering consultants based on evaluations from an inclusive City project team.

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

The continued use of WSP on this project for detailed design 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. The continued coordination of railway works that WSP began during the environmental assessment phase is important. The approval of this work will bring the value of the overall consulting assignment to $2,600,158.15 (excluding HST).

In accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that WSP be authorized to carry out the detailed design and tendering of this project for a fee estimate $2,053,458.15 (excluding HST).

CONCLUSION

The EA for the Wharncliffe Road South Improvements from Becher Street to Commissioners Road was completed by WSP. The EA was prepared with input from residents, external agencies, utilities, emergency service providers, community and other stakeholders, as well as First Nations and property owners in proximity to the study. WSP also has the design capabilities for the Wharncliffe Road Bridge rehabilitation.

It is recommended that WSP be awarded the consulting assignment for the detailed design and tendering of the Wharncliffe Road South Improvements Phase 1 from Becher Street to Springbank Drive, as well as the detailed design and tendering for the Wharncliffe Road Bridge over the Thames River, in the amount of $2,053,458.15 (excluding HST).

Acknowledgements

This report was prepared with the assistance of Ted Koza, P.Eng., Transportation Design Engineer, Jane Fullick, C.E.T., Senior Technologist, and Josh Ackworth, C.E.T., Technologist II of the Transportation Planning & Design Division.

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

Attach: Appendix A – Source of Financing

cc. Geoff Smith, CSCMP, Purchasing and Supply
Marta Semeniuk, Financial Planning and Policy
Gary McDonald, Tangible Capital Assets
Bob Rook, WSP
CN Rail

APPENDIX 'A'

#18093

Chair and Members
Civic Works Committee

June 19, 2018
(Appoint Consulting Engineer)

RE: Wharncliffe Road South Improvements
(Subledger RD180010)
Capital Project TS1355-1 - Wharncliffe Rd Widening Becher St to Springbank Dr
Capital Project TS176318 - Bridge Major Upgrades
WSP - $2,053,458.15 (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:

ESTIMATED EXPENDITURES:		**Approved Budget**	**Revised Budget**	**Committed to Date**	**This Submission**		**Balance for Future Work**
TS1355-1 - Wharncliffe Rd Widening Becher St to Springbank Dr							
Engineering		$659,300	$2,305,300	$385,526	$1,919,774		$0
Land Purchase		3,000,000	1,354,000	234,166			1,119,834
Relocate Utilities		102,000	102,000	9,922			92,078
		3,761,300	3,761,300	629,614	1,919,774		1,211,912
TS176318 - Bridge Major Upgrades							
Engineering		$400,000	$400,000	$61,229	$169,824		$168,947
Construction		3,561,050	3,561,050				3,561,050
City Related Expenses		20,000	20,000				20,000
		3,981,050	3,981,050	61,229	169,824		3,749,997
NET ESTIMATED EXPENDITURES		**$7,742,350**	**$7,742,350**	**690,843**	**$2,089,598**	1)	**$4,961,909**
SOURCES OF FINANCING:							
TS1355-1 - Wharncliffe Rd Widening Becher St to Springbank Dr							
Capital Levy		$77,800	$77,800	$77,800	$0		$0
Debenture By-law No. W-5569-376	2)	1,324,832	1,324,832	156,990	715,906		451,936
Drawdown from Industrial Oversizing R.F.		26,200	26,200	4,386	13,373		8,442
Drawdown from City Services - Roads Reserve Fund (Development Charges)	3)	2,332,468	2,332,468	390,438	1,190,496		751,534
		3,761,300	3,761,300	629,614	1,919,774		1,211,912
TS176318 - Bridge Major Upgrades							
Capital Levy		$1,847,120	$1,847,120	$61,229	$169,824		$1,616,067
Drawdown from Capital Infrastructure Gap R.F.		133,930	133,930				133,930
Federal Gas Tax		2,000,000	2,000,000				2,000,000
		3,981,050	3,981,050	61,229	169,824		3,749,997
TOTAL FINANCING		**$7,742,350**	**$7,742,350**	**$690,843**	**$2,089,598**		**$4,961,909**

1) **Financial Note:**

Contract Price	**TS1355-1**	**TS176318**	**TOTAL**
Add: HST @13%	$1,886,571	$166,887	$2,053,458
Total Contract Price Including Taxes	245,254	21,695	266,949
Less: HST Rebate	2,131,825	188,582	2,320,407
Net Contract Price	212,051	18,758	230,809
	1,919,774	169,824	2,089,598

2) **NOTE TO CITY CLERK:**
The City Clerk be authorized to increase Debenture By-law No. W-5569-376 by $1,210,232 from $114,600 to $1,324,832.

3) Development Charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.

lp

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR – ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**
SUBJECT:	**RFP 18-14 - HYDRO EXCAVATORS**

RECOMMENDATION

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

a) Recommendation from the RFP evaluation committee **BE ACCEPTED** to purchase two (2) Vactor HXX 2-Stage Fan Hydro Excavators for $570,000.00 + HST per unit from Federated Signal and Tool (FST) - Joe Johnson Equipment Inc. (JJEI) 2521 Bowman St. Innisfil Ontario L9S 3V6;

b) Funding for this purchase **BE RELEASED** as set out in the Source of Financing Report attached hereto as Appendix “A”;

c) Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this purchase; 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.

STRATEGIC PLAN 2015-2019

This report and recommendation supports several strategic priorities including;

Building a Sustainable City
Robust Infrastructure – Manage and improve water infrastructure and services, Water and Wastewater Business Plans, State of the Infrastructure Report

Strengthening our Community
Healthy, Safe and Accessible City – Provide safe drinking water

Leading in Public Service
Excellent Service Delivery – At Your Service

BACKGROUND

PURPOSE

The purpose of this report is to seek approval to proceed with the purchase of two (2) Vactor HXX Fan Hydro Excavators for Water Operations. One unit is an additional unit as approved through the Water Operations Multi-Year Capital Budget process and the second unit is replacing the existing 2007 Vactor Hydro Excavator that is in the internal fleet currently and has reached its optimum life cycle.

CONTEXT

Water Operations currently utilize hydro excavator technology to help facilitate a variety of underground repairs and maintenance tasks to the more than 1,550 km of watermain and associated connections and services. These units use high pressured water to loosen the soil and air vacuum technology to transfer material to the debris tank. The equipment safely excavates material exposing the underground water assets with minimal disturbance to the surrounding area. This capability provides work efficiencies, damage control, increases public and worker safety and promotes quick restoration of construction projects resulting in less traffic and commerce disruption.

In addition to the cost and time savings, hydro excavation provides a safe and effective method to uncover and expose underground utilities like hydro and gas lines and practically eliminates the risk of damage to those services. This method also reduces the environmental impact of our activities compared to mechanical excavation techniques. Vacuum trucks are less invasive, reduce surface and soil disruption, reduce silt impacts to storm water systems, requires less equipment needed to support trenching and excavations, and minimizes tree damage and/or removal.

DISCUSSION

Additional Unit

London's potable water distribution system continues to grow as development continues and demand of current system components increases due to age and condition. The linear underground water assets require continuous maintenance and service to keep our water quality systems at the highest possible standard. Hydro excavation technology has become integral piece of the water operations industry and significantly enhances our service levels and ability to meet that demand.

Hydro-Excavation technology has been so successful that demand has exceeded our equipment complement capabilities and as a result an additional unit is required. The additional unit was supported by council during the capital budget approval process and is a funded capital project. As Water Operations continues to implement efficient mechanical excavation techniques an internal Tractor Loader Backhoe will be made redundant from their fleet compliment.

Replacement Unit

Included in the RFP for the additional Hydro Excavator unit was a request for proponents to submit pricing on an optional second unit which would replace our current hydro-ex that will reach the end of its optimum lifecycle later in 2018. Fleet Services wanted to have the option to procure both units if there was an economic and administrative advantage for the City to do so. Consolidating the additional unit purchase and the replacement project together provides an opportunity to have a "leaner" procurement process, promotes brand/product standardization and helps meet replacement timing.

Brand standardization provides value for the City particularly for operator and technician training and expertise, familiarity, parts inventory and overall efficiencies. The build time for Hydro Excavators is typically between 250-350 days so the earlier these procurements can be initiated will help meet our project timelines.

PURCHASING PROCESS

Procurement Process and Equipment Selection
Fleet and Operational Services in conjunction with Purchasing and Supply advertised for a Hydro-Excavator through a Request for Proposal (RFP) process. The RFP requested that Proponents submit a proposal with pricing for one (1) hydro-excavator and also a proposal option for a second unit. This method of procurement was selected to help ensure that staff could fairly evaluate the submissions in all of the key areas including any value added factors that were to be considered as part of the final selection.

The evaluation team received four compliant submissions and scored the proponents based on a predetermined list of criteria and also considered the value added elements that each proponent provided.

The successful proposal was from Federated Signal (Joe Johnson Equipment Inc.) for their Vactor HXX 2-stage Centrifugal Fan unit at a price of $570,000.00 + HST per unit. The evaluation team found that the proposal from FST scored the highest in the competition and offered the most complete package in the following key areas;

1. Experience/Qualifications
2. Hydro Excavator Specification/Vacuum System/Features/Options
3. Delivery Times
4. Warranty, Service and Parts, Training and Support
5. Price

FINANCIAL IMPACT

Capital Budget
The Capital budget for the additional hydro excavator was approved during the Water Capital Budget process. The funding is identified in the Water Capital Project List and is described in the Source of Financing attached. (Appendix “A”.)

The replacement unit will be funded from the Vehicle and Equipment Reserve Fund as per the normal replacement funding process. (Details also in Appendix “A” - Source of Financing)

Each unit has a capital cost of $570,000.00 +HST which is within the approved capital budget.

Operating Budget
The operating costs for this equipment will be captured in the annual fleet rental rates.

The additional hydro excavation unit has approved funding in the Water Multi-Year Operating Budget that will cover the costs for maintenance, service, fuel and depreciation/replacement.

The replacement unit has an existing operating budget approved in the internal rental budget for the ongoing operating costs and future capital replacement.

CONCLUSION

Fleet and Operational Services in conjunction with Water Operations and Purchasing and Supply are recommending that RFP 18-14 be awarded to Federated Signal and Tool (FST) - Joe Johnson Equipment Inc. (JJEI) for two (2) Vactor HXX Hydro Excavators.

The Vactor HXX Hydro Excavator submission from FST provides the best overall value for the City by meeting or exceeding all the required terms, conditions and specifications and is within approved budget for these projects.

ACKNOWLEDGEMENTS

This report was prepared in conjunction with, Dave Fawcett, Specialist - Fleet Planning Specialist, Barrie Galloway, Manager Fleet Maintenance; Steve Mollon, Manager Fleet Planning and Sarah Denomy Procurement Officer - Purchasing and Supply

SUBMITTED BY:	**REVIEWED & CONCURRED BY:**
MIKE BUSHBY, BA **DIVISION MANAGER,** **FLEET & OPERATIONAL SERVICES**	**SCOTT MATHERS, MPA, P. ENG.** **DIRECTOR WATER & WASTEWATER**
REVIEWED & CONCURRED BY:	**RECOMMENDED BY:**
JAY STANFORD, MA, MPA **DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE**	**KELLY SCHERR, P. ENG., MBA, FEC** **MANAGING DIRECTOR,** **ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**

Appendix “A” - Source of Financing

c: John Freeman, Manager of Purchasing & Supply
John Simon, Division Manager - Water Operations

APPENDIX 'A'

#18106

Chair and Members
Civic Works Committee

June 19, 2018
(Award Contract)

RE: RFP 18-14 - Hydro Excavators
(Subledger FLT18007)
Capital Project EW2405 - New Vehicles & Equipment
Capital Project ME201701 - Vehicles & Equipment Replacement - TCA
Federated Signal and Tool (FST) - Joe Johnson Equipment Inc. (JJEI) - $1,140,000.00 (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 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**	**Committed to Date**	**This Submission**	**Balance for Future Work**
EW2405 - New Vehicles & Equipment				
Additional Vehicles & Equipment	$637,514		$580,032	$57,482
ME201701 - Vehicles & Equipment Replacement - TCA				
Replace Vehicles & Equipment	5,082,078	3,007,072	580,032	1,494,974
NET ESTIMATED EXPENDITURES	**$5,719,592**	**$3,007,072**	**$1,160,064** 1)	**$1,552,456**
SUMMARY OF FINANCING:				
EW2405 - New Vehicles & Equipment				
Drawdown from Waterworks Capital R.F.	$637,514		$580,032	$57,482
ME201701 - Vehicles & Equipment Replacement - TCA				
Capital Levy	45,558	45,558		0
Drawdown from Vehicles & Equipment Replacement Reserve Fund	5,001,090	2,926,084	580,032	1,494,974
Drawdown from Self Insurance Reserve Fund	35,430	35,430		0
	5,082,078	3,007,072	580,032	1,494,974
TOTAL FINANCING	**$5,719,592**	**$3,007,072**	**$1,160,064**	**$1,552,456**

1) **Financial Note:**

	EW2405	**ME201701**	**TOTAL**
Contract Price	$570,000	$570,000	$1,140,000
Add: HST @13%	74,100	74,100	148,200
Total Contract Price Including Taxes	644,100	644,100	1,288,200
Less: HST Rebate	64,068	64,068	128,136
Net Contract Price	$580,032	$580,032	$1,160,064

lp

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P. Eng., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**APPOINTMENT OF CONSULTING ENGINEERS INFRASTRUCTURE RENEWAL PROGRAM**

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 appointment of consulting engineers for the Infrastructure Renewal Program:

a) The following consulting engineers **BE APPOINTED** to carry out consulting services for the identified 2019 – 2020 Infrastructure Renewal Program funded projects, at the upset amounts identified below, in accordance with the estimate on file, and in accordance with Section 15.2(e) of the City of London's Procurement of Goods and Services Policy:

(i) AECOM Canada Limited **BE APPOINTED** consulting engineers to complete the pre-design and detailed design of the 2019 Infrastructure Renewal Program Contract 1, York Street Phase 2 from Talbot Street to Clarence Street reconstruction, in the total amount of $369,029.10 (including contingency), excluding HST;

(ii) Development Engineering (London) Limited **BE APPOINTED** consulting engineers to complete the pre-design, detailed design and construction administration of 2019 Infrastructure Renewal Program Contract 2, Monsarrat Avenue from Belfield Street to Gatewood Road and Roehampton Avenue, all, in the total amount of $264,566.50 (including contingency), excluding HST;

(iii) Parsons Incorporated **BE APPOINTED** consulting engineers to complete the pre-design, detailed design and construction administration of 2019 Infrastructure Renewal Program Contract 3, Canterbury Road from Windermere Road to Richmond Street, Westchester Drive from Canterbury Road to Richmond Street and Windermere Road from Western Road to Canterbury Road reconstruction, in the total amount of $532,341.70 (including contingency), excluding HST;

(iv) Archibald, Gray and McKay Engineering Limited **BE APPOINTED** consulting engineers to complete the pre-design, detailed design and 2019 Phase 1 construction administration of 2019 Infrastructure Renewal Program Contract 4, Devonshire Avenue from Edward Street to Wortley Road, Cathcart Street from Devonshire Avenue to Dunkirk Place Park, Devonshire Place, all, and Murray Street from Iroquois Avenue to Devonshire Avenue reconstruction, in the total amount of $678,036.70 (including contingency), excluding HST;

(v) Spriet Associates (London) Limited **BE APPOINTED** consulting engineers to complete the pre-design, detailed design and construction administration of 2019 Infrastructure Renewal Program Contract 5, Wellington Street from Grosvenor Street to Victoria Street reconstruction, in the total amount of $471,735.00 (including contingency), excluding HST;

(vi) Dillon Consulting Limited **BE APPOINTED** consulting engineers to complete the pre-design and detailed design of 2019 Infrastructure

Renewal Program Contract 6, Old North West Area Phase 1 (Sections of William Street, Regent Street, Maitland Street, Huron Street, Fraser Avenue) reconstruction in the total amount of $428,428.00 (including contingency), excluding HST;

(vii) GM Blueplan Engineering **BE APPOINTED** consulting engineers to complete the pre-design and detailed design of 2020 Infrastructure Renewal Program Contract A, Pottersburg Creek Trunk Sanitary Sewer Replacement Phase 1, Dundas Street from Pottersburg Creek to Burdick Place, Spruce Street from Dundas Street to the north end, Burdick Place from Dundas Street to the north end reconstruction, in the total amount of $416,614.00 (including contingency), excluding HST;

(viii) Stantec Consulting Limited **BE APPOINTED** consulting engineers to complete the pre-design and detailed design of 2020 Infrastructure Renewal Program Contract B, Argyle Community (East Lions Park Area) Phase 1, Spruce Street from Wavell Street to Haig Street and Haig Street, all, reconstruction in the total amount of $252,083.15 (including contingency), excluding HST;

b) Spriet Associates (London) Limited **BE APPOINTED** consulting engineers to complete the detailed design for the expanded scope of work for the 2017 Infrastructure Renewal Program Contract C, Cavendish Crescent/Charles Street/West Lions Park, in the total amount of $285,711.42 (including contingency), excluding HST, in accordance with the estimate on file, and in accordance with Section 15.2(g) of the City of London's Procurement of Goods and Services Policy

c) the financing for the projects identified in (a) and (b) above **BE APPROVED** in accordance 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 work;

e) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with each consultant for the respective project; and

f) 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

CWC – June 8, 2016 – Appointment of Consulting Engineers, Infrastructure Renewal Program

CWC – April 17, 2018 – 2018 Infrastructure Renewal Program, Consultant Construction Supervision Awards, Cavendish Crescent and Avalon Street Projects

2015 – 2019 STRATEGIC PLAN

The following report supports the 2015 – 2019 Strategic Plan through the strategic focus area of Building a Sustainable City including:

- Robust Infrastructure 1B – Manage and improve water, wastewater, and stormwater infrastructure

BACKGROUND

Purpose

The purpose of this report is to award engineering consultant appointments for the Infrastructure Renewal Program. These consultant appointments will lead to infrastructure construction projects in 2019, as well as several multi-year projects. A detailed project list, including timing and project limits, is contained in Appendix 'B'. Project maps are contained in Appendix 'C'.

Context

The Infrastructure Renewal Program is an annual program intended to maintain the lifecycle and operation of municipal infrastructure at an acceptable performance level. The engineering consultants work with city staff to complete the Infrastructure Renewal Program projects and meet the challenging infrastructure lifecycle replacement needs. The engineering consulting work recommended within this report will support the reconstruction of an estimated $40,600,000 of capital infrastructure over three construction seasons.

DISCUSSION

Procurement Process: 2019 – 2020 Infrastructure Renewal Program

The engineering consultant selection for the 2019 – 2020 Infrastructure Renewal Program utilized a grouped procurement process developed in partnership with the Purchasing and Supply Division. The process is completed in two stages and includes an open, publicly advertised Request for Qualifications (RFQ), and a subsequent Request for Proposal submitted by short-listed engineering consulting firms. Based on the Request for Proposal evaluation, engineering consultants were matched with a project, and fee submissions were reviewed by city staff. This two-stage grouped procurement process is in accordance with Section 15.2(e) of the Procurement of Goods and Services Policy. This is the second year utilizing the two-stage grouped procurement process for the Infrastructure Renewal Program. The Grouped Consultant Selection Process that was approved by Council June 12, 2018 will be used for all future Infrastructure Renewal Program consultant appointments beginning in 2020.

The construction administration fee portion of the engineering consultant assignments is included for those projects of lower complexity, and for projects where construction administration fees can be reasonably estimated prior to the start of the design. Including construction administration fees as part of the initial consultant assignment reduces the number of required reports to committee and reduces the time required to award the final construction contract. Of the eight projects, the construction administration fee is included in four of the consultant assignments.

City staff have reviewed the fee submissions, in detail, considering the hourly rates provided for each consulting staff member. City staff have confirmed that hourly rates are consistent with those submitted through competitive processes. City staff have also reviewed the time allocated to each project related task. City staff can confirm that the amount of time allocated to each project task is consistent with prior projects of a similar nature. In general, all of the project assignments are found to be reasonable and in line with those that would be expected through a competitive process.

Work Description

The Infrastructure Renewal Program projects include watermain and sewer replacement/repairs, as well as restoration of areas disturbed by the construction activity. The scope of each project varies in length and depends on the infrastructure components requiring rehabilitation or replacement.

In some cases, full road reconstruction, including traffic signal and street light replacement, will be part of the overall project.

The city infrastructure design groups within each service area work closely together to co-ordinate infrastructure repair, rehabilitation and replacement. City staff prepare a list of the highest priority projects, taking into consideration condition assessment, capacity, criticality of the infrastructure link, and the safety and social impacts should the infrastructure link fail. City staff meet regularly throughout the year to co-ordinate their respective work, with the goal of aligning construction projects so more than one infrastructure element can be renewed, which significantly reduces social disruption and saves on construction costs. Design work starts early in the budget cycle, which allows projects to tender early in the season, so the most competitive construction pricing can be realized.

This report recommends the appointment of engineering consultants for eight engineering design assignments as identified in Appendix 'B'. Four of the projects are scheduled for construction in 2019, two in 2020, and one will be constructed in two phases in 2019 and 2020. The projects to be constructed in 2020 are larger more complex projects and include a design phase that will span two years. One significantly more complex project, Contract 6 (Old North West Area reconstruction Phase 1), has also been included in the 2019 – 2020 Consultant Procurement Process and includes detailed design that may span several years. Due to the complexity of the project, a firm construction date has not been determined, but construction is expected by 2022. The proposed construction year and physical limits of the project assignments are summarized in Appendix 'B' and a location map is provided for each project in Appendix 'C'.

Funds have been budgeted in the transportation, water and sewer capital budgets to support the engineering design work for the projects identified in Appendix 'A', "Sources of Financing Report". The design and construction administration fees for the new projects, recommended for approval in this report, are summarized in Table 1 below. All values below include 10% contingency and exclude HST.

Table 1 – New Project Approval Summary

Contract	Street	Consultant	Design Fee	Construction Administration Fee	Total Fee
2019 Infrastructure Renewal Program #1	York Street	AECOM Canada Limited	$369,029.10	-	$369,029.10
2019 Infrastructure Renewal Program #2	Roehampton Avenue / Monsarrat Avenue	Development Engineering (London) Limited	$126,032.50	$138,534.00	$264,566.50
2019 Infrastructure Renewal Program #3	Canterbury Road / Westchester Drive / Windermere Road	Parsons Incorporated	$298,350.80	$233,990.90	$532,341.70
2019 Infrastructure Renewal Program #4	Devonshire Avenue & Place / Cathcart Street / Murray Street	Archibald, Gray and McKay Engineering Limited	$444,928.00	$233,108.70	$678,036.70
2019 Infrastructure	Wellington Street	Spriet Associates	$252,362.00	$219,373.00	$471,735.00

Renewal Program #5		(London) Limited			
2019 Infrastructure Renewal Program #6	Old North West – William Street / Regent Street / Maitland Street / Huron Street / Fraser Avenue	Dillon Consulting Limited	$428,428.00	-	$428,428.00
2020 Infrastructure Renewal Program ‘A’	Pottersburg Trunk Sanitary Sewer Replacement Phase 1	GM Blueplan Engineering	$416,614.00	-	$416,614.00
2020 Infrastructure Renewal Program ‘B’	Spruce Street / Haig Street	Stantec Consulting Limited	$252,083.15	-	$252,083.15

It is noted that an additional project, Dundas Street reconstruction (between Adelaide Street and Rectory Street), was included in the 2019 – 2020 consultant procurement process. Through the process an engineering consultant was identified to undertake pre-design and detailed design services. Two studies with public engagement components, that could have a significant impact on the design and the design scope, are currently underway. The award of this project is being deferred to later in 2018 due to the difficulty in scoping the consulting assignment at this time. This section of Dundas Street is included in the Old East Village Secondary Plan study which is currently underway, and it is also being considered by Transportation Planning and Design for an east-west bikeway. A separate CWC report will be prepared later in 2018 to recommend the appointment of the engineering consultant for the project. Construction of the project is expected to occur in 2020.

Expansion of Work 2017 Contract C Cavendish Crescent/Charles Street/West Lions Park

This report also recommends appointment of Spriet Associates (London) Limited to complete the detailed design for the expanded scope of work for the 2017 Infrastructure Renewal Program Contract C project. It is recommended that the existing consultant continue with the design assignment to achieve efficiencies in the delivery and execution of this multi-phase project. The scope and complexity of the project has increased since the original terms of reference were prepared in 2016, during the completion of the initial design phase. The following additional tasks, not originally anticipated based on preliminary investigations, have been identified for this design assignment:

- Expansion in project scope to extend the work, approximately 220 m, to include the full reconstruction of Cavendish Crescent (east-west leg);
- Modification of the project assignment from a single to a multi-phase project, to address phasing of construction;
- Reconfiguration of the adjacent city works yard site, based on final trunk sewer alignment;
- Restoration of the impacted portion of the City’s West Lions Park, including impacted electrical and irrigation systems, to meet current city standards;
- Expanded ecological investigations; and
- Design co-ordination related to utility relocates.

The recommended design fee, due to the additional design efforts and expansion in project scope, is $285,711.42 (including contingency), excluding HST. The total fee to date for the project, including the initial design fee of $372,375 (CWC June 8, 2016), the recommended additional design fee within this report, and phase one construction administration fee of $243,595 (CWC April 17, 2018), is $901,681.42 (including contingency), excluding HST. It is noted that future recommendations will be made for construction administration assignments in tandem with the award of the construction contracts for phase two and phase three.

Construction of this project is expected to take place in three phases from 2018 to 2020. It is recommended that Spriet Associates (London) Limited continue with the design assignment because of their satisfactory completion of previous work on the project, and the ensuing nature of the additional design efforts, and the expansion in project scope.

This approach is consistent with section 15.2(g) of the Procurement of Goods and Services Policy. Section 15.2(g) of the Procurement of Goods and Services Policy provides that a consulting firm, which has satisfactorily partially completed a project, may be recommended for award of the balance of a project without competition, subject to satisfying all financial, reporting and other conditions contained within this policy. This should be financially beneficial to the city because such a consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

CONCLUSIONS

Replacing infrastructure at the end of its lifecycle is essential to building a sustainable city. The recommended engineering consultant assignments for the 2019 – 2020 Infrastructure Renewal Program are another step forward in replacing London’s aging infrastructure. The projects discussed within this report have been identified as high priority due to the age, poor condition and associated risk of failure associated with the infrastructure.

In the spirit of continuous improvement, the process for undertaking engineering consultant appointments will continue to evolve ensuring the City achieves the best value through a transparent, fair and competitive process. All the firms recommended through this engineering consultant appointment have shown their competency and expertise with infrastructure replacement projects of this type. The Infrastructure Renewal Program will continue to ensure high value and endevour to achieve a consistently high degree of public satisfaction.

Acknowledgements:

This report was prepared by Kyle Chambers, Environmental Services Engineer; and David Gough, Environmental Services Engineer.

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

AR/dh

Attach: Appendix ‘A’ – Sources of Financing
Appendix ‘B’ – Project Information List
Appendix ‘C’ – Location Maps

cc. John Freemen, Manager, Purchasing and Supply
Gary McDonald, Budget Analyst
AECOM Canada Ltd, 410 – 250 York Street, Citi Plaza, N6A 6K2
Dillon Consulting Ltd, 130 Dufferin Avenue, Suite 1400
Spriet Associates, 155 York Street, N6A 1A8
Archibald, Gray & McKay Engineering, 3514 White Oak Road, N6E 2Z9
Parsons Corporation, 1069 Wellington Road S, London, ON, N6E 2H6
Stantec Consulting Ltd, 800-171 Queens Avenue, London, ON, N6A 5J7
Development Engineering Ltd., 41 Adelaide St N, Unit 71, London ON, N6B 3P4
GM Blueplan Engineering, 235 North Centre Rd, Suite 103, London, ON N5X 4E7

APPENDIX 'A'

#18097

Chair and Members
Civic Works Committee

June 19, 2018
(Appoint Consulting Engineers)

RE: Infrastructure Renewal Program
Capital Project ES241417 - Sewer Infrastructure Lifecycle Renewal
Capital Project ES242817 - Erosion Remediation Open Watercourses Management and Reclamation
Capital Project ES242818 - Erosion Remediation Open Watercourses Management and Reclamation
Capital Project EW376518 - Water Infrastructure Lifecycle Renewal
Capital Project TS144617 - Road Networks Improvements (Main)
AECOM Canada Limited - $369,029.10 (excluding H.S.T.) - Contract 1 - (Subledger WS19C001)
Development Engineering (London) Limited - $264,566.50 (excluding H.S.T.) - Contract 2 - (Subledger WS19C002)
Parsons Incorporated - $532,341.70 (excluding H.S.T.) - Contract 3 - (Subledger WS19C003)
Archibald, Gray and McKay Engineering Limited - $678,036.70 (excluding H.S.T.) - Contract 4 - (Subledger WS19C004)
Spriet Associates (London) Limited - $471,735.00 (excluding H.S.T.) - Contract 5 - (Subledger WS19C005)
Dillon Consulting Limited - $428,428.00 (excluding H.S.T.) - Contract 6 - (Subledger WS19C006)
GM Blueplan Engineering - $416,614.00 (excluding H.S.T.) - Contract A - (Subledger WS19C00A)
Stantec Consulting Limited - $252,083.15 (excluding H.S.T.) - Contract B - (Subledger WS19C00B)
Spriet Associates (London) Limited - $285,711.42 (excluding H.S.T.) - Contract C - (Subledger WS17C00C)

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	$3,233,783	$1,528,030	$1,705,753	$0
Land Acquisition	12,352	12,352	12,352		0
Construction	20,386,316	19,082,533	17,854,784		1,227,749
Construction (PDC Portion)	228,000	228,000	228,000		0
Construction (Bell Contributions)	686,595	686,595	686,595		0
City Related Expenses	140,000	140,000	107,520		32,480
	23,383,263	23,383,263	20,417,281	1,705,753	1,260,229
ES242817-Erosion Remed. Open Watercourses Management and Reclamation					
Engineering	170,000	266,859	121,619	145,240	0
Construction	829,486	732,627	518,159		214,468
	999,486	999,486	639,778	145,240	214,468
ES242818-Erosion Remed. Open Watercourses Management and Reclamation					
Engineering	50,000	128,423	38,578	89,845	0
Construction	132,000	53,577			53,577
	182,000	182,000	38,578	89,845	53,577
EW376518-Water Infrastructure Lifecycle Renewal					
Engineering	1,250,000	2,074,911	364,766	1,710,145	0
Construction	7,222,019	6,397,108	2,106,300		4,290,808
	8,472,019	8,472,019	2,471,066	1,710,145	4,290,808
TS144617-Road Networks Improvements (Main)					
Engineering	1,000,000	1,000,000	739,344	112,657	147,999
Land Acquisition	155,609	155,609	155,609		0
Construction	13,034,723	13,027,546	11,219,109		1,808,437
City Related Expenses	5,634	12,811	12,811		0
	14,195,966	14,195,966	12,126,873	112,657	1,956,436
NET ESTIMATED EXPENDITURES	**$47,232,734**	**$47,232,734**	**$35,693,576**	**$3,763,640**	**$7,775,518**
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	9,759,668	9,759,668	6,793,686	1,705,753	1,260,229
Federal Gas Tax	4,500,000	4,500,000	4,500,000		0
Cash Recovery from Property Owners (PDC Portion)	228,000	228,000	228,000		0
Other Contributions (Bell)	686,595	686,595	686,595		0
	23,383,263	23,383,263	20,417,281	1,705,753	1,260,229
ES242817-Erosion Remed. Open Watercourses Management and Reclamation					
Capital Sewer Rates	999,486	999,486	639,778	145,240	214,468
ES242818-Erosion Remed. Open Watercourses Management and Reclamation					
Capital Sewer Rates	182,000	182,000	38,578	89,845	53,577
EW376518-Water Infrastructure Lifecycle Renewal					
Capital Water Rates	6,502,100	6,502,100	2,471,066	1,710,145	2,320,889
Drawdown from Capital Water Reserve Fund	1,969,919	1,969,919			1,969,919
	8,472,019	8,472,019	2,471,066	1,710,145	4,290,808

APPENDIX 'A'

#18097

Chair and Members
Civic Works Committee

June 19, 2018
(Appoint Consulting Engineers)

RE: Infrastructure Renewal Program
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Stantec Consulting Limited - $252,083.15 (excluding H.S.T.) - Contract B - (Subledger WS19C00B)
Spriet Associates (London) Limited - $285,711.42 (excluding H.S.T.) - Contract C - (Subledger WS17C00C)

	Approved Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
TS144617-Road Networks Improvements (Main)					
Capital Levy	4,166,525	4,166,525	4,166,525		0
Debenture By-law No. W.-5617-63	2,227,179	2,227,179	158,086	112,657	1,956,436
Federal Gas Tax	7,677,097	7,677,097	7,677,097		0
Other Contributions (Dancor)	125,165	125,165	125,165		0
	14,195,966	14,195,966	12,126,873	112,657	1,956,436
TOTAL FINANCING	**$47,232,734**	**$47,232,734**	**$35,693,576**	**$3,763,640**	**$7,775,518**

1) **FINANCIAL NOTE: (EXCLUDING H.S.T.)**	ES241417	ES242817	ES242818	EW376518	TS144617
Listed by Engineer and Contract					
AECOM Canada Limited- Contract 1	$110,709	$36,903		$110,708	$110,709
Development Engineering (London) Limited - Contract 2	51,644	6,297		206,626	
Parsons Incorporated - Contract 3	251,265	29,811		251,266	
Archibald, Gray and McKay Engineering Limited - Contrac	316,779	44,479		316,779	
Spriet Associates (London) Limited - Contract 5	223,248	25,238		223,249	
Dillon Consulting Limited - Contract 6	142,452		21,422	264,554	
GM Blueplan Engineering - Contract A	243,719		41,661	131,234	
Stantec Consulting Limited - Contract B	113,437		25,208	113,438	
Spriet Associates (London) Limited - Contract C	222,998			62,713	
TOTAL PER CAPITAL PROJECT (EXCLUDING H.S.T.)	**$1,676,251**	**$142,728**	**$88,291**	**$1,680,567**	**$110,709**

FINANCIAL NOTE (continued)	TOTAL PER CONTRACT Excluding HST	Incl. HST
Listed by Engineer and Contract		
AECOM Canada Limited- Contract 1	$369,029	$375,524
Development Engineering (London) Limited - Contract 2	264,567	269,223
Parsons Incorporated - Contract 3	532,342	541,711
Archibald, Gray and McKay Engineering Limited - Contract 4	678,037	689,970
Spriet Associates (London) Limited - Contract 5	471,735	480,038
Dillon Consulting Limited - Contract 6	428,428	435,968
GM Blueplan Engineering - Contract A	416,614	423,946
Stantec Consulting Limited - Contract B	252,083	256,520
Spriet Associates (London) Limited - Contract C	285,711	290,740
TOTAL PER CAPITAL PROJECT (EXCLUDING H.S.T.)	**$3,698,546**	**$3,763,640**

2) **Financial Note: (Charges per Capital Project)**	ES241417	ES242817	ES242818	EW376518	TS144617
Contract Price	$1,676,251	$142,728	$88,291	$1,680,567	$110,709
Add: HST @13%	217,913	18,555	11,478	218,474	14,392
Total Contract Price Including Taxes	1,894,164	161,283	99,769	1,899,041	125,101
Less: HST Rebate	188,411	16,043	9,924	188,896	12,444
Net Contract Price	$1,705,753	$145,240	$89,845	$1,710,145	$112,657

Financial Note:(Charges per Capital Project) continued	TOTAL
Contract Price	$3,698,546
Add: HST @13%	480,812
Total Contract Price Including Taxes	4,179,358
Less: HST Rebate	415,718
Net Contract Price	**$3,763,640**

JG

Jason Davies
Manager of Financial Planning & Policy

Appendix ‘B’ – Project Information List

2019 – 2020 Infrastructure Renewal Program (IRP)						
IRP Contract	**Consultant**	**Street**	**From**	**To**	**Length (m)**	**Anticipated Construction Year**
1	AECOM Canada Ltd	York Street Phase 2	Talbot Street	Clarence Street	380	2019
2	Development Engineering (London) Ltd	Monsarrat Avenue	Belfield Street	Gatewood Road	240	2019
		Roehampton Avenue	all	-	385	
3	Parsons Inc.	Canterbury Road	Windermere Road	Richmond Street	450	2019
		Westchester Drive	Canterbury Road	Richmond Street	195	
		Windermere Road	Western Road	Canterbury Road	120	
4	Archibald, Gray and McKay Engineering Ltd	Devonshire Avenue	Edward Street	Wortley Road	725	2019/2020
		Cathcart Street	Devonshire Avenue	Dunkirk Place Park	90	
		Devonshire Place	all	-	90	
		Murray Street	Iroquois Avenue	Devonshire Avenue	105	
5	Spriet Associates (London) Ltd	Wellington Street	Grosvenor Street	Victoria Street	465	2019
6	Dillon Consulting Ltd.	Old North West Reconstruction – Phase 1				
		William Street	Huron Street	Regent Street	200	2022/2023
		Regent Street	William Street	Colborne Street	490	
		Huron Street	Maitland Street	Colborne Street	230	
		Maitland Street	Regent Street	Huron Street	175	
		Fraser Avenue	Regent Street	Huron Street	175	
A	GM Blueplan Engineering	Pottersburg Creek Trunk Sanitary Sewer Replacement – Phase 1				
		Dundas Street	Existing Pottersburg Trunk	Burdick Place	290	2020
		Spruce Street	Existing Pottersburg Trunk	Dundas Street	200	
		Burdick Place	Existing Pottersburg Trunk	Dundas Street	225	
B	Stantec Consulting Ltd	Argyle Community (East Lions Park Area) Reconstruction – Phase 1				
		Spruce Street	Wavell Street	Haig Street	285	2020
		Haig Street	all	-	220	

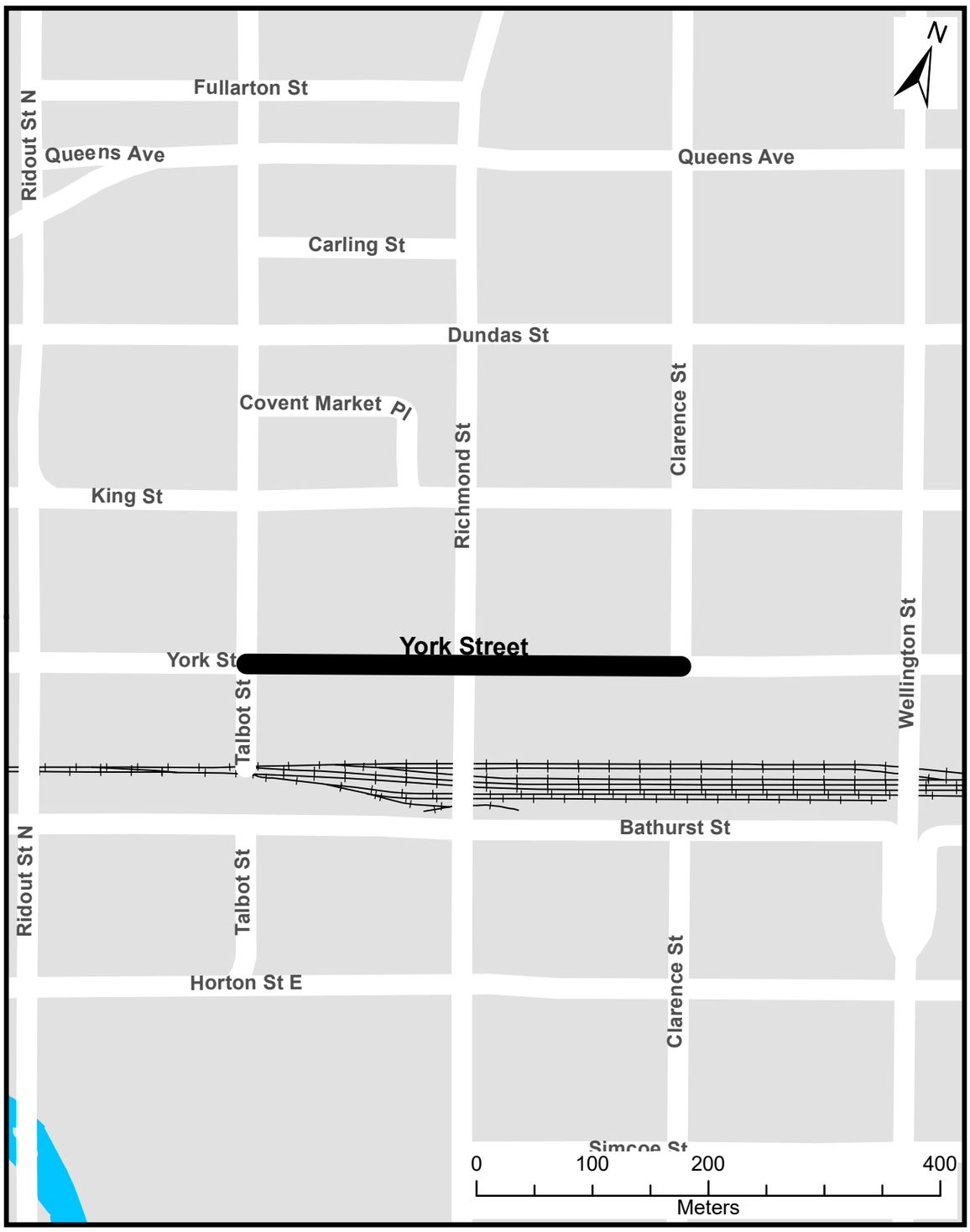
2017 Infrastructure Renewal Program (IRP)						
IRP Contract	**Consultant**	**Street**	**From**	**To**	**Length (m)**	**Anticipated Construction Year**
C	Spriet Associates (London) Ltd	Cavendish Crescent, Charles Street, West Lions Park Phases 1, 2 and 3				
		Cavendish Crescent N/S	Thames River	Wyatt Street	220	Phase 1 - 2018
		Cavendish Crescent N/S	Wyatt St	North of Riverside Drive	235	Phase 2 - 2019
		Cavendish Crescent E/W	Cavendish Crescent N/S	East to MN 75	210	
		Charles Street	North of Riverside Drive	West Lions Park	220	Phase 3 - 2020
		West Lions Park	Charles Street	Paul Street	290	

Appendix 'C' - Location Maps

2019 Infrastructure Renewal Program

Contract 1 - Location Map

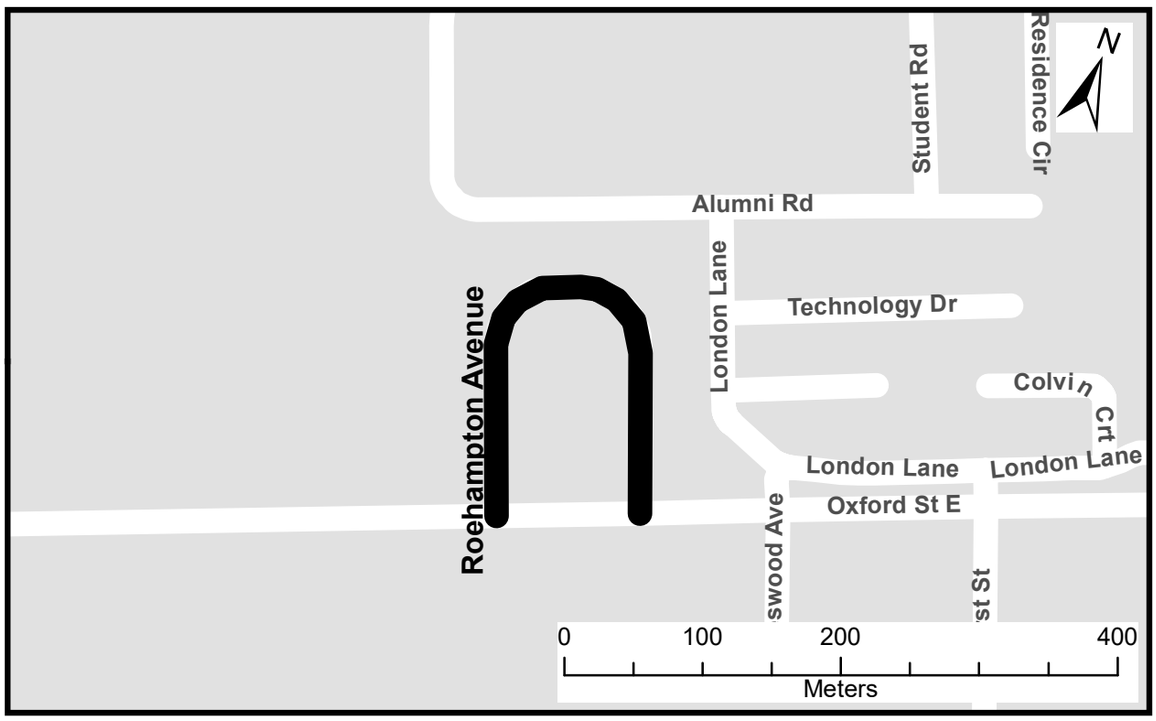
York Street from Talbot Street to Clarence Street

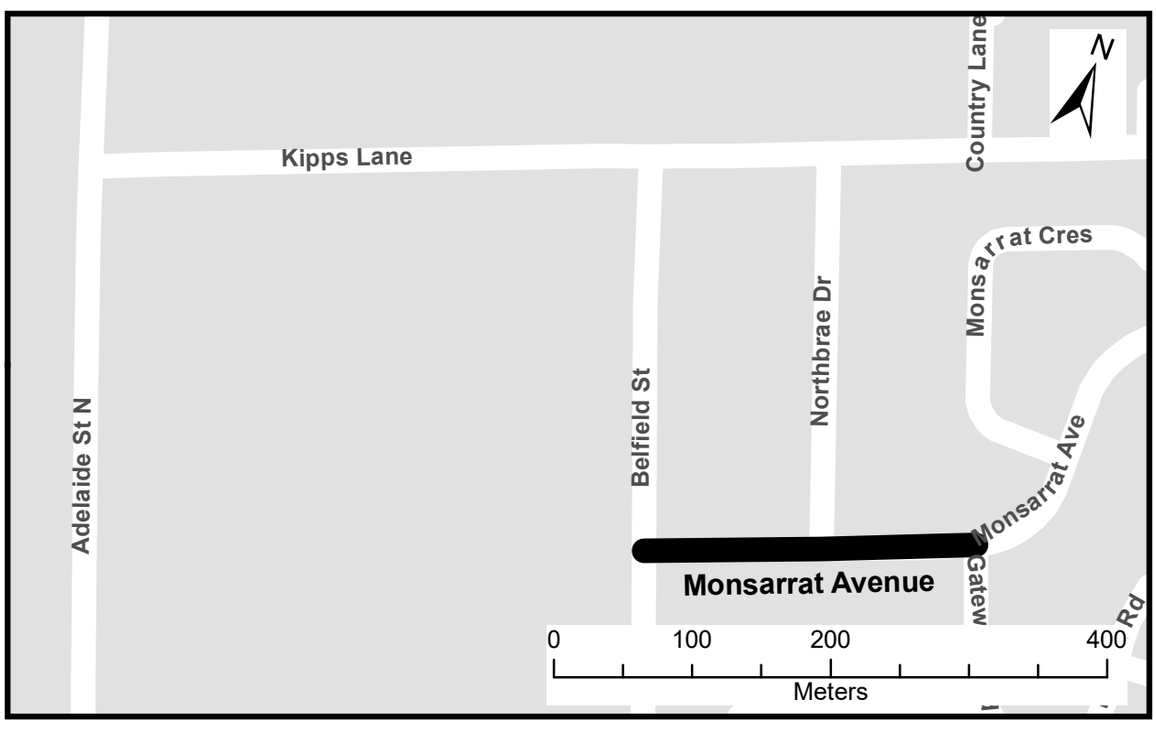


2019 Infrastructure Renewal Program

Contract 2 - Location Map

Roehampton Avenue - all (top map)
Monsarrat Avenue from Belfield Street to Gatewood Road (bottom map)

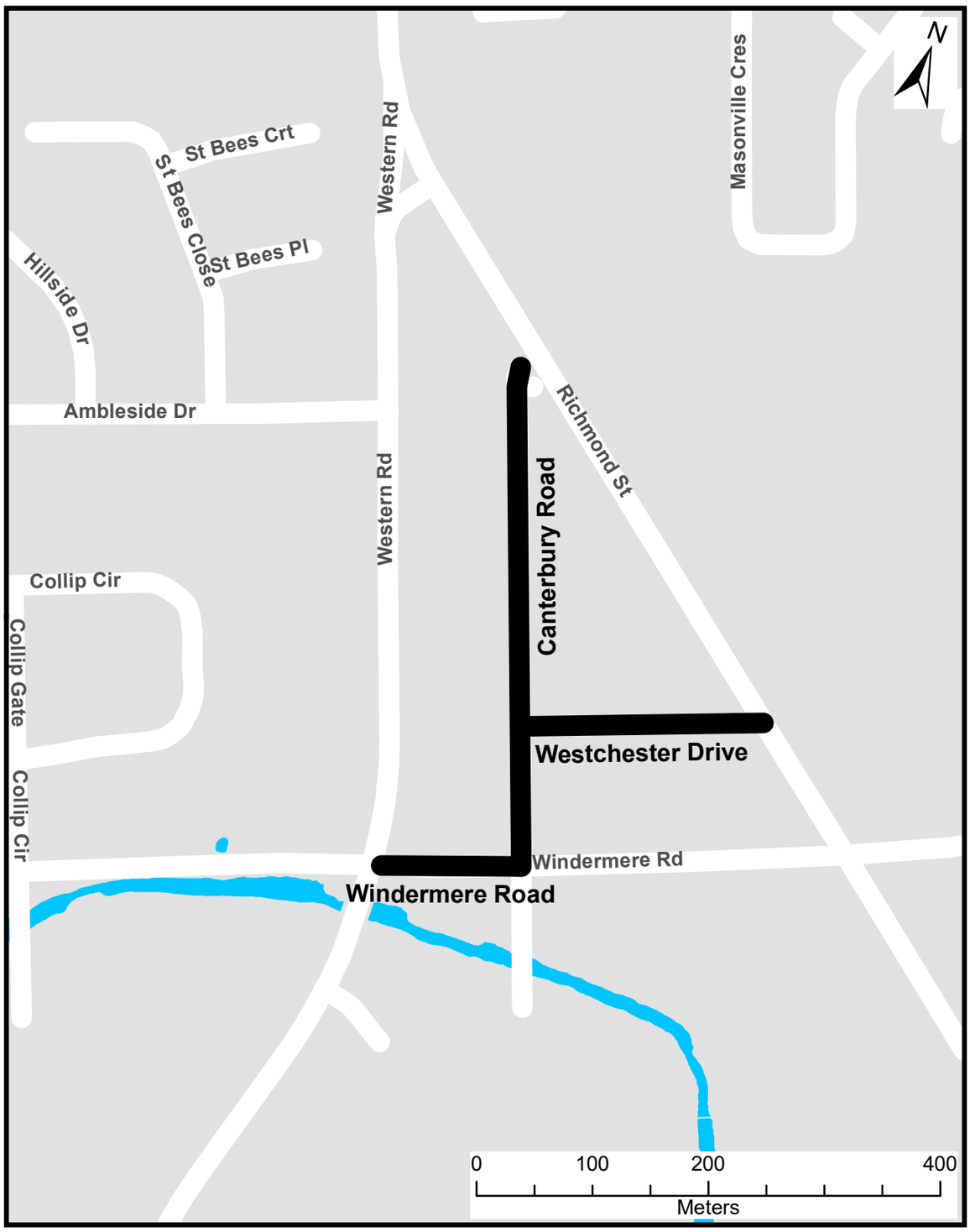




2019 Infrastructure Renewal Program

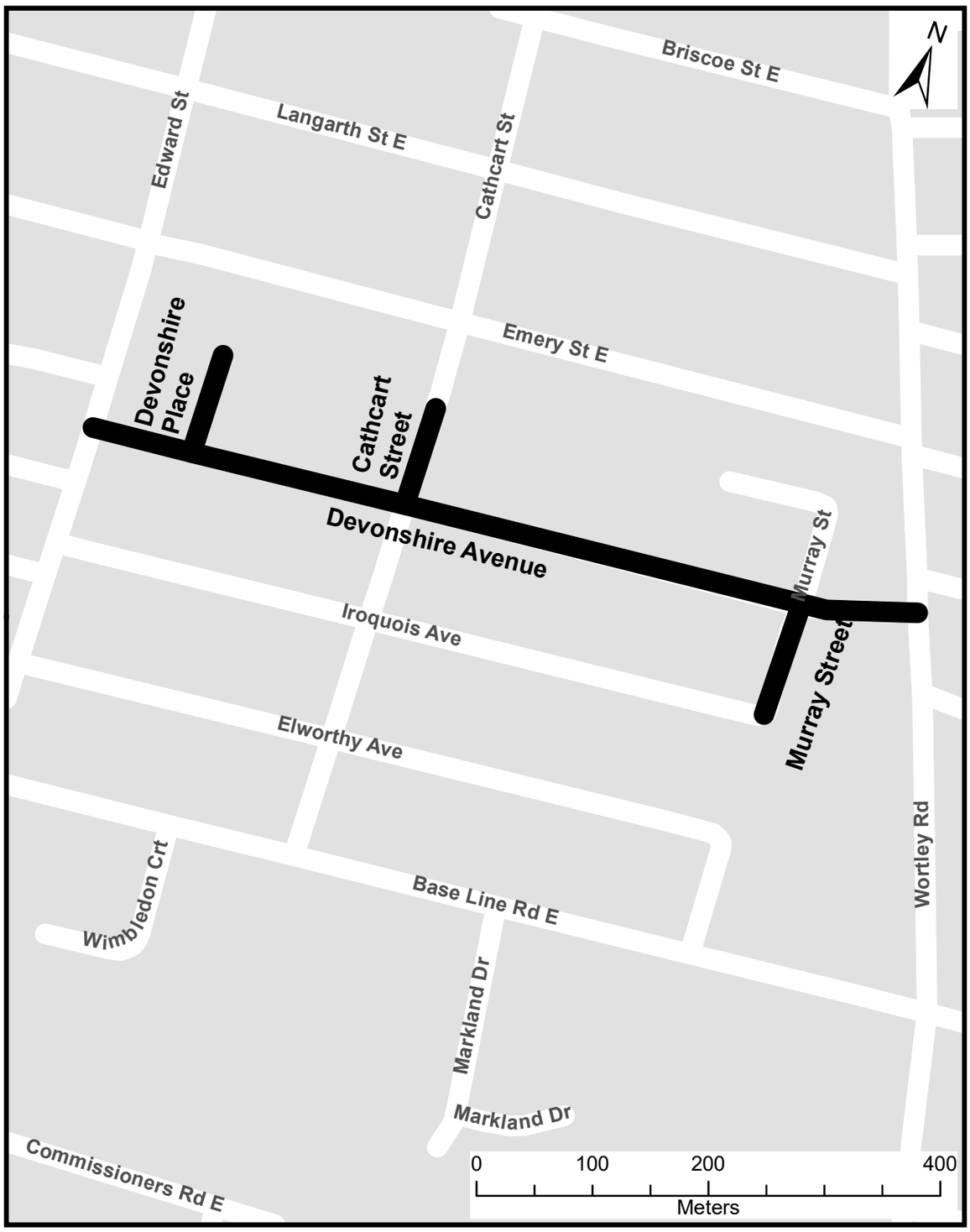
Contract 3 - Location Map

Westchester Drive from Canterbury Road to Richmond Street
Canterbury Road from Richmond Street to Windermere Road
Windermere Road from Canterbury Road to Western Road



2019 Infrastructure Renewal Program

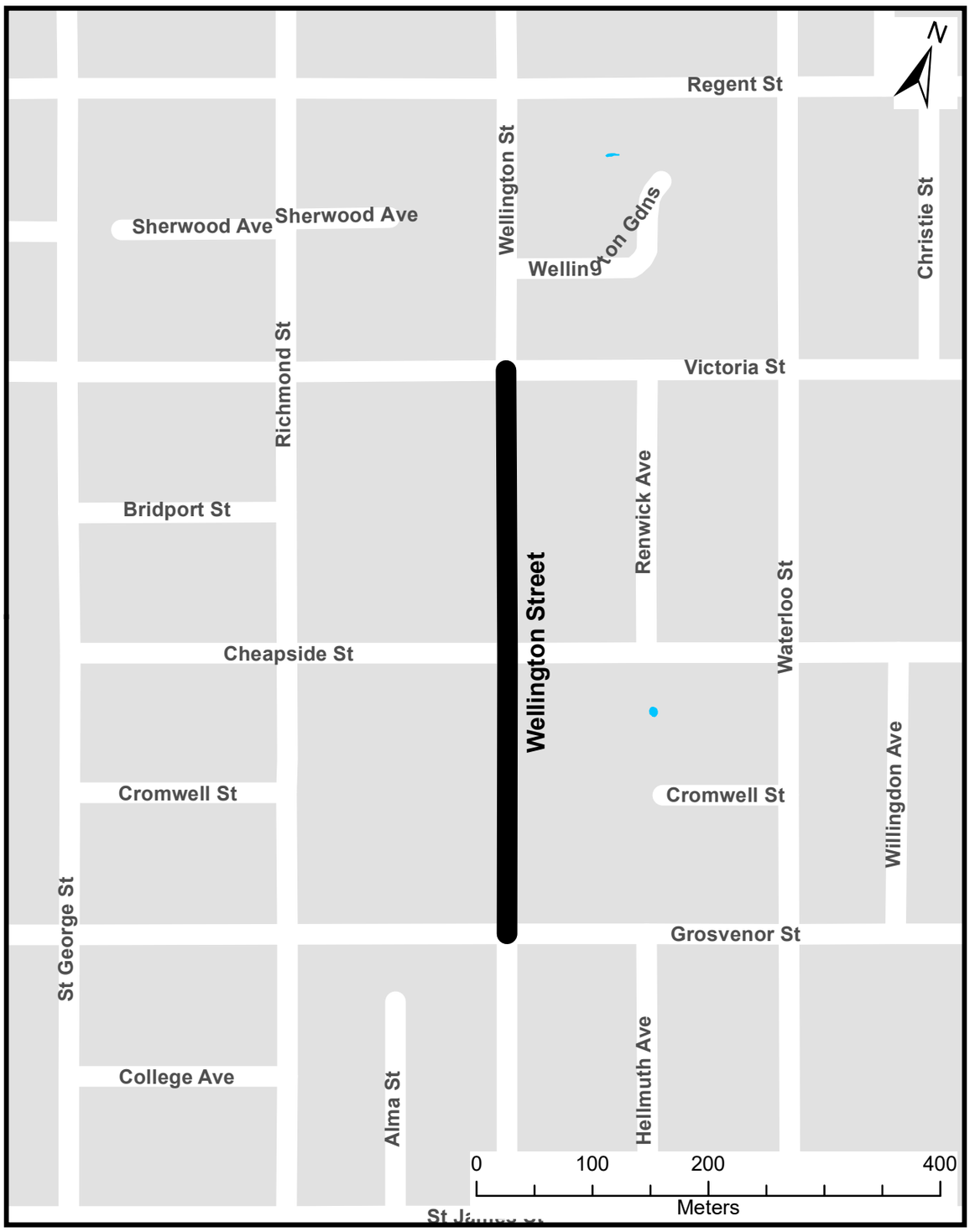
Contract 4 - Location Map
Devonshire Avenue from Edward Street to Wortley Road
Devonshire Place - all
Cathcart Street from Devonshire Avenue to Dunkirk Place Park
Murray Street from Devonshire Avenue to Iroquois Avenue



2019 Infrastructure Renewal Program

Contract 5 - Location Map

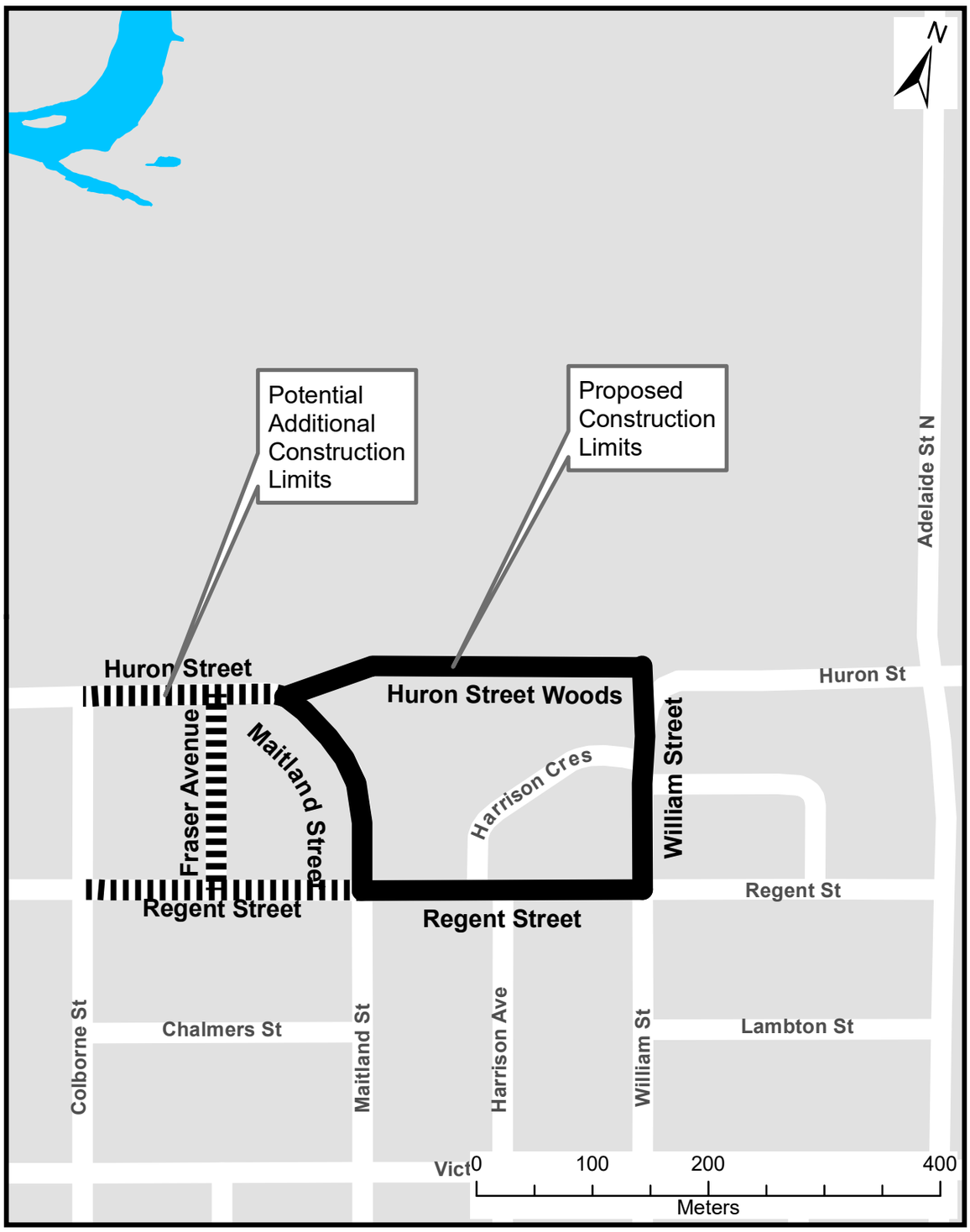
Wellington Street from Grosvenor Street to Victoria Street



2019 Infrastructure Renewal Program

Engineering Assignment 6 - Location Map

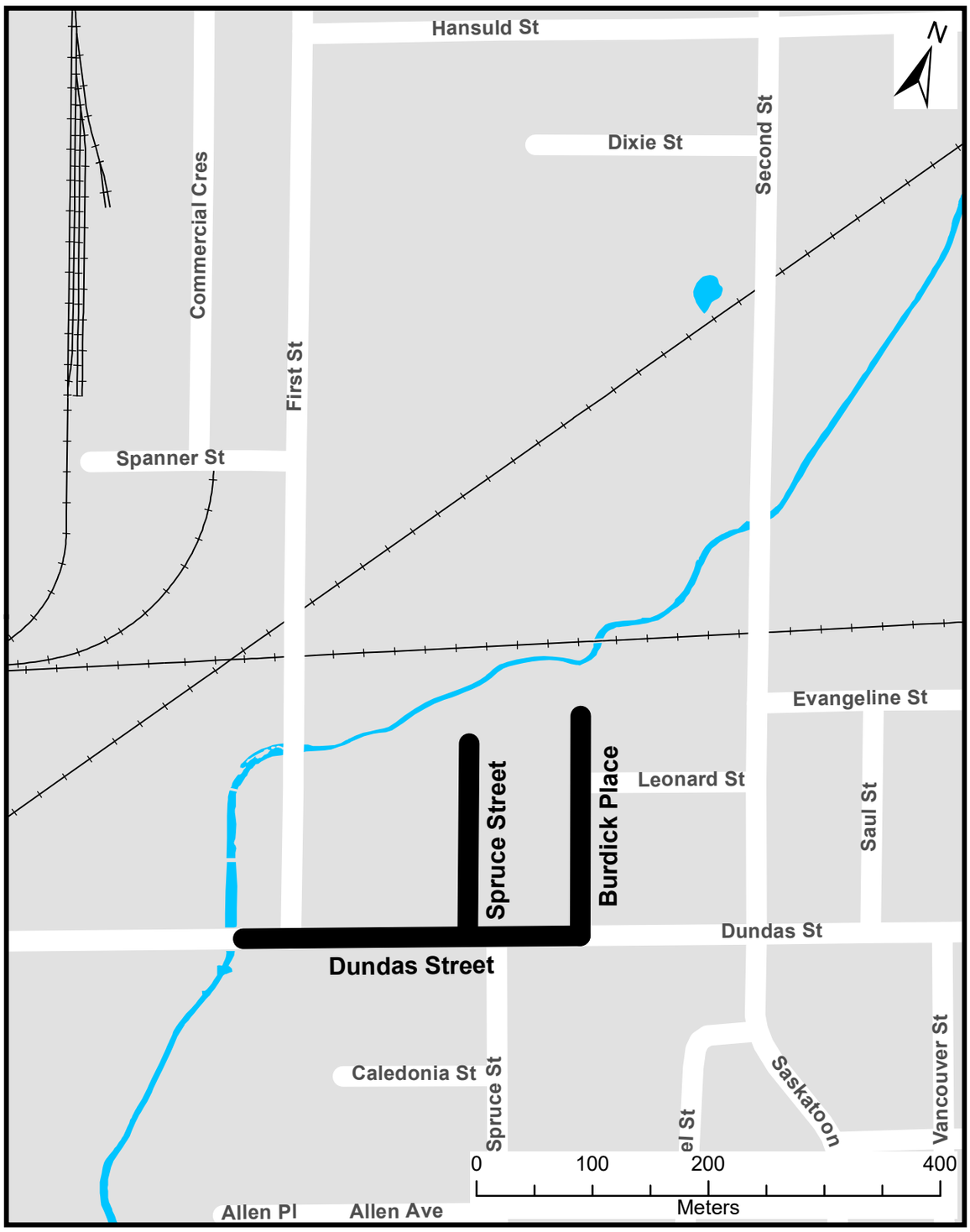
Old North West - Huron Street / Regent Street / William Street / Maitland Street
Reconstruction Phase 1



2019 Infrastructure Renewal Program

Contract A - Location Map

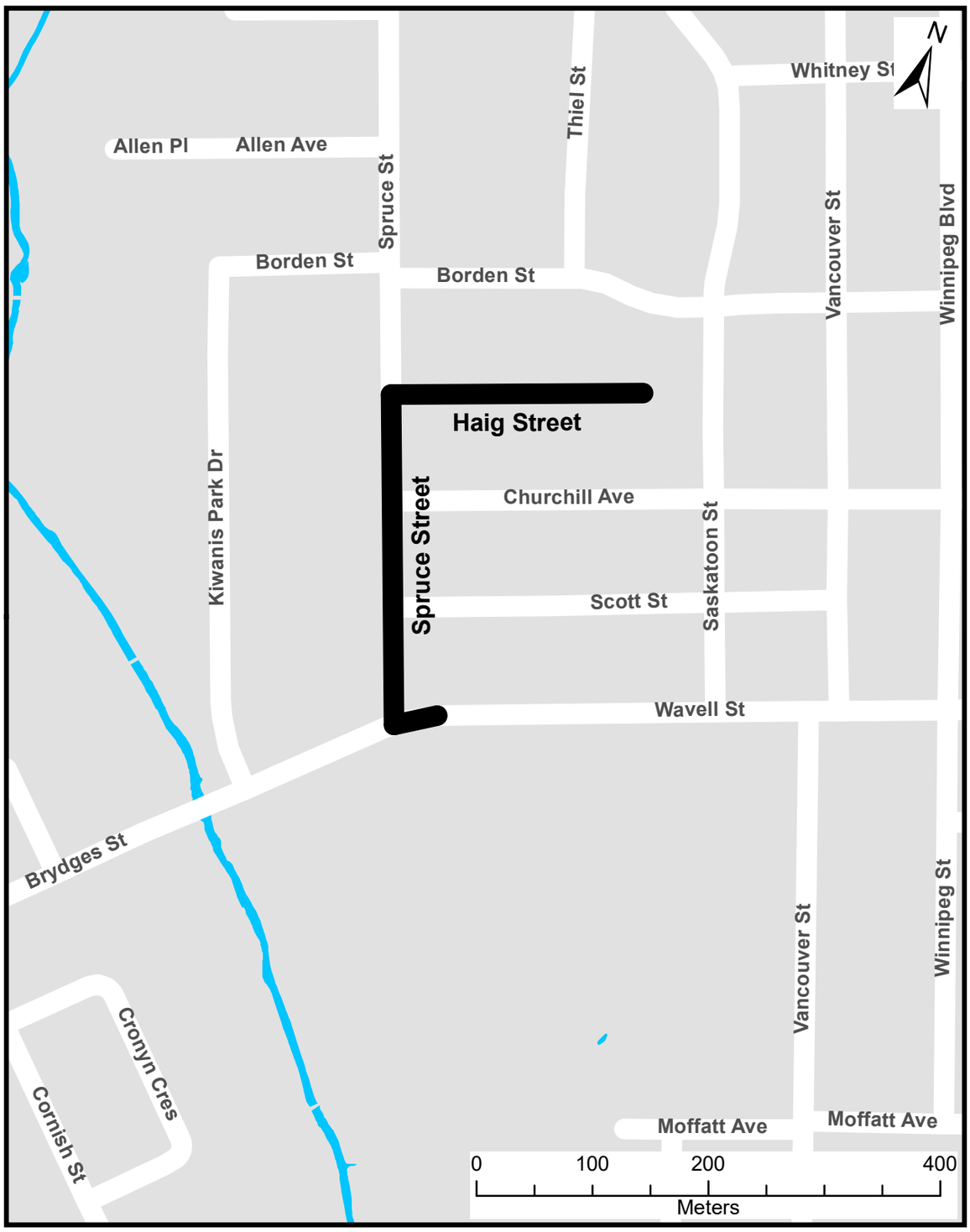
Dundas Street from Pottersburg Creek to Burdick Place
Spruce Street from Pottersburg Creek to Dundas Street
Burdick Place from Pottersburg Creek to Dundas Street



2019 Infrastructure Renewal Program

Contract B - Location Map

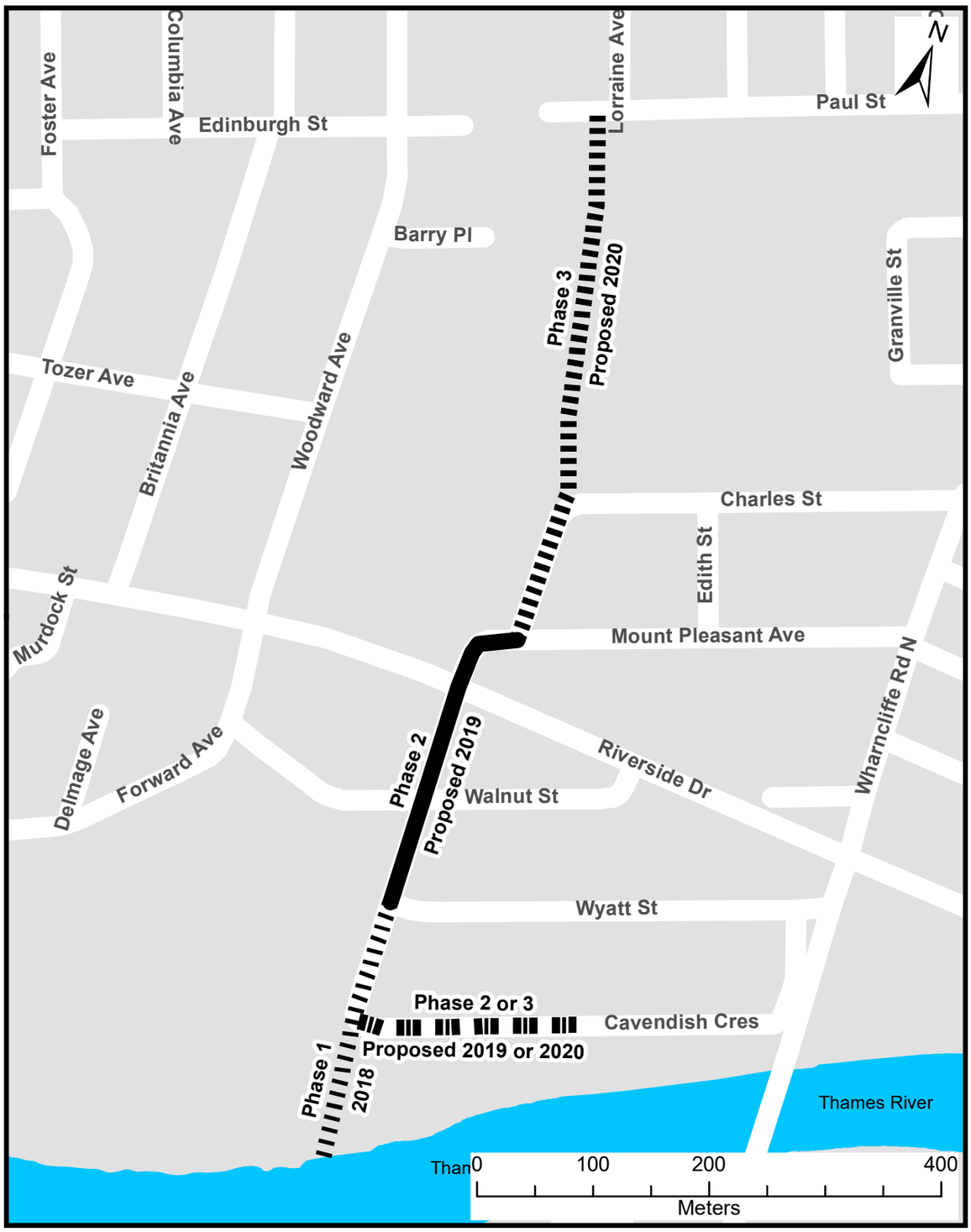
Spruce Street from Wavell Street to Haig Street
Haig Street - all



2019 Infrastructure Renewal Program

2017 Contract C

Cavendish Area Trunk Sewer Installation



TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER & ANNA LISA BARBON, CPA, CGA MANAGING DIRECTOR, CORPORATE SERVICES & CITY TREASURER, CHIEF FINANCIAL OFFICER**
SUBJECT:	**MUNICIPAL GREENHOUSE GAS (GHG) CHALLENGE FUND APPLICATIONS FOR ROUND TWO**

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services & City Engineer and Managing Director, Corporate Services & City Treasurer, Chief Financial Officer,

a) Information about the Province of Ontario's Municipal GHG Challenge Fund Round Two **BE RECEIVED**;

b) Applications for the following two projects **BE ENDORSED** for submission to the Municipal GHG Challenge Fund:

   i. Curbside collection of residential source-separated organics; and
   ii. Passive cooling at Museum London; and

c) Civic Administration **BE DIRECTED** to report back to the Civic Works Committee on the outcome of the Municipal GHG Challenge Fund Round Two applications including, where applicable, final business cases or other financial or environmental benefit details prior to final approval of projects.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

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

- Report to the April 4th 2018 Civic Works Committee Meeting, Outcome of Ontario Municipal Greenhouse Gas (GHG) Challenge Fund Applications (Agenda Item #2.4)

- Report to the October 24th 2017 Civic Works Committee Meeting, Municipal Greenhouse Gas (GHG) Challenge Fund Applications (Agenda Item #15)

STRATEGIC PLAN 2015-2019

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

Strengthening Our Community
- Healthy, safe, and accessible city

Building a Sustainable City
- Convenient and connected mobility choices
- Strong and healthy environment

Growing our Economy
- Local, regional, and global innovation
- Strategic, collaborative partnerships

Leading in Public Service
- Collaborative, engaged leadership
- Excellent service delivery

BACKGROUND

PURPOSE

The purpose of this report is to provide Committee and Council with information about the Province of Ontario's Round Two of its Municipal GHG Challenge Fund, and to seek a Council resolution to support the applications that City staff plan to submit to this funding program.

CONTEXT

The City of London does not have direct control over greenhouse gas (GHG) emissions in London, but the City of London does have direct control over energy use at its facilities as well as a lot of influence over the management of residential organic solid waste. Diverting organic materials from landfills avoids the creation of methane – a potent greenhouse gas with a global warming potential 25 times higher than carbon dioxide.

The second round of the Municipal GHG Challenge Fund, announced in April 2018, is one of the programs funded by revenue from Ontario's Cap & Trade program in support of Ontario's Climate Change Action Plan. This fund is administered by the Ontario Ministry of Environment and Climate Change (MOECC).

DISCUSSION

Overview of the Municipal GHG Challenge Fund Round Two

The Province has allocated $35 million to this second round of funding, of which at least 30 percent has been set aside for small, rural, and northern municipalities. This leaves about $24 million for larger municipalities in Southern Ontario.

Any kind of municipal project that reduces GHG emissions is eligible for funding including the buildings, energy supply, transportation, water, waste, and organics sectors.

For this round of funding, municipalities may only submit up to two applications and may request up to $2 million per project. The Municipal GHG Challenge Fund will contribute up to 100 percent of eligible costs, but a higher score will be given to applicants that leverage funds for up to 50 percent of eligible costs.

Applications to the Municipal GHG Challenge Fund are due July 13, 2018. Successful applicants will be notified by December 2018, with funding agreements required to be completed and executed by March 22, 2019. Projects are also required, at a minimum, to have commenced by July 2019 and completed by July 2022.

Municipal GHG Challenge Fund Evaluation Criteria

Given the likely high competition for funding, understanding the evaluation criteria is key. The MOECC will be evaluating applications based on the following criteria:

- **Project Focus (10%)** - Higher scores will be given to projects that aim to replace fossil fuels with clean, renewable energy and achieve net zero (or better) emissions for buildings, transportation systems, and/or infrastructure.

- **GHG Emissions Reduction Assessment (40%)** - Higher scores will be given to projects that result in significant and cost-effective GHG reductions.

- **Project Co-benefits (10%)** - Higher scores will be given to projects that result in positive co-benefits, including:
    - Economic Benefits
    - Social Benefits
    - Environmental Benefits (other than GHG reduction)
    - Behavioural Change Benefits
    - Innovation, Science and Technology Benefits
    - Benefits to low-income and vulnerable communities

- **Alignment with Municipal GHG Emissions Planning (10%)** - Higher scores will be given to projects that align with a municipality's GHG emissions planning and to municipalities that have a comprehensive GHG reduction plan that meets or exceeds the province's 2020, 2030 and 2050 targets. City staff interpret this as meaning projects that have already been identified within London's Community Energy Action Plan, and/or Council-approved plans that include projects that will influence GHG reductions such as waste management.

- **Work Plan and Budget (30%)** - Higher scores will be given to projects that have a detailed, feasible work plan to achieve the project outcomes. A higher score will also be given to applicants that leverage funds for up to 50% of eligible costs (e.g., through municipal funding, federal government, private sector, etc.)

Proposed Submissions to the Municipal GHG Challenge Fund

The following is a high-level summary of the two applications that City staff propose to submit to the Municipal GHG Challenge Fund.

1. **Curbside Collection of Residential Source-Separated Organics**

   Achieving 60 percent waste diversion will not be possible without some form of curbside residential organics management program. City staff will be bringing a report recommending a variety of options for programs (including organics management options) to implement in order to achieve 60 percent waste diversion by 2022 later this summer for Committee and Council consideration and direction.

   Should Committee and Council approve implementing a curbside, source separated organics management program (i.e., Green Bin) as part of the 60 percent Waste Diversion Action Plan, receptacles (carts and kitchen catchers) will need to be purchased for those households that receive curbside service along with additional collection vehicles to deliver the service. This project submission to the Municipal GHG Challenge Fund will involve the purchase of receptacles required to facilitate household participation.

   City staff also looked at the possibility of submitting an application with respect to mixed waste processing followed by the separation of an organic fraction. It was determined that there was very limited opportunity within the Municipal GHG Challenge Fund because mixed waste processing systems are capital intensive on the facility side, not the collection side. Should Council decide on building a mixed waste processing facility in the future, it would be very unlikely that the decision to do so could be made before March 22, 2019 due to the many complexities associated with a project of this nature including uncertainties with MOECC regulatory approvals and requirements and technology costs.

   Should Committee and Council decide on a different method to recover organics and divert them from landfill than a Green Bin type system, then this application, if successful, would not be executed. Council would have until March 2019 to make a final decision.

If the City be successful in its application, City staff would then issue a Request for Proposals to supply and deliver the receptacles required to implement a curbside collected, source separated organics management program.

2. **Passive cooling at Museum London** – This application relates to an energy efficiency and GHG reduction opportunity identified at Museum London. The facility has a chilled water type cooling system for its air conditioning needs. Due in part to the specific indoor air temperature and humidity requirement standards associated with museums and art galleries, the chillers which form part of the cooling system at the Museum need to be used year round. With the addition of a supplementary heat exchanger, the reconfiguration of piping and the addition of corresponding automation controls, the Museum's cooling system could take better advantage of outdoor conditions when the air temperature drops below 5ºC. Taking advantage of low outdoor air temperatures to naturally cool the chilled water for the cooling system would significantly curtail the use of the chillers in the winter and thereby reduce the electricity consumption at the Museum.

The following table provides an overview of the estimated project cost, funding request, annual GHG emission reductions, and requested funding cost per tonne of GHG emissions over the project's lifespan. These estimates may be refined with updated information by City staff prior to submission of the applications by July 13, 2018.

Project	**Estimated Project Cost**	**Proposed Funding Request**	**Municipal GHG Challenge Fund Criteria**		
			Assumed Project Lifespan (years)	**GHG Emission Reduction (tonnes per year)**	**Estimated Funding Cost-Effectiveness ($/tonne)**
1. Curbside collection of residential source-separated organics	$12 million	$2 million	40	7,500[1] to 11,000[2]	$5 - $7
2. Passive cooling at Museum London	$300,000	$300,000	30	90	$100

Notes:

1 – The Municipal GHG Challenge Fund requires the use of the new Draft Quantification Protocol for Aerobic Composting (January 2018) for estimating year-by-year GHG emission offsets based on avoided methane generation from diverted organics.

2 - Previous estimates used by City staff for waste management planning were done using Environment Canada's GHG Calculator for Waste Management, which uses a broader lifecycle-based approach that uses a longer timeframe for estimating methane emission reductions as well as other lifecycle considerations such as soil carbon sequestration. Both approaches are valid to calculate GHG reductions as they serve two different purposes – quantifying annual emission offsets versus comparative lifecycle assessment of waste management options.

It is important to note that applications submitted are not legally binding. Proponents have the option of withdrawing applications should projects no longer become viable. Project funding, if approved, will be provided through a Transfer Payment Agreement between the Province and the City of London, which will set out the terms and conditions governing the grant that may include:

- project budget;
- project management;
- project activities;
- communication strategies for monitoring and reporting requirements, including progress reporting, GHG reporting, audits and financial reports;

- milestone and performance measures;
- mode and schedule of payment; and,
- contract termination and corrective action.

Where applicable, the Transfer Payment Agreement may also require the City to develop formal agreements and/or memorandums of understanding with any project partners to whom funding may be flowed for the purpose of meeting project objectives or addressing obligations.

It is also important to note that these applications may not be successful given the expected high competition for this funding.

Next Steps

As noted above, applications are due by July 13, 2018. Solid Waste Management and Facilities will be taking the lead in the preparation of the two applications. Environmental Programs will be providing support for the two applications, primarily for the quantification of GHG emission reductions as well as demonstrating alignment within London's Community Energy Action Plan.

ACKNOWLEDGEMENTS

This report was prepared by Jamie Skimming, Manager of Air Quality with assistance from Steve MacDonald, Manager of Facilities Planning, Energy, and Assets.

PREPARED BY:	**PREPARED BY:**
JAY STANFORD, M.A, M.P.A. **DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE**	**TIM WELLHAUSER, C.I.M.** **DIVISION MANAGER, FACILITIES**
RECOMMENDED BY:	**RECOMMENDED BY:**
KELLY SCHERR, P.ENG., MBA, FEC **MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**	**ANNA LISA BARBON, CPA, CGA** **MANAGING DIRECTOR, CORPORATE SERVICES & CITY TREASURER, CHIEF FINANCIAL OFFICER**

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**CAVENDISH CRESENT TRUNK SANITARY AND STORM SEWER REPLACEMENT (CONTRACT NO. 9)**

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following report regarding the Cavendish Crescent Trunk Sanitary and Storm Sewer Replacement Project **BE RECEIVED** for information.

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of *Building a Sustainable City* and *Leading in Public Service directly and indirectly as follows:* Addressing the infrastructure gap, building robust infrastructure, enhancing safety for all road users in the city, and managing and improving our water, wastewater and stormwater infrastructure and services.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None.

BACKGROUND

Purpose

The purpose of this report is to provide Committee and Council an update to an emerging issue related to the Infrastructure Replacement Program's project on Cavendish Crescent and provide details of the steps being taken to address the issue and the potential implications including project scope changes, delivery timelines and contract costs.

Context

The Cavendish Crescent Trunk Sanitary and Storm Sewer Replacement project was identified as a high priority for the Infrastructure Replacement Program due to the condition of the municipal infrastructure and the need for area servicing improvements.

At the present time, while the project scope changes and corresponding budget implications are under review, this report provides Council with notice and background information for a potential contract amendment as mitigation will need to proceed in an expedited manner in order to limit contractor delays and to be able complete the project

in this construction season.

DISCUSSION

The Cavendish Crescent Trunk Sanitary and Storm Sewer Replacement project is the first of a three phase project that will occur over the next few years and will significantly improve storm and sanitary servicing for the greater surrounding area. This first phase involves the reconstruction of Cavendish Crescent (approx. 220m) from Wyatt Street to the north side of the Thames River and includes replacement of existing sanitary sewers, installation of new storm sewers, replacement of existing watermains, and full road reconstruction. This project also includes the construction of a new storm outlet to the Thames River. The new storm outlet to the Thames River was aligned between an abandoned sanitary pumping station (circa 1962) and a closed landfill (circa 1946).

The contract was awarded to Bre-Ex Construction (contractor) on March 23, 2018 by Administrative Approval of Tender Acceptance/ Contract Award for $2,695,350.98 (excluding HST). Bre-Ex submitted the lowest tender bid of eight contractors. Spriet Associates Limited (Spriet) the project's design engineer was approved to carry out resident inspection and contract administration for the project.

This project requires a large volume of material to be excavated to install a new sanitary and storm sewer. During the excavation of the area between Cavendish Crescent and the Thames River, a large quantity of closed landfill material, estimated at 8,000 tonnes, was encountered. The construction contract include a provision to remove approximately 1,600 tonnes of closed landfill material. Testing of the closed landfill material was completed and based on the testing the soil has been classified as "non-hazardous solid waste" and is eligible to be disposed at the City's W12A landfill. The overall project contingency for this project is $250,000. The adequacy of the contingency will depend on the exact quantities of the closed landfill material removed from the site. If the contingency is not adequate, a report will be submitted to committee summarizing the final removal costs and a request will be made for a contract price amendment.

City staff and the engineering consultant are working diligently to minimize this cost while ensuring that all closed landfill material is dealt with appropriately. The mitigation strategy will ensure appropriate remediation and corrective actions are undertaken in a cost effective manner. The remedial action plan will address health and safety requirements of City staff, the contractor and the public as part of the undertaking.

Staff will further investigate the impact of this additional work on the overall contract cost and will attempt to recuperate any related expenses from its consultants where appropriate.

CONCLUSION

The City has encountered an emerging issue related to excess historical landfill material on the Cavendish Crescent Trunk Sanitary and Storm Sewer Replacement project. Staff have taken immediate steps to address the matter in a safe, diligent and cost effective manner. The adequacy of the project contingency to cover the costs of disposing the closed landfill material will depend on the exact quantities of material removed from the site. If the contingency is not adequate, a report will be submitted to committee summarizing the final removal costs and a request will be made for a contract price amendment.

Acknowledgements:

This report was prepared with assistance from Brian Nourse, P.Eng., Construction Administration Division.

PREPARED BY:	REVIEWED & CONCURRED BY:
TOM COPELAND, P. ENG. **DIVISION MANAGER,** **WASEWATER AND DRAINAGE ENGINEERING**	**SCOTT MATHERS, P. ENG.** **DIRECTOR, WATER AND WASTEWATER**
REVIEWED & CONCURRED BY:	**RECOMMENDED BY:**
EDWARD SOLDO, P. ENG. **DIRECTOR, ROADS AND TRANSPORTATION**	**KELLY SCHERR, P.ENG., MBA, FEC** **MANAGING DIRECTOR,** **ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**

https://cityhub/services/ees/water/weng/CR/09-CWC-June 19 2018/RPT - CWC - Cavendish Crescent Project Update-June 19.docx

June 4 2018
/bn

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

Monday June 11, 2018

Chair and Members
Civic Works Committee

RE: Edmonton Declaration

At the most recent Big City Mayor's Caucus meeting, Edmonton Mayor Don Iveson extended a call to Canadian mayors to endorse the "Edmonton Principle" (attached) locally. This declaration calls on all the governments to recognize the immediate and urgent need for coordinated action on climate change.

Recommendation: That staff be directed to investigate the City of London becoming a signatory to the Edmonton Declaration and report back to the appropriate committee with a recommendation, as well as an overview of any potential implications.

Paul Hubert
Deputy Mayor
Councillor Ward 8

Matt Brown
Mayor

attachment

Innovate4Cities - A Global Climate Action Accelerator

Edmonton Declaration

We, Mayors of cities and communities of all sizes and from around the world,

Meeting initially in Edmonton, Alberta, Canada for the Change for Climate – Global Mayors Summit March 3-4, 2018 on traditional indigenous territory of the Treaty No. 6 First Nations and Metis Nation Zone 4; Convened by the City of Edmonton, Global Covenant of Mayors for Climate & Energy and Federation of Canadian Municipalities,

In advance of, and with the aim of providing input to, and building on the momentum of, the inaugural CitiesIPCC Cities and Climate Change Science Conference as a significant convening of the scientific community on the issues of cities and climate science,

And additionally, providing input to the Mission Innovation Ministerial, which brings together innovative governments to deploy existing and new clean energy strategies at scale,

Building through a series of consultative processes organized with global and local city networks throughout the course of 2018, including a pivotal discussion between mayors and ministers alongside the 2018 Mission Innovation Convening in Malmo in May 2018,

With city commitments collected to culminate at the ICLEI World Congress in Montreal June 19-22 2018,

To be then carried forward to the September Global Climate Action Summit in San Francisco, California September 12-14, 2018 in line with a new Innovate4Cities initiative Agenda as announced on March 22 by Global Covenant of Mayors Co-Chairs UN Secretary General's Special Envoy to Global Climate Action Michael R. Bloomberg and European Commission Vice President Maroš Šefčovič, Recognizing that extraordinary efforts are being undertaken by cities, towns and regions around the world today to respond with urgency and solidarity to the threat of climate change;

DECLARE AS FOLLOWS:

WHEREAS the Paris Agreement calls for the application of the best available science in the pursuit of its objectives of holding the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C above pre-industrial levels, and enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change;

WHEREAS there is scientific consensus that climate change is happening at a rapid rate, that a central cause is the emission of greenhouse gases (GHG) from human activities, and that its social, economic and environmental consequences will be severe if left unchecked;

WHEREAS there is scientific consensus that limiting the average of global warming to 1.5°C above pre-industrial levels would significantly reduce the risks and impacts of climate change;

WHEREAS scientific analysis strongly suggests that the current overall, globally aggregated and nationally determined contributions are inadequate to achieve the 1.5°C goal, but most likely puts the world on at least a 3°C to 4°C pathway;

WHEREAS the economic benefits of strong, early action on climate change far outweigh the costs, and the significant cost of inaction would not be evenly distributed - recognizing the greatest impacts of climate change are felt by the world's poorest countries and peoples, including indigenous communities;

WHEREAS there is expert consensus that cities, towns and regions must play a central role in adapting to and mitigating the effects of climate change to reduce GHG emissions, given that more than half the world's population lives in urban areas today and produces more than 70% of energy-related GHG emissions;

WHEREAS cities, towns and regions have significant influence through their public procurement practices which can be a strong driver of innovation, while at the same time achieving economies of scale and raising the quality of public services in markets where the public sector is a significant buyer of goods and services;

WHEREAS significant declarations and agreements are in place today, involving cities, towns and regions from around the world, and led by organizations working together in solidarity at both the global and local levels to support cities such as Global Covenant of Mayors for Climate & Energy, Federation of Canadian Municipalities (FCM), C40 Cities, Local Governments for Sustainability (ICLEI), Cities Alliance, United Cities and Local Governments, and others, including:

- **The Global Covenant of Mayors for Climate & Energy** (June 2016) – the leading global alliance of cities and local governments, representing more than 7,500 cities and municipalities, supported by global and regional city networks, with a shared long-term vision of an inclusive, just, low-emission and climate-resilient future, helping to meet and exceed the Paris Agreement objectives.

- **One Planet Charter** (December 2017) – a new commitment campaign that will help cities swiftly implement actions to ensure Paris Agreement goals are met and will build upon the achievements of the 23rd UN Climate Change Conference, in particular the Bonn-Fiji Commitment of Local and Regional Governments to Deliver the Paris Agreement At All Levels and the forthcoming renewable energy campaigns to scale the number of cities making ambitious and sectoral-specific commitments.

- **Cities and Regions Talanoa Dialogues** (February 2018) – a series of facilitated dialogues between local leaders and government scheduled throughout 2018, supported by ICLEI, as the focal point for the local governments & municipal actors within the UN's climate change convention, UN-Habitat and Global Covenant of Mayors for Climate and Energy, to explore ways that all stakeholders might work collaboratively to implement the Paris Climate Agreement.

- **C40 Cities Deadline 2020** (December 2016) – have agreed that by 2020 all member cities will have a climate plan that ensures compliance with the ambitious 1.5°C Paris pathway (holding the global temperature increase to 1.5°C above pre-industrial levels).

- **Canadian municipal support for the Paris Agreement** (June 2016) – the nearly 2,000 local governments that make up the FCM adopted a resolution recognizing the need to pursue efforts to limit global temperature increases to 1.5°C, including the 340 municipalities which are part of the FCM-ICLEI Partners for Climate Protection network, and which have individually made political commitments to act on climate change.

WHEREAS through these declarations and agreements, cities, towns and regions around the world are making important strides to reduce GHG emissions and adapt to climate change through use and application of improved long-term planning and management systems, clean energy systems and more efficient and resilient urban form, transportation and buildings;

WHEREAS in spite of these advances, cities, towns and regions continue to face major challenges in: (a) measuring and managing greenhouse gas emissions caused by both the activities taking place within their boundaries, as well as the production of goods and services that are consumed within their boundaries but produced outside their boundaries; and (b) assessing climate risks and vulnerabilities due to the lack of current and forecasted information at an adequate geographical and temporal scale;

WHEREAS the scientific community has signaled an interest in city-specific research by hosting the CitiesIPCC Cities and Climate Change Conference, but needs up-to-date data from cities, towns and regions on their targets, actions and impacts in order to design research that more accurately responds to local government needs;

WHEREAS the finance, technology, private sector and government research and development communities have signaled an interest in increased investment in clean technologies, they have not yet identified a specific deployment strategy within cities, towns and regions;

WHEREAS these data, research and innovation gaps could be filled by building stronger linkages and ongoing dialogues between climate science, urban policy, practice, and government to advance coherent policy frameworks and technology deployment strategies driven by hard data and scientific evidence, and informed by practitioner and government expertise;

WHEREAS the complex social, economic and environmental challenges facing cities of all sizes across all regions of the world, as well as states and national governments require science-based approaches and solutions;

IN SIGNING THE INNOVATE4CITIES INITIATIVE – EDMONTON DECLARATION, WE, LOCAL GOVERNMENTS, INDICATE OUR COMMITMENT TO ACT IN COLLABORATION WITH NATIONAL AND OTHER SUBNATIONAL COUNTERPARTS AND:

1. **CALL UPON** all national and other subnational governments to formally recognize the immediate and urgent need for action that will limit global warming to 1.5°C;

2. **CALL UPON** all national and other subnational governments to coordinate and integrate their efforts in developing and achieving increasingly ambitious Nationally Determined Contributions committed to under the Paris Agreement through co-developing tools, resources and governance structures in support of local governments;

3. **CALL UPON** all national, other subnational and local governments to establish formal, rigorous processes to understand and minimize the greenhouse gas emissions caused by the consumption of goods, services and products within their boundaries and along the full supply chain;

4. **COMMIT TO AND CALL UPON** all national, other subnational and local governments to establish, implement and maintain GHG inventories, targets, action plans and reporting mechanisms consistent with the Paris Agreement and commitments made through Global Covenant of Mayors for Climate & Energy and provide that data to the global community;

5. **COMMIT TO AND CALL UPON** all national, other subnational and local governments to undertake climate risk and vulnerability assessments to guide their planning and investment decisions, increase climate resilience and minimize the exposure of people and assets to the impacts of climate change;

6. **COMMIT TO AND CALL UPON** all national, other subnational and local governments to establish formal, science-based policy and decision-making processes within their organizations; and

7. **TO ENSURE THE INTENT OF THIS COMMITMENT IS REALIZED, CALL UPON** the scientific and academic community assembled at the CitiesIPCC Cities and Climate Change Science Conference to work collaboratively with cities and city organizations to assess knowledge gaps pertinent to cities and climate change (including those identified in this declaration), as well as the technology and innovation community to improve current knowledge and data gaps, and make available better analysis of local climate data in order to deliver solutions impacting climate change policies and decisions, and develop research & development approaches aimed at deployment of new technologies, particularly within city boundaries.

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018**
FROM:	**CATHY SAUNDERS CITY CLERK and the MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT	**CYCLING ADVISORY COMMITTEE AND TRANSPORTATION ADVISORY COMMITTEE**

RECOMMENDATION

That, on the recommendation of the City Clerk and the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Terms of Reference for the Cycling Advisory Committee and Transportation Advisory Committee:

a) the attached Terms of Reference for the Transportation Advisory Committee (Appendix "A") and the attached Terms of Reference for the Cycling Advisory Committee (Appendix "B") BE RESCINDED effective February 28, 2019; and

b) the attached Terms of Reference to establish a Transportation Mobility Advisory Committee (Appendix "C"), effective March 1, 2019, BE APPROVED.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Item #6 – Strategic Priorities and Policy Committee – December 16, 2013
Item #2 – Strategic Priorities and Policy Committee – March 17, 2014

BACKGROUND

On June 14, 2017 Municipal Council resolved:

> "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;"

From a background perspective, the Civic Administration submitted a report to the Strategic Priorities and Policy Committee on December 16, 2013, in response to Municipal Council's direction, arising from a request from the Transportation Advisory Committee, "to determine the feasibility of implementing a Cycling Advisory Committee to provide advice to Municipal Council specific to cycling issues, similar to committees established in Hamilton and Kitchener;".

At that time, the Civic Administration recommended that the Terms of Reference for the Transportation Advisory Committee be amended to expand the mandate of the advisory committee to incorporate cycling issues and to amend the name of the Advisory Committee to the Transportation Mobility Advisory Committee to reflect the expanded mandate.

The following is an excerpt from the December 16, 2013 staff report outlining the rationale with respect to the staff recommendation brought forward at that time:

"The current mandate of London's Transportation Advisory Committee (TAC), as set out in the Terms of Reference, is to advise and support Municipal Council in the implementation of the City's Transportation Plan. This includes publicizing the importance, encouraging public participation and providing advice on Transportation Plan initiatives. The TAC is comprised of eleven voting members. One of the three members-at-large is to be a cyclist, who is responsible for supporting and promoting cycling as an alternative mode of transportation. There is also representation from the Thames Region Ecological Association, the Advisory Committee on the Environment and the Accessibility Advisory Committee. The TAC's Terms of Reference allows for the creation of sub-committees and working groups as deemed necessary.

The recently completed Smart Moves 2030 Transportation Master Plan (TMP) is described as a New Mobility TMP. The TMP strongly promotes sustainable transportation alternatives, which supports Council's five strategic outcomes including a Green and Growing City. The recommendations of the TMP include reducing the use of single occupancy vehicles and increasing active transportation (e.g., walking, cycling), transportation demand management (TDM) policies and practices, and transit.

Instead of creating a new Cycling Advisory Committee, the Civic Administration believes it would be more effective to amend the TAC's Terms of Reference to provide a greater focus on active transportation, of which cycling is one aspect. The amendment would enhance the role of the TAC by leveraging expertise in the community in all active transportation areas. The new name being proposed for TAC to reflect these important improvements, is the Transportation Mobility Advisory Committee (TMAC).

The amendments to the Terms of Reference for the TAC, as proposed below and in the ~~attached~~ Appendix "A", including increasing committee size, can be accommodated without any resource challenges.

The amendments to the Terms of Reference are as follows:

- *changing the name to the Transportation Mobility Advisory Committee to better reflect a greater focus on active transportation, including cycling*
- *increasing the number of members-at-large*
- *changing in voting members representation by increasing the number of members-at-large who regularly utilize active modes of transportation, from one to two*
- *adding specific representation from a cycling club as a voting member. (There previously was not a specific voting member to represent a cycling club.)*
- *clarifying that the representative from the Chambers of Commerce should have an interest in transportation demand management*
- *adding a representative from the Urban League of London. (This group was previously not part of the TAC.)*
- *enhancing the mandate of the Committee by providing more focus on active transportation, including cycling*

In summary, the Civic Administration believes that the proposed amendments substantially strengthen the focus on active transportation, including cycling, and transportation demand management. The proposed amendments also provides for a more holistic approach to considering transportation mobility in London, as all aspects, including cycling, have to work together in order to have an effective transportation infrastructure. In addition, a number of fundamental aspects of the former TAC have remained in place. Some of the deletions will create the additional capacity for the important dialogue that must occur, with all mobility requirements being considered. The synergy across all aspects of mobility in the city is paramount to our future success."

At the December 17, 2013 Municipal Council meeting, the following resolution was passed regarding the feasibility of implementing a Cycling Advisory Committee:

"That the following actions be taken with respect to the establishment of a Cycling Advisory Committee:

a) the establishment of a Cycling Advisory Committee BE APPROVED;
b) the City Clerk BE DIRECTED to report back with the proposed terms of reference for the Cycling Advisory Committee, approved in a) above;
c) the City Clerk BE DIRECTED to report back with revised terms of reference for the Transportation Advisory Committee, which incorporates certain changes arising from the establishment of a Cycling Advisory Committee; and"

At the March 18, 2014 meeting of Municipal Council, the revised Terms of Reference for the Transportation Advisory Committee and the Terms of Reference to establish a Cycling Advisory Committee were approved.

Attached as Appendices “A” and “B” to this report are the current Terms of Reference for the Transportation Advisory Committee and the Cycling Advisory Committee, respectively.

DISCUSSION

The Civic Administration continues to support the establishment of a single advisory committee named the Transportation Mobility Advisory Committee (TMAC) based upon the attached Terms of Reference (Appendix “C”). This revised governance model would provide a more integrated approach to, and greater focus on, active transportation, of which cycling is one important aspect. It is essential that all transportation modes work well together and an advisory committee comprised of members bringing their collective experience and expertise from the various methods of transportation would be most effective in providing valuable advice to the Municipal Council.

The Civic Administration is recommending the following adjustments to the 2013 draft proposed TMAC Terms of Reference, resulting in an increased capacity for cycling expertise on TMAC:

- increase the number of members from fifteen (15) to seventeen (17)
- increase the number of members-at-large from four (4) to five (5) ,with a requirement that three (3), instead of two (2) members regularly utilize active modes of transportation e.g. cycling, walking, etc.)
- add a representative from London Cycle Link

A revised governance model will not take away from the good work that has been undertaken by the Transportation Advisory Committee (TAC) and the Cycling Advisory Committee (CAC). The Civic Administrations is of the opinion that the proposed TMAC will strengthen the overall ability to provide advice in the broader field of mobility. The culture of cycling has become much stronger due to the work of the CAC and many others in London. The proposed TMAC will further enhance the cycling culture working in collaboration with the community and reporting through the Civic Works Committee. Similarly, there are a number of other aspects of overall mobility that will be strengthened with the return of cycling expertise into the broader mandate. It is worth noting that mobility is a high priority in Council’s Strategic Plan, the London Plan, planning for the Bus Rapid Transit system, and the Community Energy Action Plan.

RECOMMENDED BY:	**PREPARED AND RECOMMENDED BY:**
KELLY SCHERR **MANAGING DIRECTOR,** **ENVIRONMENTAL AND ENGINEERING** **SERVICES AND CITY ENGINEER**	**CATHY SAUNDERS** **CITY CLERK**

APPENDIX "A"
Terms of Reference
Transportation Advisory Committee

Role

While it is the legislative mandate of the Municipal Council to make the final decision on all matters that affect the Municipality, the role of an advisory committee is to provide recommendations, advice and information to the Municipal Council on those specialized matters which relate to the purpose of the advisory committee, to facilitate public input to City Council on programs and ideas and to assist in enhancing the quality of life of the community, in keeping with the Municipal Council's Strategic Plan principles. Advisory committees shall conduct themselves in keeping with the policies set by the Municipal Council pertaining to advisory committees, and also in keeping with the Council Procedure By-law.

Mandate

The Transportation Advisory Committee reports to the Municipal Council through the Civic Works Committee. The Transportation Advisory Committee will advise and support City Council in the implementation of the City's Transportation Master Plan (TMP), including the Active Transportation and Transportation Demand Management (with the exception of the cycling components of these City plans and programs*), and the London Road Safety Strategy (LRSS) aspects by:

- reviewing the following for conformity with the objectives of effective transportation planning:
    - transportation master planning studies and implementation projects carried out for the City of London;
    - the long term capital plans for pedestrians, transit, road and parking facilities;
    - significant land use plans that affect transportation matters;
    - Area Planning Studies, Secondary Plans and Official Plan Reviews.
- publicizing the benefits and importance of the initiatives designed to achieve the objectives of the TMP and LRSS;
- assisting the development of new active transportation and transportation demand management policies, strategies and programs;
- encouraging public participation in the initiatives designed to achieve the objectives of the TMP and LRSS;
- advising on measures required to implement the City's commitment to active transportation;
- recommending and advising on new transportation planning initiatives in the context of available approved budgets and under future potential budget allocations; and
- assist in monitoring the effectiveness of active transportation facilities and support programs.

(*Note: The cycling functions of transportation mobility are handled by the Cycling Advisory Committee.)

Composition

Voting Members

Thirteen members consisting of:

- Three members-at-large
- One representative from each of the following:
    - Cycling Advisory Committee
    - Advisory Committee on the Environment
    - Community Safety & Crime Prevention Advisory Committee
    - Accessibility Advisory Committee
    - London Middlesex Road Safety Committee
    - Canadian Automobile Association (CAA)
    - Urban League of London
    - Chamber of Commerce representative (preferably with an interest in transportation demand management)
    - London Development Institute

Non-Voting Resource Group

One, or more representatives from the staff of the following service areas/organizations will be available to attend committee meetings when necessary:

- Environmental & Engineering Services
- Planning Services
- Development & Compliance Services
- London Transit Commission
- London Police Service
- Middlesex-London Health Unit
- One Post-Secondary Student

Sub-committees and Working Groups

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

Term of Office

Appointments to advisory committees shall be for a four-year term, commencing March 1 of the first year of a Council term and ending on February 28 or, in the case of a leap year, February 29 of the first year of the following Council term.

Appointment Policies

Appointments shall be in keeping with Council Policy.

Qualifications

Any person who has a general interest in transportation issues may be appointed as a member-at-large. Members shall be chosen for their special expertise, experience, dedication and commitment to the mandate of the Committee. The representatives must be members of the organizations they represent.

Conduct

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

Meetings

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

Remuneration

Advisory committee members shall serve without remuneration.

APPENDIX "B"

Terms of Reference
Cycling Advisory Committee

Role

While it is the legislative mandate of the Municipal Council to make the final decision on all matters that affect the Municipality, the role of an advisory committee is to provide recommendations, advice and information to the Municipal Council on those specialized matters which relate to the purpose of the advisory committee, to facilitate public input to City Council on programs and ideas and to assist in enhancing the quality of life of the community, in keeping with the Municipal Council's Strategic Plan principles. Advisory committees shall conduct themselves in keeping with the policies set by the Municipal Council pertaining to advisory committees, and also in keeping with the Council Procedure By-law.

Mandate

The Cycling Advisory Committee reports to the Municipal Council through the Civic Works Committee. The Cycling Advisory Committee (CAC) will advise and support City Council in the implementation of the City's Bicycle Master Plan (BMP); the cycling component of the Transportation Master Plan (TMP)*; the cycling component of the Active Transportation and Transportation Demand Management; and the cycling component of the London RoadSafety Strategy (LRSS) program by:

- reviewing the following for conformity with the objectives of effective cycling planning:
    - the role of cycling in transportation master planning studies and implementation projects carried out for the City of London;
    - the long term capital plans for bicycle infrastructure and facilities;
    - area planning studies, secondary plans and Official Plan reviews.
- publicizing the benefits and importance of the initiatives designed to achieve the objectives of the BMP, TMP and LRSS;
- assisting in the development of new cycling policies, strategies and programs;
- encouraging public participation in the initiatives designed to achieve the objectives of the BMP, TMP and LRSS;
- advising on measures required to implement the City's commitment to cycling;
- recommending and advising on new cycling initiatives in the context of available approved budgets and under future potential budget allocations; and
- assisting in monitoring the effectiveness of cycling facilities and support programs.

(*Note: All other functions of transportation are handled by the Transportation Advisory Committee.)

Composition

Voting Members

Eleven members consisting of:

- Two members-at-large, both of whom regularly utilize cycling as a mode of transportation in London
- One representative from each of the following with an interest in cycling:
    - Transportation Advisory Committee
    - Advisory Committee on the Environment
    - Middlesex London Road Safety Committee
    - London Cycle Link
    - Thames Region Ecological Association
    - A Cycling Club with membership in the Ontario Cycling Association
    - Urban League of London
    - Chamber of Commerce with an interest in transportation demand management
    - London Development Institute

Non-Voting Resource Group

One or more representatives from the staff of the following service areas/organizations may attend committee meetings when necessary:

- Environmental & Engineering Services
- Planning Services
- Development & Compliance Services
- London Transit Commission

- London Police Service
- Middlesex-London Health Unit
- One Post-Secondary Student

Sub-committees and Working Groups

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

Term of Office

Appointments to advisory committees shall be for a four-year term, commencing March 1 of the first year of a Council term and ending on February 28 or, in the case of a leap year, February 29 of the first year of the following Council term.

Appointment Policies

Appointments shall be in keeping with Council Policy.

Qualifications

Any person who regularly utilize cycling as a mode of transportation in London may be appointed as a member-at-large. Other members shall be chosen for their special expertise, experience, dedication and commitment to the mandate of the Committee and must be members of the organizations they represent.

Conduct

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

Meetings

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

Remuneration

Advisory committee members shall serve without remuneration.

APPENDIX "C"
Terms of Reference
Transportation Mobility Advisory Committee

Role

While it is the legislative mandate of the Municipal Council to make the final decision on all matters that affect the Municipality, the role of an advisory committee is to provide recommendations, advice and information to the Municipal Council on those specialized matters which relate to the purpose of the advisory committee, to facilitate public input to City Council on programs and ideas and to assist in enhancing the quality of life of the community, in keeping with the Municipal Council's Strategic Plan principles. Advisory committees shall conduct themselves in keeping with the policies set by the Municipal Council pertaining to advisory committees, and also in keeping with the Council Procedure By-law.

Mandate

The Transportation Mobility Advisory Committee reports to the Municipal Council through the Civic Works Committee. The Transportation Mobility Advisory Committee will advise and support City Council in the implementation of the City's current and future Transportation Plan, including the Active Transportation and Transportation Demand Management aspects, the City's Bicycle Master Plan and the London's RoadSafety Strategy aspects by:

- publicizing the benefits and importance of the initiatives designed to achieve the objectives of the Transportation Plan, including active transportation modes such as walking, cycling, etc;
- assisting the development of new active transportation and transportation demand management policies, strategies and programs;
- encouraging public participation in the initiatives designed to achieve the objectives of the Transportation Plan;
- advising on measures required to implement the City's commitment to active transportation;
- recommending and advising on new transportation planning initiatives;
- assist in monitoring the effectiveness of active transportation facilities and support programs; and
- reviewing the following for conformity with the objectives of effective transportation planning:
    - transportation master planning studies carried out for the City of London;
    - the long term capital plans for pedestrians, cyclists, transit, road and parking facilities;
    - Area Planning Studies, Secondary Plans and Official Plan Reviews.

Composition

Voting Members

Seventeen members consisting of:

- Five members-at-large, three of whom regularly utilize active modes of transportation (e.g. cycling, walking, etc.)
- One representative from each of the following:
    - Chamber of Commerce representative with an interest in transportation demand management
    - Advisory Committee on the Environment
    - London Development Institute
    - Thames Region Ecological Association
    - London Cycle Link
    - Urban League of London
    - A Cycling Club with membership in the Ontario Cycling Association
    - Accessibility Advisory Committee
    - Community Safety & Crime Prevention Advisory Committee
    - London Middlesex London Road Safety Committee
    - London Cycling Club
    - Canadian Automobile Association (CAA)

Non-Voting Resource Group

One, or more representatives from the staff of the following departments/organizations will be available to attend committee meetings when necessary:

- Planning Services

- Development & Compliance Services
- Environmental & Engineering Services
- London Transit Commission
- London Police Service
- Middlesex-London Health Unit
- One Post-Secondary Student

Sub-Committees and Working Groups

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

Term of Office

Appointments to advisory committees shall be for a four-year term, commencing March 1 of the first year of a Council term and ending on February 28 or, in the case of a leap year, February 29 of the first year of the following Council term.

Appointment Policies

Appointments shall be in keeping with Council Policy.

Qualifications

Any person who has a general interest in active transportation issues may be appointed as a member-at-large. Members shall be chosen for their special expertise, experience, dedication and commitment to the mandate of the Committee. The representatives must be members of the organizations they represent.

Conduct

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

Meetings

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

Remuneration

Advisory committee members shall serve without remuneration.

DEFERRED MATTERS

CIVIC WORKS COMMITTEE
(as of June 11, 2018)

Item No.	File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	44	**Potential Savings in Consulting Costs** 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**
2.	75.	**Options for Increased Recycling in the Downtown Core** 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	4th Quarter 2018	K. Scherr J. Stanford	
3.	76.	**Rapid Transit Corridor Traffic Flow** 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	4th Quarter 2018	K. Scherr E. Soldo	

4.	78.	**Garbage and Recycling Collection and Next Steps** 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: b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with: 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	Part b) i) – 3rd Quarter, 2018 Park b) ii) – 4th Quarter, 2018	K. Scherr J. Stanford	
5.	79.	**Update and Next Steps - Resource Recovery Strategy and Residual Waste Disposal Strategy as Part of the Environmental Assessment Process** 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): 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	3rd Quarter 2018	K. Scherr J. Stanford	

6.	89.	**6th Report of the Transportation Advisory Committee** 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.	June 7/17	1st Quarter 2019	K. Scherr E. Soldo City Clerk	
7.	91.	**Warranted Sidewalk Program** 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.	Sept 26/17	4th Quarter 2018	K. Scherr E. Soldo	
8.	93.	**Public Notification Policy for Construction Projects** 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.	Nov 21/17	3rd Quarter 2018	E. Soldo	

9.	94.	**Report on Private Works Impacting the Transportation Network** b) report back to the Civic Works Committee, by the end of March 2018, on: 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 any other improvements identified through the review iv) resources required to implement these improvements; and	Dec 4/17	3rd Quarter 2018	K. Scherr G. Kotsifas	
10.	96.	**Hydro One Grant for Tree Planting** That the following actions be taken with respect to the Hydro One grant for tree planting 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	4th Quarter 2018	K. Scherr E. Soldo	

11.	98.	**Private Drain Connection (PDC) Projects** 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	2nd Quarter 2018	S. Mathers	
12.	99.	**Pedestrian Sidewalk – Pack Road and Colonel Talbot Road** 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	4th Quarter 2018	D. MacRae S. Maguire	
13.	102.	**Garbage Cycles and Holidays** 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	2nd Quarter 2018	K. Scherr	
14.	103.	**Clear Garbage Bags** That the Civic Administration BE DIRECTED to investigate and report back with a potential implementation strategy regarding the use of clear garbage bags as part of the 60% Waste Diversion and Action Plan.	May 28, 2018	TBD	J. Stanford	