Agenda Including Addeds Civic Works Committee

14th Meeting of the Civic Works Committee October 30, 2018, 4:00 PM Council Chambers <u>Members</u>

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.

1. Disclosures of Pecuniary Interest

2. Consent

3.

4.

2.1	10th Report of Cycling Advisory Committee	3
2.2	Amendments to the Traffic and Parking By-law	10
2.3	Rehabilitation of Wenige Expressway Bridge and Highbury Avenue South Preliminary, Detailed Design and Tendering - Appointment of Consulting Engineer	38
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2.4	Construction Partnership with The Municipality of Central Elgin - 2018 Road Improvements Program Webber Bourne Reconstruction	52
2.5	William Street Storm Sewer Outfall Municipal Class Environmental Assessment - Notice of Completion	57
2.6	Short-Term Contract Amendment for Recycling Services	66
Sche	duled Items	
3.1	Delegation - D. Foster, 7th Report of the Transportation Advisory Committee	71
	a. (ADDED) 8th Report of the Transportation Advisory Committee	83
Items	s for Direction	
4.1	Request for Delegation - K. Miller and C. Gupta, Safe Water London	85
4.2	Middlesex Condo Corporation MCC122 - Correspondence - P. McLaughin, Sanitary and Stormwater Flooding	93
	a. (ADDED) Letter of Response with respect to Middlesex Condo Corporation MCC122	96

5. Deferred Matters/Additional Business

5.1 Deferred Matters List

a. (ADDED) Updated Deferred Matters List

6. Confidential

6.1 Solicitor-Client Privileged Advice / Litigation/Potential Litigation

A matter that pertains to litigation or potential litigation and advice that is subject to solicitor-client privilege, including communications necessary for the purpose and directions and instructions to officers and employees or agents of the municipality regarding the Delay Claim regarding the Green Valley Road reconstruction project.

6.2 Solicitor-Client Privileged Advice / Litigation/Potential Litigation

A matter that pertains to litigation or potential litigation with respect to advice that is subject to solicitor-client privilege, including communications necessary for that purpose, in connection with 459 Second Street - Pottersburg Creek Erosion Repair Works; and for giving direction to employees or agents of the municipality with respect to this matter.

6.3 Solicitor-Client Privileged Advice / Litigation/Potential Litigation

A matter that pertains to litigation or potential litigation with respect to advice that is subject to solicitor-client privilege, including communications necessary for that purpose, in connection with the work done on 267, 271 and 275 Ridgewood Crescent and future proposed remedial working including matters before administrative tribunals, affecting the municipality or local board with respect to slope failures.

7. Adjournment

Cycling Advisory Committee Report

10th Meeting of the Cycling Advisory Committee October 17, 2018 Committee Room #3

Attendance PRESENT: W. Pol (Vice-Chair), D. Doroshenkso, R. Henderson, J. Jordan, R. Sirois, A. Stratton, D. Szoller; and P. Shack (Secretary)

ABSENT: D. Mitchell and M. Zunti

ALSO PRESENT: A. Giesen, S. Harding, P. Kavcic, D. MacRae, L. Maitland, B. McCall and S. Wilson

The meeting was called to order at 4:01 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Downtown Old East Village Bikeway Corridor Evaluation

That it BE NOTED that the <u>attached</u> presentation from P. Kavcic, Transportation Design Engineer, with respect to the Downtown Old East Village Bikeway Corridor Evaluation, was received.

3. Consent

3.1 9th Report of the Cycling Advisory Committee

That it BE NOTED that the 9th Report of the Cycling Advisory Committee, from its meeting held on September 19th, 2018, was received.

3.2 Municipal Council Resolution from its meeting held on October 2, 2018 with respect to the Downtown King Street Cycling Improvements.

That it BE NOTED that the Municipal Council Resolution from its meeting held on October 2, 2018, with respect to the Downtown King Street Cycling Improvements, was received.

3.3 Notice of Planning Application-Zoning By-law Amendment- 6019 Hamyln Street

That it BE NOTED the Notice of Planning Application, dated October 2, 2018, from N. Pasato, Senior Planner, with respect to a Zoning By-law Amendment for the property located at 6019 Hamlyn Street, was received.

4. Sub-Committees and Working Groups

4.1 Adding Non-committee Members to Working Group

That the following actions be taken with respect to Adding Non-committee members to working group:

a) that the Bike Parking Theft Protection and Recovery Committee BE ESTABLISHED.

b) that representatives from Squeaky Wheel Co-Op, Bike Shop owners, University and Fanshawe, Urban Design Professor, Can Bike, London Stolen Bikes BE INVITED to join the sub-committee- Bike Parking Theft Protection and Recovery Committee; and,

it being noted that R. Henderson provided a verbal update, with respect to the on-going sub-committee activities.

5. Items for Discussion

5.1 Vision Zero Update

That it BE NOTED that a verbal update from R. Henderson, with respect to the Vision Zero event that was held on October 4, 2018, was received.

6. Deferred Matters/Additional Business

6.1 (ADDED) Role and Committee Term of Cycling Advisory Committee

That the Committee Secretary BE REQUESTED to place this item for discussion on the next agenda

6.2 (ADDED) Grand Opening-Multi-Use Bridge Connecting Kiwanis Park and the Thames Valley Parkway

That it BE NOTED that the Cycling Advisory Committee held a general discussion, with respect to the Grand Opening-Multi-Use Bridge Connecting Kiwanis Park and the Thames Valley Parkway.

6.3 (ADDED) Bike Map Update

That it BE NOTED that the Cycling Advisory Committee held a general discussion, with respect to the Bike Map Updates.

7. Adjournment

The meeting adjourned at 5:02 PM.



Downtown – OEV Bikeway Corridor Evaluation



Cycling Advisory Committee – October 17, 2018





Meeting Objectives

- Provide status update on the Downtown OEV Bikeway Corridor Evaluation
- Identify the three corridor alternatives brought forward for Phase 2 of the evaluation





Background

- Staff first presented to CAC on May 16, 2018
- Four corridors were presented as options being evaluated for an east-west bikeway:
 - Dufferin Avenue
 - York Street
 - King Street and Queens Avenue couplet

3

Dundas Street







Public Information Centre

- Staff held a public information centre on June 27, 2018 to discuss the east-west bikeway evaluation and the OEV secondary plan
- Residents, business owners and cyclists agreed the two best alternatives were Dundas Street and the couplet on King Street and Queens Avenue





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Phase 1 Evaluation

- Dundas Street and the couplet on King Street and Queens Avenue scored the highest
- Dufferin Avenue and York Street corridors did not score high on connectivity and destination access
- Phase 2 evaluation includes a more detailed analysis of the corridor and determined a suitable configuration for a separated bikeway





Consultation with OEV Secondary Plan

- Before Phase 2 commenced, staff discussed important priorities of the Old East Village on Dundas Street
- Staff wanted to make sure that the plan that was being brought forward is best for the community as a whole





Current Stage: Phase 2 Evaluation

- Phase 2 introduced a hybrid alternative that included Dundas Street and Queens Avenue along the OEV
- Staff are currently evaluating the hybrid, Dundas Street and the couplet to determine a solution that works for cyclists and the community









Questions?



то:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON OCTOBER 30, 2018
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the <u>attached</u> proposed by-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on November 6, 2018, for the purpose of amending the Traffic and Parking By-law (PS-113).

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 (Appendix A) to address traffic safety, operations and parking concerns. The following amendments are proposed:

1. Sherwood Forest Park

Sherwood Forest Public School closed in 2012 and the site is being redeveloped. The existing "No Stopping Anytime" and "School Bus Loading zone" signs on the north side of Wychwood Park are no longer required. It is recommended to remove this location from the by-law schedules and remove the signs.



Figure 1: Sherwood Forest Park

Amendments are required to Schedule 1 (No Stopping) and Schedule 16 (School Bus Loading Zones) to address the above changes.

2. No Parking

W. Sherwood Fox Public School

Recent changes to the frontage of W. Sherwood Fox Public School introduced a parking bay. The Thames Valley District School Board confirmed they require the parking bay to have a "No Parking 8:00 a.m. to 9:00 a.m. 3:00 p.m. to 4:00 p.m. Monday to Friday September 1st to June 30th" zone to allow for short-term drop-off and pick-up of the students. It is recommended to add the "No Parking 8:00 a.m. to 9:00 a.m. 3:00 p.m. to 4:00 p.m. Monday to Friday September 1st to June 30th" zone.



Figure 2: W. Sherwood Fox Public School

Blackwell Boulevard

The subdivision development agreement specifies the construction of parking bays on the south side of Blackwell Boulevard from 156m east of Highbury Avenue North to the east limit of Blackwell Boulevard. "No Parking Anytime" zones are recommended for the south side of Blackwell Boulevard outside the limits of the parking bays.



Figure 3: Blackwell Boulevard

North Centre Road

Staff has received a request to implement "No Parking Anytime" zones on the east leg of North Centre Road at the condominium property entrances due to the drivers exiting and entering the condominium properties having difficulties when vehicles are parked on North Centre Road too close to the access entrances. It is recommended to implement 20 metre "No Parking Anytime" zones at the following condominium property entrances:

- #94/96 North Centre Road;
- #110 North Centre Road;
- #112 North Centre Road;
- #116 North Centre Road;
- #145 North Centre Road;
- #150 North Centre Road;
- #185 North Centre Road;
- #200 North Centre Road;
- #205 North Centre Road;
- #215 North Centre Road;
- #230 North Centre Road; and
- #235 North Centre Road.



Figure 4: North Centre Road

Amendments are required to Schedule 2 (No Parking) to address the above changes.

3. London Transit

To better facilitate the needs of London Transit riders, staff have been requested to relocate the existing London Transit "Bus Stop" from the east side of Richmond Street, south of Hyman Street to the east side of Richmond Street, north of Central Avenue. This relocation will require an adjustment to the existing "Loading Zone" on the east side of Richmond Street between the existing London Transit Stop and the existing "Accessible Parking" stall. It is recommended to relocate the London Transit "Bus Stop" and the "Loading Zone" to better assist the needs of the London Transit riders.



Figure 5: Richmond Street

Amendments are required to Schedule 3 (Bus Stops) and Schedule 5 (Loading Zones) to address the above changes.

4. Limited Parking

At the request of local residents, a mail-back survey was sent to the property owners on Chalmers Street where the majority of the respondents supported extending an existing "2 Hour 8:00 a.m. to 6:00 p.m. Monday to Friday" zone on Chalmers Street from Colborne Street to 115 m east of Colborne Street easterly to Maitland Street. It is recommended to extend the existing "2 Hour 8:00 a.m. to 6:00 p.m. Monday to Friday" zone to include the north side of Chalmers Street all the way from Colborne Street to Maitland Street.



Figure 6: Chalmers Street

An amendment is required to Schedule 6 (Limited Parking) to address the above change.

5. Designated Lane Movements

Four London Transit has bus stops are located within dedicated right turn lanes; however, the transit vehicle must enter the through lane in order to continue along its route. It is recommended to add "Except Buses" to Schedule 9, "Designated Lane Movements" at the following locations:

- Northbound Dundas Street at Wellington Street;
- Westbound Oxford Street West at Wonderland Road North;
- Westbound Queens Avenue at Richmond Street; and



• Westbound Queens Avenue at Talbot Street.

Figure 7: Dundas Street at Wellington Street



Figure 8: Oxford Street West at Richmond Street



Figure 9: Queens Avenue at Richmond Street



Figure 10: Queens Avenue at Talbot Street

Amendments are required to Schedule 9 (Designated Lane Movements) to address the above changes.

6. Regulatory Signs

Edna Street at Josephine Street

An All-way Stop Warrant was met for the intersection of Edna Street at Josephine Street. It is recommended to convert the two way stop to an All-way Stop.



Figure 11: Edna Street at Josephine Street

Cedarhollow Subdivision

All road accesses within Cedarhollow Subdivision are open to traffic. It is recommended that Stop and Yield Signs be installed at the following locations:

- Aukett Drive at Cedarpark Drive;
- Guiness Way at Aukett Drive;
- O'Hanlan Cross at Aukett Drive
- O'Hanlan Cross at Cedarpark Drive;
- O'Hanlan Lane at Aukett Drive;
- O'Hanlan Lane at Cedarpark Drive;
- Reilly Walk at Cedarpark Drive; and
- Reilly Walk at Guiness Way.



Figure 12: Cedarhollow Subdivision

North Lambeth Subdivision

Clayton Walk at Isaac Court and at Isaac Drive is open to traffic. It is recommended that Yield Signs be installed at the following locations:

- Clayton Walk at Isaac Court;
- Clayton Walk at Isaac Drive;
- Isaac Court at Clayton Walk; and
- Isaac Drive at Clayton Walk.



Figure 13: North Lambeth Subdivision

Powell Farms Subdivision

All road accesses within Powell Farms Subdivision are open to traffic. It is recommended Yield Signs be installed at the following locations:

- Canvas Way at Zaifman Circle;
- Maddex Way at Superior Drive and at Zaifman Circle; and
- Zenia Green at Superior Drive and at Zaifman Circle.



Figure 14: Powell Subdivision

Amendments are required to Schedule 10 (Stop Signs), Schedule 11 (Yield Signs) and Schedule 13 (Through Highways) to address the above changes.

7. Speed Limits

Wilton Grove Road

Due to a significant increase in development it is recommended to reduce the posted speed on Wilton Grove Road between Highbury Avenue South and Commerce Road from 80 km/h to 70km/h. This will also match the 70 km/h posted speed on Wilton Grove Road east of Highbury Avenue.



Figure 15: Wilton Grove

An amendment is required to Schedule 17 (Higher Speed Limits) to address the above change.

School Zone Speed Limit

It recommended that the speed limit be reduced to 40 km/h at the following locations as per the School Zone Speed Limit Policy approved by Council:

Sir Frederick Banting French Immersion School

Limberlost Road Lawson Road to Fairfax Court



Figure 16: Sir. Fredrick Banting S.S.

An amendment is required to Schedule 17.1 (Lower Speed Limits) to address the above change.

8. Metered Parking

a) Parking Enforcement has requested to add "2 Hour Metered Zone" parking stalls on the east side of Lyle Street from King Street to accommodate a desire for more Old East Village on-street parking. The current parking regulation is a "No Parking Anytime" zone from King Street to Dundas Street. It is recommended to add "2 Hour Metered" parking stalls at the 0.75 cents per hour rate to the east side of Lyle Street from King Street to 90 m north of King Street and to adjust the existing "No Parking Anytime" zone from 90 m north of King Street to Dundas Street. An error was found in the wording of Schedule 19 (2 Hour Metered Zones (Old East Village Business Improvement Area)) which should be corrected.



Figure 17: Lyle Street

b) Due to the loss of downtown parking on Dundas Street and possibly King Street in the near future, it is recommended to amend the existing "30 Minute Metered Zone" on the west side of Wellington Street, south of Dundas to a "2 Hour Metered Zone" to offset the loss of some downtown parking with an increased parking time limit.



Figure 18: Wellington Street south of Dundas Street

Amendments are required to Schedule 2 (No Parking), Schedule 18 (30 Minute Metered Zones), Schedule 19 (2 Hour Parking Metered Zones (Old East Village Business Improvement Area) and Schedule 20 (2 Hour Metered Zones) to address the above changes

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

PREPARED BY:	REVIEWED & CONCURRED BY:
SHANE MAGUIRE, P. ENG. DIVISION MANAGER, ROADWAY LIGHTING & TRAFFIC CONTROL	DOUG MACRAE, P.ENG., MPA 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 LAW AMENDMENTS) Ver. 3.docx	09-25\CWC September 25 2018 Council October 2 2018 (TRAFFIC PARKING BY-

October 16, 2018/db

Attach: Appendix A: Proposed Traffic and Parking By-Law Amendments

cc. City Solicitor's Office Parking Office

APPENDIX A

BY-LAW TO AMEND THE TRAFFIC AND 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. No Stopping

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

Wychwood	North	Annadale Drive	A point 40 m	Anytime
Park			east of	
			Scarlett	
			Avenue	

2. No Parking

Schedule 2 (No Parking) of the By-law PS-113 is hereby amended by **deleting** the following rows:

Lyle Street	East	Dundas Street	King Street	Anytime
North Centre Road	Both	A point 115 m north of Fanshawe Park Road E (east intersection)	Sunnyside Drive	Anytime
North Centre Road	Both	A point 55 m west of Richmond Street	A point 80 m East of Said Street	Anytime

Schedule 2 (No Parking) of the By-law PS-113 is hereby amended by **adding** the following rows:

Blackwell Boulevard	South	A point 66 m west of Sandridge Lane	A point 39 m west of Sandridge Lane	Anytime
Blackwell Boulevard	South	A point 13 m west of Sandridge Lane	A point 15 m east of Sandridge Lane	Anytime
Blackwell Boulevard	South	A point 80 m east of Sandridge Lane	A point 105 m east of Sandridge Lane	Anytime
Blackwell Boulevard	South	A point 15 m west of Sandridge Avenue	A point 40 m east of Sandridge Avenue	Anytime
Lyle Street	East	A point 53 m south of Dundas Street	Dundas Street	Anytime
North Centre Road	Both	A point 124 m north of Fanshawe Park Road E (east intersection)	Sunnyside Drive	Anytime
North Centre Road	East	A point 162 m north of Fanshawe Park Road E	A point 212 m north of Fanshawe Park Road E	Anytime
North Centre Road	North	A point 55 m west of Richmond Street	A point 122 m East of Richmond Street	Anytime
North Centre Road	North	A point 241 m east of Richmond St	A point 291 m east of Richmond St	Anytime
North Centre Road	North	A point 306 m east of Richmond St	A point 356 m east of Richmond St	Anytime
North Centre Road	South	A point 55 m west of Richmond Street	A point 122 m east of Richmond Street	Anytime

North Centre Road	South	A point 133 m east of Richmond Street	A point 183 m east of Richmond Street	Anytime
North Centre Road	South	A point 243 m east of Richmond Street	A point 293 m east of Richmond Street	Anytime
North Centre Road	South	A point 308 m east of Richmond Street	A point 358 m east of Richmond Street	Anytime
Steeplechase Drive	East	A point 129 m south of Fox Mill Place	A point 35 m south of Fox Mill Place	8:00 a.m. to 9:00 a.m. 3:00 p.m. to 4:00 p.m. Monday to Friday September 1 st to June 30 th

3. Bus Stops

Schedule 3 (Bus Stops) of the By-law PS-113 is hereby amended by **deleting** the following row:

Richmond Street	East	Hyman Street	37 m
			south

Schedule 3 (Bus Stops) of the By-law PS-113 is hereby amended by **adding** the following row:

Richmond Street	East	A point 32 m north of	A point 74
		Central Avenue	m north of
			Central
			Avenue

4. Loading Zones

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

Richmond Street	East	From a point 37m
		south of Hyman
		Street to a point 32 m
		north of Central
		Avenue

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

Richmond Street	East	From a point 74 m
		south of Hyman
		Street to a point 20 m
		south of Hyman
		Street

5. Limited Parking

Schedule 6 (Limited Parking) of the By-law PS-113 is hereby amended by **deleting** the following row:

Chalmers	North	Colborne	8:00 a.m. to	2 Hours
Street		Street to 115m east of Colborne Street	4:00 p.m.	Except Saturdays
		east of Colborne Street		Saturday

Schedule 6 (Limited Parking) of the By-law PS-113 is hereby amended by **adding** the following rows:

Chalmers	North	Colborne	8:00 a.m. to	2 Hours
Street		Street to	6:00 p.m.	Except
		Maitland Street		Saturdays

6. Designated Lane Movements

Schedule 9 (Designated Lane Movements) of the PS-113 By-law is hereby amended by **adding** the following rows:

Dundas Street	Wellington Street	1 st lane from north	Anytime	Westbound (Except buses)
Oxford Street W	Wonderland Road N	1 st lane from north	Anytime	Westbound (Except buses)
Queens Avenue	Richmond Street	1 st lane from north	Anytime	Westbound (Except buses)
Queens Avenue	Talbot Street	1 st lane from north	Anytime	Westbound (Except buses)

7. Stop Signs

Schedule 10 (Stop Signs) of the PS-113 By-law is hereby amended by **adding** the following rows:

Eastbound & Westbound	Edna Street	Josephine Street
Northbound & Southbound	Josephine Street	Edna Street
Southbound	Reilly Walk	Cedarpark Drive

8. Yield Signs

Schedule 11 (Yield Signs) of the PS-113 By-law is hereby amended by **adding** the following rows:

Westbound	Aukett Drive	Cedarpark Drive
Northbound	Canvas Way	Zaifman Circle
Eastbound	Clayton Walk	Isaac Court
Westbound	Clayton Walk	Isaac Drive
Westbound	Guiness Way	Aukett Drive
Northbound	Isaac Court	Clayton Walk
Southbound	Isaac Drive	Clayton Walk
Eastbound	O'Hanlan Cross	Aukett Drive
Westbound	O'Hanlan Cross	Cedarpark Drive
Eastbound	O'Hanlan Lane	Aukett Drive
Westbound	O'Hanlan Lane	Cedarpark Drive
Southbound	Maddex Way	Superior Drive
Northbound	Maddex Way	Zaifman Circle
Northbound	Reilly Walk	Guiness Way
Southbound	Zenia Green	Superior Drive
Northbound	Zenia Green	Zaifman Circle

9. Through Highways

Schedule 13 (Through Highways) of the PS-113 By-law is hereby amended by **deleting** the following row:

Josephine Street Ada Street Maud Street

Schedule 13 (Through Highways) of the PS-113 By-law is hereby amended by **adding** the following row:

Josephine Street Ada Street Edna Street

10. School Bus Loading Zones

Schedule 16 (School Bus Loading Zones) of the By-law PS-113 is hereby amended by **deleting** the following row:

Wychwood	North	A point 12m	Scarlett
Park		east of	Avenue
		Annadale Drive	

11. Higher Speed Limits

Schedule 17 (Higher Speed Limit) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Wilton Grove Road	A point 200 m north of Roxburgh Road	A point 30 m east of Highbury Ave S	70 km/h
Wilton Grove Road	A point 30 m east of Highbury Ave S	East City limit	80 km/h

Schedule 17 (Higher Speed Limit) of the PS-113 By-law is hereby amended by **adding** the following rows:

Wilton Grove Road	A point 200 m	Commerce Road	70 km/h
	north of Roxburgh		
	Road		

Wilton Grove Road	Commerce Road	East City limit	80 m/h

12. Lower Speed Limits

Schedule 17.1 (Lower Speed Limit) of the PS-113 By-law is hereby amended by **adding** the following row:

Limberlost Road Lawson Road Fairfax Court 40 km/h

13.30 Minute Metered Zones

Schedule 18 (30 Minute Metered Zones) of the PS-113 By-law is hereby amended by **deleting** the following row:

Wellington	West	A point 53 m	A point 65m	8:00 a.m. to
Street		South of	south of said	6:00 p.m.
		Dundas Street	street	

14.2 Hour Metered Zones (Old East Village Business Improvement Area)

Schedule 19 (2 Hour Metered Zones (Old East Village Business Improvement Area) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Both	Adelaide Street N	Rectory Street	8:00 a.m. to 6:00 p.m.
West	Dundas Street	King Street	8:00 a.m. to 6:00 p.m.

Schedule 19 (2 Hour Metered Zones (Old East Village Business Improvement Area) of the PS-113 By-law is hereby amended by **adding** the following rows:

Dundas Street	Both	Adelaide Street N	Rectory Street	8:00 a.m. to 6:00 p.m.
Lyle Street	Both	Dundas Street	King Street	8:00 a.m. to 6:00 p.m.
15.2 Hour Metered Zones

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

Wellington	West	A point 53 m	A point 65m	8:00 a.m. to
Street		South of	south of	6:00 p.m.
		Dundas Street	Dundas Street	

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

PASSED in Open Council on November 6, 2018

Matt Brown Mayor

Catharine Saunders City Clerk

First Reading – November 6, 2018 Second Reading – November 6, 2018 Third Reading – November 6, 2018

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то:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON OCTOBER 30, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	REHABILITATION OF WENIGE EXPRESSWAY BRIDGE AND HIGHBURY AVENUE SOUTH PRELIMINARY, DETAILED DESIGN AND TENDERING APPOINTMENT OF CONSULTING ENGINEER

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 a Consulting Engineer for the Rehabilitation of the Wenige Expressway Bridge and Highbury Avenue from Hamilton Road to Highway 401 (4-BR-14):

- Parsons Inc. BE APPOINTED Consulting Engineers to complete the Preliminary Design, Detailed Design, and Tendering Services in the amount of \$518,028.50 (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, including rail agreements, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee August 29, 2017 Wenige Expressway Bridge Drainage, Highbury Avenue South Over Thames River South Branch
- Board of Control June 23, 2010 Contract Award: Tender No. 10-93 Highbury Avenue South Concrete Pavement Rehabilitation
- Board of Control November 26, 2008 Highbury Avenue Rehabilitation
- Environment and Transportation Committee April 21, 2008 Highbury Avenue Rehabilitation
- Environment and Transportation Committee August 7, 2007 Appointment of Consulting Engineer, Highbury Avenue Rehabilitation

COUNCIL'S 2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of "Strengthening our Community" by ensuring that we have a healthy, safe and accessible city, and "Building a Sustainable City" by maintaining robust infrastructure and managing the transportation infrastructure gap.

DISCUSSION

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the pre-engineering services for coordinated infrastructure asset management work on Highbury Avenue from Hamilton Road to Highway 401. The assignment will focus on the following needs identified in the bridge and pavement management systems in a coordinated manner:

- preliminary design, detailed design, and tendering services for the rehabilitation of Wenige Expressway Bridge; and,
- detailed design for the rehabilitation of Highbury Avenue pavement and related corridor infrastructure.

Background

For the purposes of this report, the Highbury Avenue project limits refers to the right-ofway within the following limits: Highbury Ave. North (between Hamilton Road and the South Branch of the Thames River) and Highbury Avenue South (between the South Branch of the Thames River and the north limit of the Highway 401 Interchange).

Wenige Expressway Bridge is located on Highbury Avenue, approximately 550 m south of Hamilton Road and spans the South Branch of the Thames River. The bridge was constructed in 1965 and has had one major rehabilitation completed in about 1989. The structure is a continuous two-span reinforced concrete deck supported on six tapered welded steel plate girders which are supported on concrete abutments and a centre pier. The structure has a total span length of 76.2 m and an overall width of 18.39 m. The bridge accommodates four lanes of traffic on Highbury Avenue over the South Branch of the Thames River (two northbound and two southbound) and is oriented on an approximate 20 degree skew to the river. Temporary concrete barriers were installed adjacent to the existing metal railings on the east side in 2009 and west side in 2011, after the metal railings were damaged by vehicle strikes. Recent temporary maintenance works have been done to maintain the expansion joints. At roughly 53 years of age, with heavy traffic loading, this bridge is due for a major rehabilitation.

Highbury Avenue within the project limits is a major 4-lane north-south corridor for commuters arriving in London via Highway 401 and neighbouring communities. Highbury Avenue South is classified as a freeway carrying approximately 45,000 vehicles per day, with 15% trucks. This corridor (from south of Power Street to Highway 401) is the only City of London road with a posted speed limit of 100 km/h. Built in the early 1960's under the ownership of the MTO, the roadway is comprised of pavement sections constructed with concrete; some of which have been replaced with asphalt. Stormwater is conveyed through open ditches on either side of the roadway, as well as within the ditched median that separates the north and southbound lanes. A concrete median wall divides the north and southbound lanes from Hamilton Road to south of the River. In 2008 and 2010 the north and southbound lanes, respectively, were rehabilitated using a diamond grinding technique that restored rideability, surface

texture and friction for a safer roadway. Diamond grinding is a pavement holding strategy with a limited life expectancy. Heaving, buckling and pop-outs have been reported by the City's Roadside Operations Staff. In the past ten years records show that there have been 501 collisions with 3 collisions involving fatalities on Highbury Avenue South between Power Street (south of Hamilton Road) and Highway 401. At roughly 53 years old, with the volume of heavy vehicle traffic that uses this roadway daily, this roadway is nearing the end of its service life.



Figure 1: Location Map

Project Description

Wenige Expressway Bridge Rehabilitation

Earlier in 2018, a preliminary structural design report was completed for the Wenige Expressway Bridge (4-BR-14). This investigation recommended the following repairs:

- Complete deck replacement and widening of the structure to accommodate 3.6m lanes, 1.5 m shoulders and 1.0 m clearances to the median;
- Modify bridge structure to semi-integral abutments and eliminate deck joints;
- Remove and reconstruct ballast walls;
- Locally recoat structural steel at girder ends including environmental protection;
- Jack bridge and replace bearings at abutments;
- Remove and reconstruct barrier systems (both sides and centre median);
- Reface concrete abutments, concrete patch and repair pier and wingwalls;
- Review and recommend improvements to deck drainage; and
- Minor other works associated with the existing utilities on the bridge and the Thames Valley Parkway located under the bridge.

Highbury Avenue Pavement Rehabilitation

The Highbury Avenue pavement rehabilitation strategy within the project limits requires detailed analysis to determine the most cost-effective approach to deal with the aging concrete pavement. Concrete pavements can provide an extended initial service life but incur higher rehabilitation costs later in the life cycle. Determination of the pavement rehabilitation strategy will be determined with analysis of technical and financial considerations to help budget for this significant near-term life cycle renewal need.

Within the road corridor the following needs will be reviewed, evaluated and updated for current standards:

- Roadway condition;
- Street lighting;
- Drainage;
- Concrete Median condition; and
- Roadside safety.

Given the integral nature of the roadway and bridge works required, evaluating and designing this work as one assignment provides the best value for the City. The implementation timing of the bridge and pavement renewal works will be governed by priority and available funding. It is anticipated that the bridge rehabilitation and adjacent local pavement rehabilitation will be implemented in 2020.

Consultant Assignment

The proposed consultant engineering assignment includes the Preliminary Design, Detailed Design, and Tendering Services for the anticipated improvements to this corridor, including completing:

- a lifecycle cost analysis for replacement of Highbury Avenue between Power Street and Highway 401, comparing different surface treatments (i.e. concrete/asphalt/reinforced asphalt), the lifecycle maintenance requirements for each, and a recommendation for the rehabilitation/replacement of this roadway;
- ii) the detailed design for the rehabilitation/replacement of the north and southbound lanes of Highbury Avenue from Power Street to Highway 401;
- iii) the detailed design of the rehabilitation work required for the Wenige Expressway Bridge; and,
- iv) Tender package preparation for Phase 1 works, (with construction anticipated to be in 2020) which will include the Wenige Expressway Bridge works along with the first phase of the roadworks from Power Street to approximately 300m south of the bridge. (The actual southern limit of Phase 1 will be dictated by available budget and the proposed staging and temporary cross over works required to route traffic across the median for construction staging.)

The design work will include, but not be limited to:

- All necessary bridge rehabilitation works, including deck replacement, conversion to semi-integral abutments, parapet wall installation, and drainage improvements;
- Evaluation and design of the replacement roadworks, including traffic control, temporary measures, roadside safety upgrades, etc.;
- Evaluation and design of upgrades to the existing street lighting from Hamilton Road to south of the Thames River, as well as review and installation of new streetlights, if required, along the entire corridor;
- Evaluation and design of necessary repairs to the existing concrete median between the north and southbound lanes, and any other locations that require roadside safety improvements;
- Minor works to service/maintain watermain crossings and adjacent storm sewers within the right-of-way; and,

 Stakeholder (servicing and utility) coordination with UTRCA, MTO, Water Division, Parks Planning, Bell Canada, London Hydro, Hydro One, and others.

Tendering and construction of the roadworks south of the Phase 1 tender package (approximately 300m south of the river to Hwy 401) will follow as separate engineering assignments in subsequent years, dependent on budget allowances and council approval.

Consultant Selection

The consultant procurement process for this assignment began in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy for a two-stage process. On July 7, 2016, a fully open Request for Expression of Interest / Request for Qualifications advertisement was posted to Biddingo. Eleven consultants submitted packages for the City's review. The selection committee short listed the selection to four consulting firms for this proposal submission.

Proposals were received from the shortlisted consultants on September 7, 2018. The committee evaluation of the proposals identified that the Parsons Inc. submission provides the best value to the City. Parsons Inc. has an experienced project team that have a clear understanding of the project scope and requirements. Their past proven experience on similar projects of this nature combined with a project proposal that demonstrated a thorough understanding of the goals and objectives demonstrated their suitability for this undertaking. Parsons Inc. is familiar with City staff and procedures through recent work on other multi-disciplinary City assignments.

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

Subject to successful completion of the design phase of this project, Parsons 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 assignment.

CONCLUSION

The ongoing management of City's transportation infrastructure is conducted through the bridge management system and pavement management system as components of coordinated corporate asset management processes. Highbury Avenue South and the Wenige Expressway Bridge were identified as requiring rehabilitation of several items. Initiation of detailed design, and tendering is required to maintain the infrastructure and best coordinate with other needs. The first phase of the construction for this project (including the Wenige Bridge Rehabilitation and the northern reaches of the north and southbound lanes) is tentatively planned for 2020, subject to budget allowances.

Parsons Inc. has demonstrated an understanding of the City requirements for this project. They have an experienced project team with a clear understanding of the project scope and requirements. Based on the thorough consultant procurement process, it is recommended that Parsons Inc. be awarded the consulting assignment for the preliminary design, detailed design, and tendering services for the Rehabilitation of

Highbury Ave South and the Wenige Expressway Bridge (4-BR-14) at an upset amount of \$518,028.50 (excluding HST).

Acknowledgements

This report was prepared with assistance from Trevor Hitchon, C.Tech., Technologist II, Jane Fullick C.E.T., Senior Technologist and Karl Grabowski, P. Eng., all of the Transportation Planning and Design Division.

PREPARED BY:	RECOMMENDED BY:		
DOUG MACRAE, P. ENG., MPA DIRECTOR ROADS AND TRANSPORTATION	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND 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 Henry Huotari, Parsons Inc.

Civic Works Committee

#18168 October 30, 2018 (Appoint Consulting Engineer)

RE: Rehabilitation of Highbury Ave South & Wenige Expressway Bridge (Subledger BR170002) Capital Project TS144618 - Road Networks Improvements Capital Project TS176318 - Bridges Major Upgrades Capital Project TS512318 - Street Light Maintenance Capital Project EW3525 - Cathodic Protection Program Barcons Inc. - \$548.038.50 (oxcluding H S T) Parsons Inc. - \$518,028.50 (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	This Submission	Balance for
TS144618 - Road Networks Improvements	Budgot	Budgot		Cubiniccien	
Engineering	\$1.000.000	\$1.000.000	\$756.817	\$236.955	\$6.228
Construction	11,724,824	11,722,000	11,359,231	+,	362,769
Construction - King's College	22,935	22,935	22,935		
City Related Expenses	1,404	4,228	4,228		0
	12,749,163	12,749,163	12,143,211	236,955	368,997
TS176318 - Bridges Major Upgrades					
Engineering	\$400,000	\$530,648	\$289,523	\$236,955	\$4,170
Construction	3,561,050	3,430,402			3,430,402
City Related Expenses	20,000	20,000			20,000
	3,981,050	3,981,050	289,523	236,955	3,454,572
TS512318 - Street Light Maintenance					
Engineering	\$155,537	\$194,984	\$155,537	\$38,765	\$682
Construction	2,093,540	2,054,093	406,186		1,647,907
Traffic Lights	171,449	171,449	171,449		0
	2,420,526	2,420,526	733,172	38,765	1,648,589
EW3525 - Cathodic Protection Program					
Engineering	\$2,059,906	\$1,427,056	325,315	\$14,471	\$1,087,270
Construction	1,415,094	2,047,944	2,047,944		0
	3,475,000	3,475,000	2,373,259	14,471	1,087,270
NET ESTIMATED EXPENDITURES	\$22,625,739	\$22,625,739	15,539,165	\$527,146	\$6,559,428
	<u>, ,, ,, ,, ,</u>	<u> </u>		<u>, , , , , , , , , , , , , , , , , , , </u>	· · / · · / · · / ·
SOURCES OF FINANCING:					
Capital Low	¢3 372 654	¢2 272 654	¢2 272 654		۵ ۹
Debenture By-law No. W -5638-135	\$3,372,034 847 844	\$3,372,034 847 844	φ3,372,034 2/1 802	236 055	368 007
Drawdown from Capital Infrastructure Gap R F	535 720	535 720	535 720	230,333	000,997
Enderal Gas Tax	7 970 010	7 970 010	7 970 010		0
Other Contributions (King's College)	22 935	22 935	22 935		0
Citier Contributions (King's Conege)	12,749,163	12,749,163	12,143,211	236,955	368,997
TS176318 - Bridges Major Upgrades					
Capital Levy	\$1,847,120	\$1,847,120	\$289,523	\$236,955	\$1,320,642
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	289,523	236,955	3,454,572
IS512318 - Street Light Maintenance		A O 050 504	A700 (70	\$00 705	* 4 = 04 00 4
Capital Levy	\$2,353,561	\$2,353,561	\$733,172	\$38,765	\$1,581,624
Drawdown from Capital Infrastructure Gap R.F.	00,905	00,905	700 170	20.765	1 649 590
	2,420,526	2,420,526	733,172	38,765	1,648,589
EW3525 - Cathodic Protection Program					
Capital Water Rates	\$3,250,000	\$3,250,000	\$2,373,259	\$14,471	\$862,270
Drawdown from Waterworks R.F.	225,000	225,000			225,000
	3,475,000	3,475,000	2,373,259	14,471	1,087,270
TOTAL FINANCING	\$22,625,739	\$22,625,739	\$15,539,165	\$527,146	\$6,559,428
Financial Note:					
Contract Price	TS144618	TS176318	TS512318	EW3525	TOTAL
Add: HST @13%	\$232,857	\$232,857	\$38,095	\$14,220	\$518,029
Total Contract Price Including Taxes	30,271	30,271	4,952	1,849	67,343
Less: HS1 Rebate	263,128	263,128	43,047	16,069	585,372
Net Contract Price	26,173	26,173	4,282	1,598	58,226
	236,955	236,955	38,765	14,471	527,146

1)

то:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON OCTOBER 30, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	REHABILITATION OF WENIGE EXPRESSWAY BRIDGE AND HIGHBURY AVENUE SOUTH PRELIMINARY, DETAILED DESIGN AND TENDERING APPOINTMENT OF CONSULTING ENGINEER

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 a Consulting Engineer for the Rehabilitation of the Wenige Expressway Bridge and Highbury Avenue from Hamilton Road to Highway 401 (4-BR-14):

- Parsons Inc. BE APPOINTED Consulting Engineers to complete the Preliminary Design, Detailed Design, and Tendering Services in the amount of \$537,028.50 (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, including rail agreements, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee August 29, 2017 Wenige Expressway Bridge Drainage, Highbury Avenue South Over Thames River South Branch
- Board of Control June 23, 2010 Contract Award: Tender No. 10-93 Highbury Avenue South Concrete Pavement Rehabilitation
- Board of Control November 26, 2008 Highbury Avenue Rehabilitation
- Environment and Transportation Committee April 21, 2008 Highbury Avenue Rehabilitation
- Environment and Transportation Committee August 7, 2007 Appointment of Consulting Engineer, Highbury Avenue Rehabilitation

COUNCIL'S 2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of "Strengthening our Community" by ensuring that we have a healthy, safe and accessible city, and "Building a Sustainable City" by maintaining robust infrastructure and managing the transportation infrastructure gap.

DISCUSSION

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the pre-engineering services for coordinated infrastructure asset management work on Highbury Avenue from Hamilton Road to Highway 401. The assignment will focus on the following needs identified in the bridge and pavement management systems in a coordinated manner:

- preliminary design, detailed design, and tendering services for the rehabilitation of Wenige Expressway Bridge; and,
- detailed design for the rehabilitation of Highbury Avenue pavement and related corridor infrastructure.

Background

For the purposes of this report, the Highbury Avenue project limits refers to the right-ofway within the following limits: Highbury Ave. North (between Hamilton Road and the South Branch of the Thames River) and Highbury Avenue South (between the South Branch of the Thames River and the north limit of the Highway 401 Interchange).

Wenige Expressway Bridge is located on Highbury Avenue, approximately 550 m south of Hamilton Road and spans the South Branch of the Thames River. The bridge was constructed in 1965 and has had one major rehabilitation completed in about 1989. The structure is a continuous two-span reinforced concrete deck supported on six tapered welded steel plate girders which are supported on concrete abutments and a centre pier. The structure has a total span length of 76.2 m and an overall width of 18.39 m. The bridge accommodates four lanes of traffic on Highbury Avenue over the South Branch of the Thames River (two northbound and two southbound) and is oriented on an approximate 20 degree skew to the river. Temporary concrete barriers were installed adjacent to the existing metal railings on the east side in 2009 and west side in 2011, after the metal railings were damaged by vehicle strikes. Recent temporary maintenance works have been done to maintain the expansion joints. At roughly 53 years of age, with heavy traffic loading, this bridge is due for a major rehabilitation.

Highbury Avenue within the project limits is a major 4-lane north-south corridor for commuters arriving in London via Highway 401 and neighbouring communities. Highbury Avenue South is classified as a freeway carrying approximately 45,000 vehicles per day, with 15% trucks. This corridor (from south of Power Street to Highway 401) is the only City of London road with a posted speed limit of 100 km/h. Built in the early 1960's under the ownership of the MTO, the roadway is comprised of pavement sections constructed with concrete; some of which have been replaced with asphalt. Stormwater is conveyed through open ditches on either side of the roadway, as well as within the ditched median that separates the north and southbound lanes. A concrete median wall divides the north and southbound lanes from Hamilton Road to south of the River. In 2008 and 2010 the north and southbound lanes, respectively, were rehabilitated using a diamond grinding technique that restored rideability, surface

texture and friction for a safer roadway. Diamond grinding is a pavement holding strategy with a limited life expectancy. Heaving, buckling and pop-outs have been reported by the City's Roadside Operations Staff. In the past ten years records show that there have been 501 collisions with 3 collisions involving fatalities on Highbury Avenue South between Power Street (south of Hamilton Road) and Highway 401. At roughly 53 years old, with the volume of heavy vehicle traffic that uses this roadway daily, this roadway is nearing the end of its service life.



Figure 1: Location Map

Project Description

Wenige Expressway Bridge Rehabilitation

Earlier in 2018, a preliminary structural design report was completed for the Wenige Expressway Bridge (4-BR-14). This investigation recommended the following repairs:

- Complete deck replacement and widening of the structure to accommodate 3.6m lanes, 1.5 m shoulders and 1.0 m clearances to the median;
- Modify bridge structure to semi-integral abutments and eliminate deck joints;
- Remove and reconstruct ballast walls;
- Locally recoat structural steel at girder ends including environmental protection;
- Jack bridge and replace bearings at abutments;
- Remove and reconstruct barrier systems (both sides and centre median);
- Reface concrete abutments, concrete patch and repair pier and wingwalls;
- Review and recommend improvements to deck drainage; and
- Minor other works associated with the existing utilities on the bridge and the Thames Valley Parkway located under the bridge.

Highbury Avenue Pavement Rehabilitation

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Within the road corridor the following needs will be reviewed, evaluated and updated for current standards:

- Roadway condition;
- Street lighting;
- Drainage;
- Concrete Median condition; and
- Roadside safety.

Given the integral nature of the roadway and bridge works required, evaluating and designing this work as one assignment provides the best value for the City. The implementation timing of the bridge and pavement renewal works will be governed by priority and available funding. It is anticipated that the bridge rehabilitation and adjacent local pavement rehabilitation will be implemented in 2020.

Consultant Assignment

The proposed consultant engineering assignment includes the Preliminary Design, Detailed Design, and Tendering Services for the anticipated improvements to this corridor, including completing:

- a lifecycle cost analysis for replacement of Highbury Avenue between Power Street and Highway 401, comparing different surface treatments (i.e. concrete/asphalt/reinforced asphalt), the lifecycle maintenance requirements for each, and a recommendation for the rehabilitation/replacement of this roadway;
- ii) the detailed design for the rehabilitation/replacement of the north and southbound lanes of Highbury Avenue from Power Street to Highway 401;
- iii) the detailed design of the rehabilitation work required for the Wenige Expressway Bridge; and,
- iv) Tender package preparation for Phase 1 works, (with construction anticipated to be in 2020) which will include the Wenige Expressway Bridge works along with the first phase of the roadworks from Power Street to approximately 300m south of the bridge. (The actual southern limit of Phase 1 will be dictated by available budget and the proposed staging and temporary cross over works required to route traffic across the median for construction staging.)

The design work will include, but not be limited to:

- All necessary bridge rehabilitation works, including deck replacement, conversion to semi-integral abutments, parapet wall installation, and drainage improvements;
- Evaluation and design of the replacement roadworks, including traffic control, temporary measures, roadside safety upgrades, etc.;
- Evaluation and design of upgrades to the existing street lighting from Hamilton Road to south of the Thames River, as well as review and installation of new streetlights, if required, along the entire corridor;
- Evaluation and design of necessary repairs to the existing concrete median between the north and southbound lanes, and any other locations that require roadside safety improvements;
- Minor works to service/maintain watermain crossings and adjacent storm sewers within the right-of-way; and,

 Stakeholder (servicing and utility) coordination with UTRCA, MTO, Water Division, Parks Planning, Bell Canada, London Hydro, Hydro One, and others.

Tendering and construction of the roadworks south of the Phase 1 tender package (approximately 300m south of the river to Hwy 401) will follow as separate engineering assignments in subsequent years, dependant on budget allowances and council approval.

Consultant Selection

The consultant procurement process for this assignment began in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy for a two-stage process. On July 7, 2016, a fully open Request for Expression of Interest / Request for Qualifications advertisement was posted to Biddingo. Eleven consultants submitted packages for the City's review. The selection committee short listed the selection to four consulting firms for this proposal submission.

Proposals were received from the shortlisted consultants on September 7, 2018. The committee evaluation of the proposals identified that the Parsons Inc. submission provides the best value to the City. Parsons Inc. has an experienced project team that have a clear understanding of the project scope and requirements. Their past proven experience on similar projects of this nature combined with a project proposal that demonstrated a thorough understanding of the goals and objectives demonstrated their suitability for this undertaking. Parsons Inc. is familiar with City staff and procedures through recent work on other multi-disciplinary City assignments.

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

Subject to successful completion of the design phase of this project, Parsons 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 assignment.

CONCLUSION

The ongoing management of City's transportation infrastructure is conducted through the bridge management system and pavement management system as components of coordinated corporate asset management processes. Highbury Avenue South and the Wenige Expressway Bridge were identified as requiring rehabilitation of several items. Initiation of detailed design, and tendering is required to maintain the infrastructure and best coordinate with other needs. The first phase of the construction for this project (including the Wenige Bridge Rehabilitation and the northern reaches of the north and southbound lanes) is tentatively planned for 2020, subject to budget allowances.

Parsons Inc. has demonstrated an understanding of the City requirements for this project. They have an experienced project team with a clear understanding of the project scope and requirements. Based on the thorough consultant procurement process, it is recommended that Parsons Inc. be awarded the consulting assignment for the preliminary design, detailed design, and tendering services for the Rehabilitation of

Highbury Ave South and the Wenige Expressway Bridge (4-BR-14) at an upset amount of \$537,028.50 (excluding HST).

Acknowledgements

This report was prepared with assistance from Trevor Hitchon, C.Tech., Technologist II, Jane Fullick C.E.T., Senior Technologist and Karl Grabowski, P. Eng., all of the Transportation Planning and Design Division.

PREPARED BY:	RECOMMENDED BY:		
DOUG MACRAE, P. ENG., MPA DIRECTOR ROADS AND TRANSPORTATION	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND 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 Henry Huotari, Parsons Inc.

APPENDIX 'A' REVISED SOURCE OF FINANCING

Chair and Members Civic Works Committee

RE: Rehabilitation of Highbury Ave South & Wenige Expressway Bridge (Subledger BR170002) Capital Project TS144618 - Road Networks Improvements Capital Project TS176318 - Bridges Major Upgrades Capital Project TS512318 - Street Light Maintenance Capital Project EW3525 - Cathodic Protection Program Parsons Inc. - \$537,028.50 (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
TS144618 - Road Networks Improvements					
Engineering	\$1,000,000	\$1,000,000	\$756,817	\$236,955	\$6,228
Construction	11,724,824	11,722,000	11,359,231		362,769
Construction - King's College	22,935	22,935	22,935		
City Related Expenses	1,404	4.228	4.228		0
	12,749,163	12,749,163	12,143,211	236,955	368,997
TS176318 - Bridges Major Upgrades					
Engineering	\$400,000	\$530,648	\$289,523	\$236,955	\$4,170
Construction	3,561,050	3,430,402			3,430,402
City Related Expenses	20,000	20,000			20,000
	3,981,050	3,981,050	289,523	236,955	3,454,572
TS512318 - Street Light Maintenance					
Engineering	\$155,537	\$194,984	\$155,537	\$38,765	\$682
Construction	2,093,540	2,054,093	406,186		1,647,907
Traffic Lights	171,449	171,449	171,449		0
<u> </u>	2,420,526	2,420,526	733,172	38,765	1,648,589
EW3525 - Cathodic Protection Program					
Engineering	\$2,059,906	\$1,427,056	325,315	\$33,805	\$1,067,936
Construction	1,415,094	2,047,944	2,047,944	. ,	0
	3,475,000	3,475,000	2,373,259	33,805	1,067,936
NET ESTIMATED EXPENDITURES	\$22,625,739	\$22,625,739	15,539,165	\$546,480	\$6,540,094
SOURCES OF FINANCING:					
TS144618 - Road Networks Improvements	• • • • • •		.		
Capital Levy	\$3,372,654	\$3,372,654	\$3,372,654		\$0
Debenture By-law No. W5638-135	847,844	847,844	241,892	236,955	368,997
Drawdown from Capital Infrastructure Gap R.F.	535,720	535,720	535,720		0
Federal Gas Tax	7,970,010	7,970,010	7,970,010		0
Other Contributions (King's College)	22,935	22,935	22,935		0
	12,749,163	12,749,163	12,143,211	236,955	368,997
TS176318 - Bridges Major Upgrades					
Capital Levy	\$1,847,120	\$1,847,120	\$289,523	\$236,955	\$1,320,642
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	289,523	236,955	3,454,572
TS512318 - Street Light Maintenance					
Capital Levy	\$2,353,561	\$2,353,561	\$733,172	\$38,765	\$1,581,624
Drawdown from Capital Infrastructure Gap R.F.	66,965	66,965			66,965
	2,420,526	2,420,526	733,172	38,765	1,648,589
EW3525 - Cathodic Protection Program	A A AF A A AA	\$ 0.0 - 0.000	\$0.070.050	\$ \$\$\$	* ~ (~ ~~~
Capital Water Rates	\$3,250,000	\$3,250,000	\$2,373,259	\$33,805	\$842,936
Drawdown from Waterworks R.F.	225,000	225,000	0.070.050	22.005	225,000
	3,475,000	3,475,000	2,373,259	33,805	1,067,936
TOTAL FINANCING	\$22,625,739	\$22,625,739	\$15,539,165	\$546,480	\$6,540,094
Financial Note:					
Contract Price	TS144618	TS176318	TS512318	EW3525	TOTAL
Add: HST @13%	\$232,857	\$232,857	\$38,095	\$33,220	\$537,029
Total Contract Price Including Taxes	30,271	30,271	4,952	4,319	69,813
Less: HST Rebate	263,128	263,128	43,047	37,539	606,842
Net Contract Price	26,173	26,173	4,282	3,734	60,362
	236,955	236,955	38,765	33,805	546,480

1)

то:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON OCTOBER 30, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONSTRUCTION PARTNERSHIP WITH THE MUNICIPALITY OF CENTRAL ELGIN 2018 ROAD IMPROVEMENTS PROGRAM WEBBER BOURNE RECONSTRUCTION

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to reconstruction of Webber Bourne:

- (a) The City of London estimated contribution of \$620,653.32 (excluding HST), representing 50% of the Municipality of Central Elgin total project cost of \$1,241,306.63, **BE APPROVED**, it being noted that the work is on a boundary road where the actual costs are shared equally between the two municipalities, it is included in an approved City budget and the method of purchase is in accordance with the Procurement of Goods and Services Policy 14.4 g), h) and i), covering purchases with another public body;
- (b) the financing for this appointment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A; and,
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this approval.

COUNCIL'S 2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of "Strengthening our Community" by ensuring that we have a healthy, safe and accessible city, and "Building a Sustainable City" by maintaining robust infrastructure and managing the transportation infrastructure gap.

DISCUSSION

Purpose

This report seeks formal approval from the Municipal Council to authorize a financial contribution to the Webber Bourne Reconstruction. Approximately 1.8 kilometres of Webber Bourne would be rehabilitated through a Municipality of Central Elgin contract. The City of London contribution to the project is included in the 2018 Transportation Capital Budget.

Discussion

Webber Bourne is a boundary road shared with the Municipality of Central Elgin in the south end of the City. The shared road extends from Highbury Avenue South westerly to Kerr Road (see Figure 1).



Figure 1 – Location Map

A boundary road is defined in Sections 28 and 29 of the Municipal Act, where each bordering municipality share joint jurisdiction over the roadway. As such, costs for the care and maintenance of boundary roads are shared equally between the two municipalities.

The road is a rural gravel road maintained by Municipality of Central Elgin. The City of London has partnered with the Municipality of Central Elgin on various boundary road construction projects in the past. The project will involve drainage improvements, reconstruction of the road granulars and finishing with an asphalt surface treatment.

Central Elgin advertised the tender through bids and tenders (the public tendering service also used by the City of London) on August 21, 2018 with a tender close date of September 18, 2018. Central Elgin received nine (9) submissions for the tender opening, indicating a competitive environment.

Civic Administration has reviewed the tender prices and finds to be in line with City's pricing. Central Elgin has also incurred costs associated with the project including London Hydro Pole relocation, geotechnical investigation, survey work and assorted other project related activities for which the City of London is responsible for 50% of the fees.

Based on the proposed tender values to be awarded and associated project costs, the Municipality provided an estimate of the City of London 50% share of the recommended work program to be \$620,653.32 (including contingency and exclusive of HST).

CONCLUSION

It is recommended that the City of London Municipal Council approve the sum of \$620,653.32 for the Reconstruction of Webber Bourne as part of a partnership contract with the Municipality of Central Elgin. The transferred costs will be 50% of actual project costs.

There are no anticipated additional operating costs in the Environmental and Engineering Services budget in 2018 and subsequent years associated with the approval of this project.

The recommendation is in accordance with the Procurement of Goods and Services Policy 14.4 g), h) and i) covering purchases with another public body.

Acknowledgements

This report was prepared with assistance from Jane Fullick C.E.T., Senior Technologist and Karl Grabowski, P. Eng., both of the Transportation Planning and Design Division, Dave Mounteer, Legal Department and Geoff Smith, Purchasing and Supply.

PREPARED BY:	RECOMMENDED BY:		
DOUG MACRAE, P. ENG., MPA DIRECTOR	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR		
ROADS AND TRANSPORTATION	ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER		

Attach: Appendix A – Source of Financing Appendix B – Central Elgin Estimate

cc: Geoff Smith, CSCMP, Purchasing and Supply Marta Semeniuk, Financial Planning and Policy Gary McDonald, Tangible Capital Assets Tyler Erickson, Municipality of Central Elgin

APPENDIX 'B'



The Corporation of the Municipality of Central Elgin

450 Sunset Drive, 1st Floor, St. Thomas, Ontario NSR 5V1 P:519.631.4860 F:519.631.4036



Jane Fullick, C.E.T. Senior Technologist Transportation Planning & Design City of London 300 Dufferin Ave., PO Box 5035 London, ON N6A 4L9

Dear Jane,

The submitted tender prices for the September 18, 2018 tender opening for the 2018 Webber Bourne Road Reconstruction project are as follows (HST not included):

All Season Excavating	\$1,428,141.59			
Amico	\$1,221,660.00			
GW-EX	\$1,155,771.00			
Birnam Excavating	\$1,173,390.93			
Bre-Ex Construction	\$1,070,478.69			
CH Excavating	\$ 950,556.63			
Van Bree	\$1,206,518.00			
Cassidy Construction	\$1,173,673.80			
Dufferin Construction	\$1,407,777.50			

The estimated total project cost is as follows:

London Hydro Pole Relocation	\$ 67,064.93 (work completed)			
LVM Geotechnical Report	\$ 6,685.08 (work completed)			
Husted Surveying	\$ 7,000.00 (estimate)			
EXP Geotechnical inspection & testing	\$ 30,000.00 (estimate)			
Construction (CH Excavating)	\$ 950,556.63 (tender value)			
2020 Double Asphalt Surface Treatment	\$180,000.00 (estimate)			
Total	\$1,241,306.64 (Estimate, HST not			
	included)			
50% of total Estimate	\$ 620,653.32 (HST not included)			

Yours Truly, **Jyler Frickson** Project Engineer



RE: 2018 Arterial Road Rehabilitation Program - Webber Bourne Reconstruction (Subledger RD180002) Capital Project TS144617 - Road Network Improvements

Municipality of Central Elgin - \$620,653.32 (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 and 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
Engineering	\$1,000,000	\$1,000,000	\$740,923		\$259,077
Land Acquisition	155,609	155,363	153,398		1,965
Construction	13,468,215	13,468,215	11,869,924	631,577	966,714
City Related Expenses	18,715	18,961	18,961		0
NET ESTIMATED EXPENDITURES	\$14,642,539	\$14,642,539	\$12,783,206	\$631,577 1) \$1,227,756
SOURCE OF FINANCING:					
Capital Levy	\$4,613,098	\$4,613,098	\$4,613,098		\$0
Debenture By-law No, W5617-63	2,227,179	2,227,179	367,846	631,577	1,227,756
Federal Gas Tax	7,677,097	7,677,097	7,677,097		0
Other Contributions (Dancor)	125,165	125,165	125,165		0
TOTAL FINANCING	\$14,642,539	\$14,642,539	\$12,783,206	\$631,577	\$1,227,756
Financial Note: Contract Price				\$620.653	

I) Contract Price	\$620,653
Add: HST @13%	80,685
Total Contract Price Including Taxes	701,338
Less: HST Rebate	69,761
Net Contract Price	\$631,577
Net Contract Price	\$631,51

2) This submission represents the City's share of the recommended work being completed as part of a partnership contract with the Municipality of Central Elgin.

lp

Jason Davies Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE
	MEETING ON OCTOBER 30, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	WILLIAM STREET STORM SEWER OUTFALL MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT: NOTICE OF COMPLETION

RECOMMENDATION

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

- (a) The preferred outfall improvement alternative, executive summary <u>attached</u> as Appendix 'B', **BE ACCEPTED** in accordance with the Schedule 'B' Municipal Class Environmental Assessment process requirements;
- (b) A Notice of Completion **BE FILED** with the Municipal Clerk; and,
- (c) The Municipal Class Environmental Assessment Schedule 'B' project file for the William Street Storm Sewer Outfall BE PLACED on public record for a 30-day review period.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Civic Works Committee, June 8, 2016 – Appointment of Consulting Engineers – Environmental Assessment and Detailed Design, William Street Storm Sewer Outfall

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 identify the preferred alternative for the William Street Storm Sewer Outfall Schedule 'B' Municipal Class Environmental Assessment (EA), and recommend filing the Notice of Completion for the study to initiate the statutory 30-day public review period.

Context

The Cheapside Street corridor, William Street, and several other local streets in Old North have existing combined sewers that need to be separated. A combined sewer is a type of sewage collection system that is designed to collect and convey both sanitary sewage and surface runoff in a single pipe. Separating these combined sewers will provide a significant environmental benefit by removing stormwater from the sanitary sewer system, reducing the amount of stormwater treated at the City's sewage treatment plants, and reducing the number of overflows to the Thames River.

The storm runoff that was directed to the sanitary system before the sewer separation project is directed to the storm sewer system after the sewer separation. The existing storm outfall structure and open channel in Huron Street Woods (Appendix 'A' Location Map) does not have the capacity to accommodate additional flows from the proposed new separated storm sewers. Therefore, the purpose of this EA was to identify the preferred alternative for the improvements to the outfall structure and open channel to accommodate increased flows and mitigate environmental impacts.

DISCUSSION

In June 2016, the City of London appointed Dillon Consulting Limited (Dillon) to complete the Municipal Class Environmental Assessment (EA) and design improvements for the William Street Storm Sewer Outfall and open channel in Huron Street Woods. The evaluation of alternative solutions was completed with consideration to social, environmental and other technical factors.

The preferred recommended alternative consists of an extension of the existing trunk storm sewer to the west by 35 metres (Appendix 'C': Preferred Alternative). This alternative will reduce environmental concerns such as excess erosion and scour within the first 35 m and reduce some of the ponding water concerns on the private property and Thames Valley Parkway (TVP). Extending the headwall to the west will also eliminate the need to modify the first 35 m of outfall channel that is highly constrained by the topography of the adjacent private property. In general, the preferred alternative will provide an overall improvement to the natural heritage system and functions in the area and downstream of the outlet, including a net improvement in fish and turtle habitat, corridor and linkage connectivity, shoreline stability and vegetation cover quality.

An Environmental Impact Study (EIS) was prepared as part of EA process. The study concluded that there are no Species at Risk or rare species of flora in the study area, as well as no rare fauna were observed during field surveys.

Public/Stakeholder Consultation

As part of the study, one Public Information Centre was conducted. Notifications for the meeting were published in the two weeks preceding the Public Information Centre as well as on the City's webpage. The meeting was held on March 23, 2017 at the London Jewish Community Centre located at 536 Huron Street. The meeting was attended by approximately 20 members of the public, including adjacent property owners. Notifications of the project were also sent to applicable federal, provincial, and municipal stakeholders, and local First Nations communities.

Preferred Outfall Alternative

As part of the preferred alternative, the following work is proposed:

- Construction of a new 1950 mm storm sewer, extending approximately 35 m from the end of the existing storm sewer;
- Construction of a new energy dissipating headwall and outfall located approximately 35 m downstream of the existing outfall;

- Enclosure of the existing channel from the existing headwall downstream to the new headwall;
- Improvements to the existing low flow channel from the new outfall downstream to the limit of the project works, including channel re-alignment and habitat improvements;
- Removal of the existing 600 mm culvert under the existing maintenance access road crossing, and replacement with an assembly of four corrugated steel pipe (CSP) culverts, consisting of two 1500 mm diameter CSP culverts and two 1050 mm CSP culverts (potentially required);
- Re-grading and finishing of the maintenance access road crossing over the replacement culverts; and
- Restoration of the impacted areas.

The City is currently in the process of considering the realignment of trunk watermains in the area, which would include abandonment of a watermain chamber within the Huron Woods Park. If the chamber is removed, the existing maintenance road and proposed CSP culverts would no longer be required. The area would be restored to its natural state.

Agency Comments

The Ministry of Environment and Climate Change (MOECC, at the time of review) has reviewed the EA and had no specific comments for the study area.

Environmental and Ecological Planning Advisory Committee reviewed and provided a list of comments on the Environmental Impact Study report prepared during EA process. Reasonable actions were taken and a formal response was submitted by the consultant.

Environmental Assessment Next Steps

The following steps will be taken to finalize the William Street Storm Sewer Outfall EA:

- 1. Upon Acceptance by Council, commence the 30-day review period:
 - A "Notice of Completion" will be published identifying that the study report is available for public review for the mandatory 30 calendar days at City Hall – 9th Floor and online at: <u>www.london.ca/WilliamEA</u>
 - Stakeholders are encouraged to provide input and comments regarding this study during this time period. Should stakeholders feel that issues have not been adequately addressed, they can provide written notification within the 30-day review period to the Minister of the Environment, Conservation and Parks requesting further consideration. This process is termed a "Part II Order". Subject to no requests for a Part II Order being received, the Project File will be finalized.
- 2. Construct the Preferred Alternative
 - It is estimated that the construction of the project will take place within the next five years as part of the City's Infrastructure Lifecycle Renewal program. Permits and approvals for the proposed works will be obtained at the detailed design stage from the appropriate regulatory authorities.

CONCLUSIONS

The William Street Storm Sewer Outfall Environmental Assessment was undertaken to allow combined sewers to be separated in the Old North Area. Moving ahead with this

project will assist in reaching the Canada-Ontario Lake Erie Domestic Action Plan target of separating 80 percent (17 km) of the City of London's combined sewer system by 2025. The preferred alternative provides a strong technical solution that also substantially mitigates environmental impacts. Staff recommend that the preferred servicing alternative identified in the EA be posted for the 30-day public review period.

Acknowledgements

This document has been prepared with assistance from Paul Yanchuk, EIT, project manager in the Wastewater and Drainage Engineering Division.

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

October 19, 2018

- Attach: Appendix 'A' Location Map Appendix 'B' – Executive Summary Appendix 'C' – Preferred Alternative
- cc. Jason Johnson, Dillon Alan Dunbar, City of London Jason Davies, City of London



Appendix 'B" Executive Summary

Executive Summary

Introduction

Dillon Consulting Limited (Dillon) was retained by the Corporation of the City of London (City) to complete the Class Environmental Assessment (EA) and design of improvements to the William Street Stormwater Outfall and channel in Huron Street Woods (the project) following the Municipal Class EA (October 2000, as amended in 2007, 2011 and 2015) for a Schedule 'B' undertaking. The Class EA was completed in conjunction with the Detailed Design of drainage infrastructure improvements to facilitate the future separation of combined sewers in the Old North neighbourhood and improve storm servicing along William Street.

Problem/Opportunity Statement

The Cheapside Street corridor, William Street and several other local streets in Old North require the combined sewers to be separated. The existing outfall structure and channel in Huron Street Woods does not have the capacity to accommodate additional flows from the new storm sewers. The outfall structure and channel need to be improved to accommodate increased flows and mitigate environmental impacts.

Existing Conditions

The project Study Area consists of lands adjacent to the existing outfall, low flow channel, Thames Valley Parkway (TVP) and a maintenance road. The channel is located in a valley in Huron Street Woods. There are residential properties to the south, along Harrison Crescent. The houses are at the top of the valley, with the backyards extending down the slope. Lands to the north of the channel include the TVP, which begins at the Huron Street/William Street intersection, and forms part of the City's multi-use recreational pathway which is adjacent to much of the Thames River in the City. The TVP within the Study Area traverses Huron Street Woods and connects to the North London Athletic Fields.

The outfall structure is located west of the Huron Street/William Street intersection. There is a sanitary pump station between the outfall and the intersection. The existing channel eventually flows to the North Thames River, which is located approximately 550 m northwest of the Study Area. The existing William Street storm sewer outfall is the final outlet location for an urban drainage system that is approximately 124 ha in size. The final sections of existing storm sewer consist of an 1800 mm concrete pipe sewer, which terminates at a concrete headwall located just north-west of the Huron Street pumping station.

Alternatives Solutions

As part of Phase 2 of the Class EA, alternative solutions to address the problem/opportunity were identified and evaluated. Four alternatives were developed:

City of London William Street Outfall – Environmental Screening Report (Final) September 2018 – 16-4038



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- Alternative 1 Do Nothing. The concept calls for minimal disturbance of the outlet channel and maintaining the existing headwall.
- Alternative 2 Minor Improvements. Alternative 2 is similar to Alternative 1; however, the existing storm outfall headwall will be removed and the storm sewer extended approximately 35 m to the west. The concept was developed to address erosion and scour concerns within the first 35 m of the outfall channel. The alternative also introduces minor improvements to the low flow channel immediately downstream of the proposed headwall to improve hydraulic capacity, thereby reducing flooding of the adjacent lands. This was identified as the preferred solution.
- Alternative 3 Extend Storm Sewer. Alternative 3 was developed to demonstrate the extent of work required to redirect stormwater runoff discharging from the William Street trunk storm sewer off of private property and contain all City storm infrastructure within the existing easement. The concept involves removing the existing storm sewer headwall and extending the existing storm sewer to a location downstream of the existing maintenance access road. The fully enclosed system would direct all storm runoff to the natural channel area downstream of the maintenance road and integrate the appropriate degree of erosion and scour protection at the outlet of the new storm sewer. Improvements to the maintenance access road would be incorporated into the grading work necessary to provide adequate frost protection of the sewer which would be placed at a grade similar to the invert of the existing natural channel. The grading work would require placement of significant amounts of fill within the regulated area and would isolate the low lying area at the rear yards of the residential homes on Harrison Crescent from the adjacent Thames River floodplain.
- Alternative 4 Extend Storm Sewer and Rehabilitate Low Lying Area. Alternative 4 is a similar to Alternative 3, except that the existing low-lying swampy area at the rear yards of the homes on Harrison Crescent will be regraded and rehabilitated to eliminate the potential for future beaver activity in this area. The outfall concept is primarily focused on providing a storm sewer outfall that will not be subject to nuisance flooding caused by beaver activities and provides an opportunity to eliminate flooding on private property adjacent to the proposed storm sewer infrastructure.

Preferred Solution

Following the development and initial evaluation of the four alternatives, concern was raised regarding the general condition of the existing 600 mm watermain that would ultimately be situated directly adjacent to the proposed storm infrastructure. The condition of the existing watermain is unknown and was believed to be constructed in poor soil conditions within the floodplain area. During this study it was determined the watermain would be relocated to an adjacent roadway and an existing watermain chamber in the area (Chamber 13) would be abandoned. This will be completed as part of a separate project.

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The proposed works will include the following:

- Construction of a new 1950 mm storm sewer, extending approximately 35 m from the end of the existing storm sewer
- Construction of a new energy dissipating headwall and outfall located approximately 35 m downstream of the existing outfall
- Enclosure of the existing channel from the existing headwall downstream to the new headwall
- Improvements to the existing low flow channel from the new outfall downstream to the limit of the project works, including channel re-alignment and habitat improvements
- Removal of the existing 600 mm culvert under the existing maintenance access road crossing, and replacement with an assembly of four corrugated steel pipe (CSP) culverts, consisting of two 1500 mm diameter CSP culverts and two 1050 mm CSP culverts (required if the watermain is not relocated and the chamber maintained)
- · Re-grading and finishing of the maintenance access road crossing over the replacement culverts
- Restoration of the impacted areas.

Impacts and Construction Phase

An Environmental Impact Study (EIS) was completed on the preferred alternative solution. The EIS assessment identified various potential impacts to the identified natural heritage features and functions in the Study Area, and outlined applicable mitigations measures. If the mitigation measures are appropriately applied to the project, no negative impacts or residual effects are anticipated to occur to the natural heritage features and functions identified, while positive effects and improvements to the natural heritage system are anticipated to result from the project works, including a net improvement in fish habitat and potential turtle habitat, corridor and linkage connectivity, shoreline stability, and vegetation cover quality. This EIS concluded the project should proceed as outlined.

Construction of the outfall and channel improvements will be completed following relocation of the large watermain. The timing for the outfall improvements are not confirmed, but are anticipated to be completed within the next five years and will take approximately four to six weeks.

Consultation Activities

The Notice of Study Commencement was published in the October 6, 2016, and October 13, 2016, editions of The Londoner and was sent to the contact list on October 7, 2016. Two residents in the area identified existing concerns related to ponding water during storm events. Improvements at the outfall should improve ponding water on private property.

A Public Information Centre (PIC) was held March 23, 2017. Nineteen individuals signed the Record of Attendance. Several of the individuals who attended live on Harrison Crescent and back onto Huron Street Woods. They were supportive of any alternative which reduces the ponding water on their property. Several of those in attendance had questions about the upcoming construction on William Street.

City of London William Street Outfall – Environmental Screening Report (Final) September 2018 – 16-4038





TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON OCTOBER 30, 2018
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	SHORT-TERM CONTRACT AMENDMENT FOR RECYCLING SERVICES

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer and with the support of the Managing Director, Corporate Services & City Treasurer, Chief Financial Officer, the following actions **BE TAKEN** with respect to the provision of curbside collection and Material Recovery Facility Operations services provided by Miller Waste Systems Inc.:

- a) The action taken by the Managing Director, Environmental & Engineering Services and City Engineer in accordance with Procurement of Goods and Services Policy, Section 4.3 d. BE RECOGNIZED; it being noted that the action taken is in the best financial interest of the Corporation of the City of London;
- b) the extension of the contracts with Miller Waste Systems Inc. for the collection of recyclables in London and the collection of garbage and yard materials in the southwest portion of the city, including Lambeth, Riverbend and Settlement Trail, and Material Recovery Facility operations, for four (4) months plus two (2), one month extensions at the sole discretion of the City, from October 30, 2019 to April 30, 2020, in accordance with Procurement of Goods and Services Policy, Section 20.3 e)i. **BE APPROVED**; and
- c) Civic Administration **BE AUTHORIZED** to undertake final negotiations on the increased monthly service fee, all administrative acts that are necessary in connection with this Report and the Agreements referenced herein.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Relevant reports that can be found at <u>www.london.ca</u> under City Hall (Meetings) include:

- Updates: Proposed Amended Blue Box Program Plan; Food and Organic Waste Framework & Policy Statement; and Next Steps (May 28, 2018 meeting of the Civic Works Committee (CWC), Item #2.9)
- Exercise Renewal Options for Curbside Collection and Material Recovery Facility Operations Contracts (January 9, 2018 meeting of the CWC, Item #3)
- Request for Comments on the Draft Amended Blue Box Program Plan (Prepared by Stewardship Ontario) (January 9, 2018 meeting of the CWC Item #9)
- Updates Proposed Blue Box Program Plan Amendment and Waste Free Ontario Act Ontario (October 24, 2017 meeting of the CWC, Item #12)

STRATEGIC PLAN 2015-2019

Municipal Council has recognized the importance of solid waste management in its 2015-2019 - Strategic Plan for the City of London (2015 – 2019 Strategic Plan) as follows:

Building a Sustainable City

- Strong and healthy environment
- Robust infrastructure

Growing our Economy

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

Leading in Public Service

- Proactive financial management
- Innovative & supportive organizational practices
- Collaborative, engaged leadership
- Excellent service delivery

BACKGROUND

PURPOSE

The purpose of this report is to update Committee and Council on the direction taken on contracted recycling and garbage collection services as per the Procurement of Goods and Services Policy.

4.0 Responsibilities

4.3d. When the Managing Director is of the opinion that a Triggering Event has occurred, the Managing Director may authorize the purchase of such goods and/or services as is considered necessary to remedy the situation without regard to the requirement for a competitive bid and may approve the necessary contract amendment. The relevant details surrounding the Triggering Event shall be included in a report and submitted to Committee as soon as possible.

3.0 Definitions

'Triggering Event' means an occurrence resulting from an unforeseen action or consequence of an unforeseen event, which must be remedied on a time sensitive basis to avoid a material financial risk to the City or serious or prolonged risk to persons or property.

To complete the activities with Miller Waste Systems, the Managing Director, Environmental & Engineering Services and City Engineer, will then undertake the negotiations and administrative acts that are necessary to extend the contract connection in accordance with Procurement of Goods and Services Policy:

20.3 Contract Amendments

- e. City Council must authorize contract amendments when:
 - *i.* the total amended value of the contract will be greater than the administrative (Managing Director) approval threshold; or

CONTEXT

The City has three amended agreements with Miller Waste:

- 1. Collection of Blue Box recyclables, garbage and yard materials in the south-west portion of the city, including Lambeth, Riverbend and Settlement Trail,
- 2. Collection of Blue Box recyclables in the remaining portion of London, and
- 3. Operation of the City-owned material recovery facility (MRF).

The term of the amended agreements with Miller will expire October 30, 2019. There are no further options for contract renewal or extensions. In order to market test these services for current opportunities in accordance with the Procurement of Goods and Services Policy, the development of documents for a competitive procurement process has been undertaken in the form of a Request for Proposal (RFP).

Due to several unforeseen circumstances, described in the next section, the Managing Director, Environmental & Engineering Services and City Engineer, has used her authority, with the concurrence of the Managing Director, Corporate Services & City Treasurer, Chief Financial Officer, to authorize the purchase of services as is

considered necessary to remedy the situation without regard to the requirement for a competitive bid and has approved the necessary contract amendment for a four month period plus two, one month extensions at the sole discretion of the City.

These actions will address, for the most part, the unforeseen circumstances to allow for a competitive bid process to be undertaken. This action is in the financial best interest of the City of London.

DISCUSSION

What has caused the use of a 'Trigger Event'?

City staff are 90% complete on the preparation of a comprehensive RFP for various recycling services. The completion of the remainder of this work has been difficult due to a number of unforeseen circumstances:

- 1. All discussions regarding the Amended Blue Box Program Plan between industry and the Resource Productivity and Recovery Authority (RPRA) are on-hold. As a result there are no further details available from the Provincial Government on how stewards will pay for and operate (e.g., program parameters to be used by contract administrators such as the City of London) future recycling programs as per the *Resource Recovery and Circular Economy Act, 2016.* In recent discussions with the Minister of the Environment, Conservation & Parks and other provincial representatives, it is understood that further discussions on this file will begin in late fall 2018 or early winter 2019.
- 2. Uncertain role of tariffs on steel and aluminum which may unnecessarily impact the cost of collection vehicles and any capital upgrades to the MRF to address market conditions.
- 3. Ongoing trade disputes, tariffs and proposed end-markets restrictions are not resolved in a number of jurisdictions including China, United States, India, etc. which creates a high level of uncertainty for marketing recyclable materials on behalf of the City of London.

These issues mean that the release of the RFP has been delayed 3 months. The target release time is the end of November 2018. Award of the contract will likely occur in March or April 2019. It is very difficult for a new supplier to be ready for October 31, 2019, given that new capital equipment acquisitions will have a lengthy lead-time.

Between November and March/April further details may become available on operational requirements and/or additional legal clauses to address uncertainty for both bidders and the City. This would require an Addendum to the RFP or significant changes be considered during or even after the RFP award recommendation is completed. This could lead potentially to further delays.

What is the current cost of the contracted recycling services?

In 2017, the annual gross value (excluding HST) of the services provided by Miller with respect to the above referenced amended agreements was approximately \$8,854,500.

As background information, the net cost to taxpayers of the recycling program is determined by adding up contractor service costs (contract prices), MRF amortization costs, and costs for community outreach, City staff costs and other related expenses. Deducted from this amount are recycling material revenues, and payments from the Resource Productivity and Recovery Authority (RPRA) (representing funds from industry stewards).

Program costs are shown in Table 1. Net costs have been similar over the last four years. Overall for 2018, costs are expected to be higher due to lower recycling material revenues.

······································				
	2014	2015	2016	2017
Gross Recycling Program Cost (including amortization)	\$9,902,900	\$9,691,300	\$9,911,600	\$10,076,300
Material Revenues and RPRA Payment	\$6,627,200	\$6,135,600	\$6,502,600	\$6,964,900
Net Recycling Program Cost	\$3,275,700	\$3,555,700	\$3,409,000	\$3,111,400
Cost Per Household	\$19	\$20	\$19	\$17

Table 1: London's Net Blue Box Program Costs

Will there be additional costs for recycling beyond October 2019?

Yes. All indications from dialogue with other Ontario municipalities and service providers and recent contract amendments suggest that recycling costs are going up. There have been no situations identified by City staff where municipal recycling costs have come down. Items that are driving cost increases include:

\$129

\$152

\$147

- Capital costs for vehicles and other recycling equipment, •
- Labour costs. •

Cost Per Tonne

- Extra human resources and equipment required to meet stringent market conditions caused by global conditions, fewer and more competitive end markets,
- Increased quantity of harder to process container materials due to the changing material mix and end market requirements,
- Decreased quantity of easier to process paper products such as newspaper, magazines and office paper, and
- The exchange rate (volatility) with the United States.

As noted below, the increased cost proposed by Miller Waste Systems, based on today's market dynamics and conditions for the services provided in the three amended contracts beyond October 2019, is approximately \$92,250 per month or an approximate 12% increase over the average payments made for these services during the first six months of 2018. The City of London will be required to cover about 55% of these costs as industry stewards typically cover about 45% of the net cost of London's recycling program.

2018 average monthly costs (based on January to June)	Proposed monthly net cost increase	Percentage increase	Additional monthly charge paid by the City (at 55%)	Additional monthly charge paid by industry (at 45%)
\$750,000	\$92,250	12%	\$50,740	\$41,510

The breakdown of the monthly cost increase and rationale is as follows:

Costs	Rationale for Cost Increase
\$27,800	Collection – additional vehicle costs for newer vehicles to replace some of the end-of-life vehicles plus higher maintenance costs of remaining fleet to keep them safe and operational.
\$23,050	Additional labour and labour hours to meet market specifications for various paper products. Increased activities to ensure quality control.
\$30,470	Additional labour and labour hours to meet market specifications for containers. Changing mix of materials to be processed (e.g., more plastics and other lightweight materials being processed, less paper processed).
\$10,930	Substantially increased baling activity and cost of baling wire – all newspaper is now baled (versus loose) to meet global market requirements. Plus baling wire is subject to new tariffs.
\$92,250	

\$137

As part of budgeting, City staff had prepared for an increase in recycling costs for the new contracts (November and December 2019); therefore there will be no impact to the 2019 budget.

Additional costs for 2020 and beyond will be part of the multi-year budget. Costs from the competitive bidding process will be available to inform the multi-year budgeting process.

How is the current service provider performing?

Miller Waste Systems has and continues to meet the requirements of the contracts for the services they provide. This is further supported by the results of the annual Citizen Satisfaction Study Reports prepared for the City where between 84% and 89% of respondents (2015 to 2018) were either very satisfied or somewhat satisfied with the recycling collection services they receive. These numbers represent some of the highest scores for City services registered by Londoners.

When errors occur, Miller staff have been very responsive and fix them quickly. Miller staff have also supported events in London such as the London Home Builders' Association Lifestyle Home Show and the Go Wild Grow Wild Green Expo.

ACKNOWLEDGEMENTS

This report was prepared with assistance from Anne Boyd, Manager, Waste Diversion Programs. This report was reviewed by John Freeman, Manager, Purchasing and Supply.

PREPARED BY:	PREPARED AND SUBMITTED BY:
MICHAEL LOSEE, B.SC., DIVISION MANAGER SOLID WASTE MANAGEMENT	JAY STANFORD, M.A, M.P.A. DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE
RECOMMENDED BY:	CONCURRED 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

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c John Freeman, Manager, Purchasing and Supply

Transportation Advisory Committee Report

7th Meeting of the Transportation Advisory Committee September 25, 2018 Committee Room #4

Attendance PRESENT: A. Stratton (Acting Chair), G. Bikas, S. Brooks, D. Doroshenko, D. Foster, T. Khan, J. Madden and L. Norman and J. Bunn (Committee Secretary)

ABSENT: G. Debbert, A. Farahi, H. Moussa and J. Scarterfield

ALSO PRESENT: M. Elmadhoon, Sgt. S. Harding, P. Kavcic, T. Koza, A. Miller, S. Shannon and S. Smith

The meeting was called to order at 12:19 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Byron South Neighbourhood Sidewalk Connectivity Plan

The Civic Administration BE ADVISED that the Transportation Advisory Committee supports the idea of a holistic sidewalk system to allow neighbourhoods to have sidewalk connectivity throughout; it being noted that the <u>attached</u> presentation from P. Kavcic, Transportation Design Engineer and S. Smith, Intern, Transportation Planning and Design, with respect to this matter, was received.

2.2 Southdale Road Environmental Assessment – Colonel Talbot Road to Pine Valley Drive

That it BE NOTED that the <u>attached</u> presentation from P. McAllister, AECOM, with respect to the Southdale Road Environmental Assessment from Colonel Talbot Road to Pine Valley Drive, was received.

3. Consent

3.1 6th Report of the Transportation Advisory Committee

That it BE NOTED that the 6th Report of the Transportation Advisory Committee, from its meeting held on July 24, 2018, was received.

3.2 Public Meeting Notice - Draft Plan of Vacant Land Condominium and Zoning By-law Amendment - 459 Hale Street

That it BE NOTED that the Public Meeting Notice, dated August 23, 2018, from L. Mottram, Senior Planner, with respect to a Draft Plan of Vacant Land Condominium and Zoning By-law Amendment for the property located at 459 Hale Street, was received.

3.3 Notice of Planning Application - Draft Plan of Subdivision and Zoning Bylaw Amendments - 3080 Bostwick Road

That it BE NOTED that the Notice of Planning Application, dated August 17, 2018, and the Public Meeting Notice, dated September 20, 2018, from S. Wise, Senior Planner, with respect to a Draft Plan of Subdivision and Zoning By-law Amendments for the property located at 3080 Bostwick Road, were received.

3.4 Notice of Completion - Commissioners Road West Realignment Class EA Study

That it BE NOTED that the Notice of Completion, dated September 13, 2018, from T. Koza, City of London and S. Keen, CIMA Canada Inc., with respect to the Commissioners Road West Realignment Municipal Class Environmental Assessment, was received.

3.5 Notice of Study Completion - Adelaide Street North - Canadian Pacific Railway Grade Separation Municipal Class Environmental Assessment Study

That it BE NOTED that the Notice of Study Completion, from A. Spahiu, Transportation Design Engineer, with respect to the Adelaide Street North - Canadian Pacific Railway Grade Separation Municipal Class Environmental Assessment Study, was received.

4. Sub-Committees and Working Groups

4.1 TAC Sub-Committee Report

That it BE NOTED that the Transportation Advisory Committee Sub-Committee Report, dated September 17, 2018, was received.

4.2 TAC Work Plan Working Group

That the following actions be taken with respect to the Transportation Advisory Committee (TAC) Work Plan:

a) the <u>attached</u> 2018 Work Plan for the TAC BE FORWARDED to the Municipal Council for consideration;

b) delegation status BE GRANTED to D. Foster to speak at the October 30, 2018 Civic Works Committee meeting to speak to this item;

c) a Work in Progress chart BE MAINTAINED by the TAC for internal reference purposes;

d) it BE NOTED that the process for the addition of new items to the integrated TAC Work Plan was approved by the TAC; and,

e) it BE NOTED that the Work Plan Work Group will remain in active status with D. Foster as the lead to maintain and update the Work Plan and the Internal Work in Progress Chart, as required.

5. Items for Discussion

5.1 Cycling Advisory Committee and Transportation Advisory Committee -Potential Merger

That it BE NOTED that the staff report, dated June 19, 2018, with respect to the Cycling Advisory Committee and Transportation Advisory Committee and the Municipal Council resolution from its session held on
June 26, 2018, with respect to the consideration of amending the Terms of Reference for the Cycling Advisory Committee and Transportation Advisory Committee, were received.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting adjourned at 1:25 PM.



Background

Byron South Neighbourhood Sidewalk Connectivity Plan

- On April 10, 2018 Council directed staff to develop a neighbourhood strategy for the implementation of sidewalks around the Byron Southwood Public School.
- Staff is reporting back to Civic Works Committee on September 25, 2018 for endorsement of connectivity plan.
- Purpose of today's meeting is to present the plan and to receive feedback for taking a holistic approach to the sidewalk plan as opposed to considering sidewalks on a street by street basis.







Questions?





























































TRANSPORTATION ADVISORY COMMITTEE 2018 WORK PLAN (as at September 2018)

Updated: September 11, 2018

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 18.1	Shift Rapid Transit	 The TAC is in an excellent position to determine, in concert with the city and other key organizations, how community stakeholders can best support progress on the Shift Rapid Transit Strategy, including funding requests to government as well as inform Londoners on its progress. Items planned to date: Transit Project Assessment Process 	Gordon Debbert Amir Farahi	Ongoing		<u>Building A Sustainable</u> <u>City</u> 1A	Amir Farahi appointed to Rapid Transit Work Group. Have requested that Shift Rapid Transit items presented at Council, CWC and RTWG be copied to TAC.
TAC 18.2	Dundas Place	TAC will provide input on Dundas Place (London's 1 st Flex Street) design (2018) and implementation plans (2020).	Sarah Brooks	Ongoing		<u>Beautiful Places and</u> <u>Spaces</u> 5B	Design Input provided Jan 2018. Complete.
TAC 18.3	Complete Streets Design Manual	A complete street is one that is designed to accommodate the mobility needs of all ages, abilities and modes of travel. Safe and comfortable access for pedestrians, bicycles, transit users and the mobility challenged are not design after- thoughts, but are integral to the planning of the street from the start	City Staff	Q3-2018		<u>Building A Sustainable</u> <u>City</u>	Presentation received April 24 th . Draft manual reviewed June 1 st - 25 th . Complete.
TAC 18.4	New Sidewalk Program	Committee input on the annual Warranted Sidewalk Program. A Byron Southwood Pedestrian Mobility Study is planned for 2018	City Staff	Q2-2018		Building A Sustainable City	Presentation received April 24 th . Complete.
TAC 18.5	Connected And Autonomous Vehicles (CAV)	In recent years, there has been significant advancement in CAV technology. It is no longer a question of if the technology will disrupt the way we travel within our cities, but a question of when. While discussions on the potential benefits of driverless vehicles have increased, it is not well understood what the adoption of the technology will mean for London. It is time for policymakers and transportation professionals to proactively evaluate, assess and plan for the onset of vehicle automation.	Amir Fahari Hani Moussa	Q2-2019		Building A Sustainable City 1A, 2B, 5B Growing Our Economy 3A, 4B, 4C	Initial Presentation received June 26 th . Next steps TBD.
TAC 18.6	TAC Work Plan	A Work Group has been established to review City Staff recommendations received in April and to finalize an integrated draft TAC Work Plan for approval. As of the July 24 th meeting, the WG has been directed to develop a detailed work plan & a process to add new items.	Tariq Khan Dan Foster 80	Q3-2018		TAC Terms of Reference - Planning	Initial presentation made July 24 th . WG met July 31 st and circulated a draft WP for review and comment. Next meeting scheduled for Aug 17 th . Deliverables on schedule to present by Sept TAC.

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 18.7	Update to Traffic Calming Practices & Procedures Process Document	The overall purpose of the Traffic Calming document is to provide a comprehensive process that addresses local neighbourhood traffic issues in the City. The program is intended to restore identified problem streets back to their intended function through acceptable traffic calming measures, and hence, preserve and enhance the quality of London communities. Council approved the current document in 2013. The intent is to update this document based on the new "Canadian Guide to Traffic Calming" document published jointly in 2017 by the Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers (CITE).	City Staff	Q1-2019		<u>Leading in Public</u> <u>Service</u>	Present Draft Recommendations to TAC on November 27 th . TAC Review and Comment by Dec 31 st . City Staff to finalize the document in early 2019.
TAC 18.8	TDM Best Practice Research – Land Use Policies	Considering the TAC specific interest in Land Use Policies, the Committee can work with City staff to research and document best practices from other North American municipalities that integrate land use decisions with TDM. Specifically, municipalities where land use encourages transit, vanpooling, carpooling and active transportation (such as walking and cycling), as well as infrastructure to encourage telework.	City Staff	Q3/4-2018		Strengthening Our Community Building A Sustainable City Growing Our Economy	Lowest priority of the 3 TDM items submitted but best undertaken in 2018 to tie into implementations of Rapid Transit, Cycling Master Plan & Complete Streets Manual projects.
TAC 18.9	Vision Zero London Road Safety Strategy	Monitor progress and provide suggestions on London Road Safety Strategy action items.	LMRSC/Jayne Scarterfield	Q1-2019		Leading in Public Service	Update TAC regarding the 2019 Vision Zero plan.
TAC 18.10	Transportation Intelligent Mobility Management System (TIMMS)	Project includes upgrading current traffic signal communications systems, development of a new Transportation Management Centre, adaptive "smart" traffic signals along select corridors, enhanced transit signal priority, travel time monitoring, incident/event identification and management and real-time information. The TIMMS project would be implemented over the next decade or so with major upgrade work likely occurring in 2019. TAC is in a position to advise Council in their potential support of the project, including feedback on the scope of work and input on technologies used.	City Staff	Q4-2018		Strengthening Our Community 5E, 5F Building A Sustainable City 1C, 2A, 2C Leading in Public Service 5B, 5D	TAC to provide feedback on the TIMMS Implementation Plan.
TAC 18.11	Transportation Management Association (TMA)	The City has received funding from the Public Transit Infrastructure Fund (PTIF) to develop a feasibility study and business case for developing a Downtown Transportation Management Association (TMA) which would be a 1 st for London. TAC will be consulted for recommendations for invitees for a TDM Primer session and input on governance model and geographic area for TMA.	City Staff	Ongoing		Strengthening Our Community Building A Sustainable City Growing Our Economy	TDM Primer planned for early 2019 and is tied to Rapid Transit. Other Consultations will be ongoing.

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status				
TAC 18.12	Business Travel Wise Program Expansion	City Staff plans to engage local employers to participate in the program which encourages commuting Londoners to use options other than driving alone through programs and incentives. The Commute Ontario project will include actions such as: - expanded carpooling - ActiveSwitch walking and cycling rewards program - Emergency Ride Home program - ongoing campaigns, incentives and rewards - tracking tools to measure ROI	City Staff	Ongoing		Strengthening Our Community Building A Sustainable City Growing Our Economy	Throughout the 3-year project TAC will be asked to provide input to City staff on promotional material as it is developed.				
	Environmental Assessment Studies										
TAC EA 18.1	Southdale Road West & Bostwick Rd Improvements	Study for improvements to Southdale Road West between Pine Valley Blvd and Colonel Talbot Rd. The study will also address Bostwick Rd north of Pack Rd.	City Staff	Q4-2019		Building A Sustainable City	Presentation received June 26 th . Complete.				
TAC EA 18.2	Adelaide St & CPR Grade Separation	Study for improvements to Adelaide St at the CPR rail line.	City Staff	Q2-2018		Building A Sustainable City	Presentation received June 26 th . Complete.				
TAC EA 18.3	Clarke Rd Widening	Study for improvements to Clarke Rd. from Veterans Memorial Pkwy Extension to Fanshawe Park Rd East	City Staff Tariq Khan Dan Foster	Q1-2019		<u>Building A Sustainable</u> <u>City</u>	Initial Presentation received July 24 th . Referred to TAC Review Sub-Committee for report in September. Complete.				
TAC EA 18.4	Discover Wonderland	Environmental assessment for Wonderland Rd from Southdale Rd to Sarnia Rd.	City Staff	Q4-2018		Building A Sustainable City	Present study to TAC on September 25 th . Publish PIC 1 Notice (Oct 3rd & 4th) in Sept 20th & 27 th Londoner.				
TAC EA 18.5	Intersection: Western & Sarnia Roads	Study for improvements to Western Rd and Sarnia Rd / Philip Aziz Ave Intersection.	City Staff	Q2-2019		Building A Sustainable City	Project awaiting co- ordination with BRT.				

Transportation Advisory Committee Report

8th Meeting of the Transportation Advisory Committee October 23, 2018 Committee Room #4

Attendance PRESENT: A. Stratton (Acting Chair), S. Brooks, D. Doroshenko, D. Foster, P. Moore, L. Norman and J. Scarterfield and J. Bunn (Committee Secretary)

ABSENT: G. Bikas, G. Debbert, A. Farahi and H. Moussa

ALSO PRESENT: M. Elmadhoon, Sgt. S. Harding and A. Miller

The meeting was called to order at 12:18 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 7th Report of the Transportation Advisory Committee

That it BE NOTED that the 7th Report of the Transportation Advisory Committee, from its meeting held on September 25, 2018, was received.

3.2 Municipal Council Resolution - Byron South Neighbourhood Sidewalk Connectivity Plan

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 2, 2018, with respect to the Byron South Neighbourhood Sidewalk Connectivity Plan, was received.

3.3 Notice of Planning Application - Draft Plan of Subdivision and Zoning Bylaw Amendment - 6019 Hamlyn Street

That it BE NOTED that the Notice of Planning Application, dated October 2, 2018, from N. Pasato, Senior Planner, with respect to a draft plan of subdivision and zoning by-law amendment for the property located at 6019 Hamlyn Street, was received.

3.4 Notice of Completion - Fanshawe Park Road/Richmond Street Intersection Improvements - Environmental Assessment Study

That it BE NOTED that the Notice of Completion dated October 11, 2018, from B. Huston, Dillon Consulting Limited and M. Elmadhoon, City of London, with respect to the Fanshawe Park Road/Richmond Street Intersection Improvements Environmental Assessment Study, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 TAC Work Plan - Update

That it BE NOTED that the Transportation Advisory Committee 2018 Work Plan update, as at October 2018, was received.

5.2 TAC Work in Progress (WIP) - Update

That it BE NOTED that the Transportation Advisory Committee Work in Progress (WIP) update, as at October 15, 2018, was received.

6. Deferred Matters/Additional Business

6.1 (ADDED) Municipal Council Resolution - 8th Report of the Accessibility Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 16, 2018, with respect to the 8th Report of the Accessibility Advisory Committee, was received.

7. Adjournment

The meeting adjourned at 12:21 PM.

October 10, 2018

Dear Civic Works Committee,

Because of recent research into the effects of ingested fluoride, the members of Safe Water London would like to request delegation status at your committee meeting on October 30, 2018 to speak about fluoridation.

We are aware that most people believe the following 12 conditions about fluoridation are true:

- 1) Fluoridation does not violate any federal or provincial laws or the constitution
 - i) Safe water act
 - ii) Ontario Clean Water Act
 - iii) Canadian Water Quality Guidelines
- 2) Fluoridation is not a violation of free choice
- 3) Fluoridation is not a violation of medical ethics
 - i) It is not mass medication
 - ii) Residents are not being denied informed consent
 - iii) It is not a violation of ethics because there is no diagnosis or follow-up
 - iv) Councillors are not practicing medicine without a license
- 4) Fluoridation does not harm the general population
 - i) Gastro-Intestinal Problems
 - ii) Joint and Muscle Pain
 - iii) Hypothyroidism
 - iv) Heart disease
 - v) Infertility
- 5) Fluoridation does not cause harm to infants and children
 - i) IQ loss
 - ii) ADHD
 - iii) Pre-mature birth
 - iv) Early onset of puberty
 - v) Colic
- 6) Fluoridation does not cause disproportionate harm to other at-risk populations
 - i) Those who drink more water,- Athletes, Outdoor labourers
 - ii) Those with kidney trouble
 - iii) Those with diabetes
- 7) Fluoridation does is not cause harm to the environment
- 8) Fluoridation is an effective way to deliver fluoride ions to the teeth
- 9) Fluoridation has a clinically significant effect
- 10)Fluoridation does not create dental costs that outweigh dental savingsi) Dental Fluorosis
- 11)The social benefits to fluoridation outweigh the city's actual costs
- 12)There are not more-cost-effective alternatives to preventing tooth decay

Unfortunately, we do not believe that any of these conditions are true and have scientific evidence to support this position. We hope to address a few of these conditions in our letter and the remainder at our delegation.

Fluoride is a poison

Because of the fluoride ions they contain, fluoridation chemicals are poisonous. At concentrations higher than those used for fluoridating water, they can cause death, disfigurement or other tremendous chronic harms to the human body. Research in the last 5 years has made it clear that ingesting fluoride even by drinking "optimally fluoridated" water with concentrations around 0.7 parts per million is also causing harm.

IQ Loss

Two studies, done in 2017 (Branish) and 2018 (Thomas), are the most disconcerting. In Mexico, they measure IQ at ages 4 and 6-12. When Canadian, USA and Mexican researchers matched this data to the fluoride concentrations in the urine of the pregnant moms carrying these children, they discovered an increasing impairment in cognitive function. A follow-up test of children 1-3 years confirmed that greater fluoride ingestion by the mother meant less mental capacity in the child, even at the levels we consume by drinking fluoridated water. When you consider that it requires 40 years of drinking fluoridated water to average one less cavity, there should be no reason to continue the process in light of the impairment that this developmental neurotoxin causes.



ADHD

According to a 2015 Canadian study (Malin & Till) published in the Environmental Health Journal, each 1% increase in the prevalence of fluoridation in an area was linked to 100,000 additional reported cases of ADHD. In 2011, another study (Basha) found that the negative effects of fluoride on learning and memory were more significant in the second and third generations of rats, and the same effects can be expected in humans. Philippe Grandjean, the head of research at Denmark University had this to say about fluoride, "We have found that lead, mercury and pesticides were more toxic than we originally thought. I am not willing to sit here and say okay, let's expose the next generation's brains and just hope for the best."

ADHD affects children for their entire life while having a cavity means half an hour of minor discomfort in a dentist's chair. This is not a trade off that can be continued.

Fluoride concentrations

Fluoridation is just a strategy to get fluoride in contact with the teeth. According to the Center for Disease Control (CDC), normal saliva has 0.006 parts per million (ppm) of fluoride, and when drinking fluoridated water, that concentration increases to 0.016 ppm. Fluoride toothpaste has 1000 ppm, and fluoride treatments at the dentist's office are 10,000 ppm, so these two treatments have chemical effects that are tens and hundreds of thousands of times stronger than fluoridation. No one should expect that the action of fluoridation will be at all significant in comparison and the actual data shows that it is not.

Misrepresentation

Deceptive mathematics have been used to make fluoridation sound like its effects are significant when it is not the case. The statistical methods used by the profluoride professionals are highly criticized but it is important to understand how the misperceptions are perpetrated.

A US nation-wide comparison showed that two groups of children averaged 96.6+ healthy tooth surfaces out of 100 (which is very good). The hundred surfaces make it easy to convert to percentages. The non-fluoridated group averaged 3.4 decayed surfaces (or 3.4% decay) and the fluoridated group averaged 2.8 decayed surfaces (or 2.8% decay).

	Decayed	Healthy		
	Surfaces	Surfaces		
Non-Fluoridated	3.4 (3.4%)	96.6 (96.6)%		
Fluoridated	2.8 (2.8%)	97.2 (97.2%)		
Absolute Difference	- 0.6 (-0.6%)	+0.6 (0.6%)		
Percent	- 17.6%	+0.62%		
Difference	(0.6/3.4)	(0.6/96.2)		

There is nothing dramatic about the difference. It is six-tenths of one surface out of a hundred surfaces (so less than one cavity). Obviously the absolute decrease in decayed surfaces (-0.6 or -0.6%) matches the absolute increase in healthy surfaces (+.6 or +0.6%)

However, when you express the difference of 0.6 surfaces as a percent of the 3.4 decayed surfaces or the 96.6 healthy surfaces, the exact same physical difference comes out to be 17.6% or 0.62%. Of the four figures that describe the study (-0.6%, +0.6%, -17.6% or +0.62%), the -17.6% number paints the least accurate picture, making the results seem dramatic. This is the figure used by the fluoride lobby to justify the program (and the continued research).

Professional Bias

One might still take comfort in the tiny 0.6% dental health improvement but even that is an exaggeration. The professionals who conduct the studies generally have a pro-fluoridation bias and are conducting subjective examinations with a good idea of which subjects are in each group. The small improvement (of less than one surface difference) usually seen in these studies is actually the bias of the examiners being quantified. This makes sense because fluoridation does not provide enough fluoride to make a substantial difference. If it did, then our toothpaste must be be fifty thousand times too strong.

The purpose of our short thesis was to demonstrate that Fluoridation, which was thought was safe and effective, is in fact neither. On October 30, I hope to provide more evidence that this program should really be ended.

Sincerely,

Kallie Miller, RN Chris Gupta, P. Eng Nicole Kuzmanovich

Safe Water London

Input to Oct. 30, 2018 CWC Meeting

Water Fluoridation – A Concern

Deception

- Fluoridation schemes are dishonest and misleading as they don't inform the residents that the chemical to fluoridate their water is Hydrofluorosilcic Acid (HFSA)*, an industrial toxin. Constituents think, and/or are led to believe, that the fluoride used will be pharmaceutical grade like what the dentists use. It is illegal for dentists to use HFSA and to use in toothpastes. Clearly no one in their right mind will vote to agree on adding traces of lead, arsenic, mercury etc. as found in HFSA to their municipal drinking water!
- The above violates Ontario's Safe Drinking Water Act of 2002, which states, Dilution is no defense for adding a contaminant to drinking water.

*HFSA does not meet Good Manufacturing Practices (GMP).

No Safety Studies & Violation of Laws

- NSF60 certification for this chemical, used to justify the addition of this additive, does not have any safety studies for its intended use. NSF60 Standards rely on third party certification from agencies such as Health Canada and FDA. Health Canada and FDA have not approved HSFA, nor the pharmaceutical grade fluoride, as a Natural Health Product, they also do not have safety studies for HFSA, in fact, even the pharmaceutical grade fluoride cannot be sold in health food stores - it is only available by prescription!
- The above clearly shows non-compliance with National Sanitation Foundation regulatory statute Standard 60 to which London Utilities is subject. Further it violates food and drug regulations.
- Dumping HFSA in the environment is already illegal (per the federal Hazardous Waste and Species At Risk Acts) so how is it OK (without safety studies) to dump truck loads of this industrial waste via our water supply year after year?

Violation of Laws (Con't)

- Public health officials and water treatment plant engineers/technicians know that they can control neither dosage nor dose. Simply, it cannot be regulated by setting a fixed level of a substance in water. Need for water depends from person to person especially when other sources of ingested fluoride and health conditions are not known. Thus many are chronically overdosed. This is yet another deception that is not commonly understood by the public and the councilors.
- This yet again, violates medical ethics. Dosing without knowing patient history and/or vulnerability can only be done under medical supervision. This is particularly significant for children.

Plebiscites to cover their asses

 To save face and protect themselves many cities conduct dishonest plebiscites. Water fluoridation originally started due to such fraudulent plebiscites! The so called health authorities using/abusing our money (we don't have the funds to counter their propaganda) will be out to bait the masses with glories of Fluoride on teeth and then claim it as a health benefit then switch to an industrial toxin. Do you really think that, if people knew this, anyone in their right mind should vote for or agree on lead, arsenic, mercury etc. being added to their municipal drinking water?

Plebiscites to cover their asses (Con't)

 Ignoring evidence of science (such as the fact, that, Fluoride is more toxic than lead) for supporting this practice (i.e. not meeting Good Manufacturing Practices (GMP) and the lack of availability of safety studies in hand for the chemicals used to fluoridate water) and ethics (being medicated without consent not to mention all the laws that are being violated) is not an issue that can be decided by plebiscites! This is as ridiculous as determining whether the earth is flat or round by a plebiscite! If costs were not prohibitive, this scheme should never stand a test in the courts as 51% of the people can't force the remaining to be medicated against their will.

Ending Comments

- Despite dental pressure, 99% of western continental Europe has rejected, banned, or stopped fluoridation due to environmental, health, legal, or ethical concerns...
- One can see that the whole issue of water fluoridation can be resolved by simply complying with our laws. Why is there no accountability for such violations? If this is not done then what is the point of having these laws?
- The mandate of City water department is to clean the water not to deliberately contaminate it and hence violate the said laws.
- As conscientious, moral and ethical Councilors it behooves you to stop this fraudulent practice.

To: Chair of the Civic Works Committee

This following letter is sent without prejudice to the attention of members of the Civic Works Committee and City of London Council for their information and consideration at the October 30^{th,} 2018 meeting.

Since 2008 until the present moment - meetings and negotiations with the City of London have been and continue to be ongoing - to obtain permanent solutions to the Sanitary and Storm Water Flooding problems that have plagued our complex since that time. The pain, anguish and costs that this situation has inflicted on many of our unit holders are incalculable.

Primary Causes:

1. The original failure to build the complex's storm water management system in accordance with the plans and drawings submitted to and approved by the City of London.

2. The granting of an Easement/Right of Way and an 8" sanitary sewer line/ outlet that permitted other developments a conveyance outlet for their sanitary sewage into the original internal City of London Municipal Drain servicing the MCC122 Complex.

3. The City of London's failure to properly maintain the Pincombe Drain Outlet since 1976 to present.

4. The expansion and redevelopment of Southdale Road – to proceed and be built without totally recognizing the serious detrimental effects that this created to our Complex - due to its location, the vulnerability of the Westmount Pumping Station, and the effects of an un-maintained Pincombe Drain. This situation was additionally compounded by the problematic confluence chamber that limited and restricted the movement of storm water into the Pincombe Drain during heavy rain events causing storm water to surcharge.

5. Climate changes and the increasing numbers of heavy rain events/occurrences

Significant Events/Milestones

- 1. 2008 initial flooding occurred in fifteen units.
- 2. 2009 Limited recognition by the City of issues.

3. Precedent setting By- Law obtained – to install Fullport backwater valves in the sanitary sewer lines as a preventative measure with partial funding to compensate unit owners.

4. The forced acceptance of ownership of formal internal municipal sanitary sewer to MCC122.

5. 2008 – 20012 - Continuously pressed the City of London for permanent fixes – upon the realization that the preventative measure of installing backwater valves - was a band aid solution at best.

6. Unsuccessfully fought against additional actions by third party engineers suggested by the City of London to modify internal storm water management services at substantial costs.

7. 2008 – 2017 Failure by the City of London's Plumbing Inspection Dept. and independent engineer's failure to detect improperly installed Fullport backwater valves.

8. Heavy rain events 2012 and 2015 resulted in substantial sewer and storm flooding in many units throughout complex – highlighted failure of flawed Fullport backwater valves as a solution and exposed the massive negative impact created by the failure of the Pincombe Drain Outlet and the Southdale Road's Expansion modifications to handle surface storm water and runoff – directly negatively impacting our Complex.

9. 2012 to 2017 numerous meetings with the City of London Engineering representatives were fruitless and frustrating primarily in our opinion due to a rational/or policy that would not or did not want to proactively address and solve the problems impacting our Complex.

9. 2015 Major accomplishment in having the City install and service a check valve in the storm water sewer servicing our complex – this valve stopped the resulting surge's and flooding impact of the Pincombe Drain/Southdale Roads modifications on our complex during a heavy rain event, also substantially verified our assessment of the problems.

10. 2017 Recognition and acceptance of our position and assessment by new city engineer and attendant staff – to finally address and implement permanent solutions to address and overcome the sanitary and storm water surcharges experienced by MCC122

Members of the Condo Corporation have worked closely with City Staff over the last 2 years to undertake work to protect our condo from future flooding. This work includes downstream sewer system improvements, installation of flap gates on an existing sewer, replacement of improperly installed backflow devices along with those that failed in flooded units – even though deemed operational, grading and drainage improvements and the removal of a weir in the Pincombe Drain. <u>It</u> should be noted that the Water and Wastewater Division and its entire staff have been refreshingly cooperative, genuinely proactive and thoroughly professional throughout this process.

As part of the 2010/11 agreement to receive compensation for flood protection for our condo we were required to assume ownership of a portion of the original municipal sewer that extends through the condo property. It is our opinion and position that this ownership assumption was unjust and forced upon our Complex by City of London's representatives for liability purposes and provided no benefit or protection whatsoever to MCC122. The costs related to maintaining this sewer are approximately \$1000.00 per yearly servicing. We respectively request that Committee and Council take back ownership of the sewer through the Pine Valley Condominium MCC122.

In addition, the Condo Corporation has incurred significant costs related to dealing with the flooding issue faced on our property. Please see below a summary of the costs which total \$113,382.24

More details including itemized invoices can be provided to City Staff upon request.

- Legal fees to review the agreement with the City: \$8606.25
- Engineering consulting and technical input fees to resolve the flooding problem: \$44,949.24
- Construction costs related to resolving the flooding problem: \$60,427.00

• We respectively request that the City of London compensate the Pine Valley Condo Corporation for the costs incurred related to investigating flooding within the Pine Valley Condominiums.

Respectively submitted,

P. Mc Laughlin

On Behalf of Middlesex Condo Corporation 122,

163 Pine Valley Drive, London, Ontario



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

October 29, 2018

Condominium Corporation 122 163 Pine Valley Drive London, Ontario N6J 4R4

Dear Condominium Corporation 122 Representatives:

In February 2017, City staff identified a short and long-term plan to address resident concerns related to surface and basement flooding experienced at the 163 Pine Valley Drive Condominium. The following letter provides a short summary of the plans provided to the condo corporation in February 2017 and provides a status update of the City's work to date.

The long-term plan presented in February 2017 included the following tasks:

- The City will move forward with the construction of the trunk sanitary sewers that will ultimately allow for a gravity outlet for the wastewater currently being pumped by the Westmount Pumping Station.
 - **Status:** These sewer improvements are currently underway and will be completed by the end of the year.
- The City was to consider the removal of the Pincombe Drain weir and a drain cleanout as part of an upcoming Environmental Assessment (EA).
 - Status: The Pincombe Drain weir was removed in summer of 2017 as part of the Bradley Road extension construction project. Capacity improvements and a clean-out of the Pincombe Drain are being considered as part of the Dingman Creek Environmental Assessment process.

The short-term measures presented in February 2017 included the following tasks:

• The condo is eligible to participate in the City's surface flooding protection program. Working with the condo and adjacent property owners, the City and an engineering consultant would provide a design to reduce the risk of extreme surface flooding.

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- **Status Update:** An engineering consultant completed an assessment study of the site in late spring 2018 and remedial works are currently underway with several already completed.
- The City offered to engage an independent contractor to provide a backflow valve inspection and maintenance program. Our intention was to continue this contract until the downstream sanitary sewer works are complete.
 - **Status Update:** This service has been provided since the fall of 2017.
- The City noted that flow monitors would be installed within the condo's sanitary sewer system to monitor flows before and after the construction of the downstream sanitary sewer work.
 - **Status Update:** These monitors were installed in spring 2017 and will remain in place for the foreseeable future.

The City of London has made the completion of the work benefiting the 163 Pine Valley Drive a priority. All of the work outlined in February 2017 has been completed or is nearing completion.

Sanitary Sewer Ownership

As part of the letter submitted to the October 30th Civic Works Committee the condominium corporation has requested that the City re-assume ownership of the sanitary sewer routed through the 163 Pine Valley Drive condo block. This sanitary sewer historically accepted flows from Southdale Road upstream of the condominium corporation for a limited period of time. In 2013, the sanitary sewers upstream of the condominium corporation were redirected as part of the Southdale Road widening project. This work removed all upstream flows from the condominium complex's sanitary sewer system. Following this work the ownership of the sanitary sewer was transferred from the City of London back to the condominium corporation.

For all condominiums in the City of London it is the standard that sewers that only benefit the condo property are owned privately by the condominium. The City reassuming this sewer would not be consistent with the practice followed for all other condominium properties in the City of London.

Claim for Additional Costs

The condominium corporation's October 2018 letter to the Civic Works Committee provided a summary of previous costs borne by the 163 Pine Valley Condominium Corporation related to investigating surface and basement flooding issues. City Staff respectively requests that detailed cost information and invoicing be provided

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Christine Jeffery, CIP, CRM

Risk Management Division City of London

520 Wellington St., Unit 1, P.O. Box 5035, London, ON N6A 4L9 cjeffery@london.ca

The City will provide a written response related to the Condominium Corporation's request.

Work Completion

The City of London is committed to completing the remaining work presented to the Condominium Corporation in February 2017. It is anticipated that all of the remaining remedial works will be completed by the summer of 2019.

Sincerely,

Scott Mathers, MPA, P.Eng. Director, Water and Wastewater City of London

Cc: Kelly Scherr – Managing Director and City Engineer Civic Works Committee

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DEFERRED MATTERS

CIVIC WORKS COMMITTEE (as of October 19, 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	Sept 25/18	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	1 st Quarter 2019	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	Sept 25, 2018	K. Scherr J. Stanford	Sept 25, 2018
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	Sept 25, 2018	K. Scherr J. Stanford	Sept 25, 2018

7.	91.	Warranted Sidewalk Program	Sept 26/17	4th Quarter	D. MacRae	
		That the following actions be taken with respect to the Warranted Sidewalk Program:		2018		
		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.				
8.	93.	Public Notification Policy for Construction Projects	Nov 21/17	3rd Quarter	U. DeCandido	
		That the Civic Administration BE DIRECTED to amend the "Public Notification		2018		
		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.				

9.		94.	Report on F	Private Works Impacting the Transportation Network	Dec 4/17	3rd Quarter	G. Kotsifas	George to provide new date
			h) roport	back to the Civic Works Committee by the end of March 2018, on:		2018		
				back to the Civic Works Committee, by the end of March 2016, 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				
10).	96.	Hydro One	Grant for Tree Planting	Nov. 28/17	4th Quarter 2018	D. MacRae	
			That the follo planting	owing actions be taken with respect to the Hydro One grant for tree				
			a) the M	Anaging Director, Environmental and Engineering Services and City				
			Engir to ad	dress the noise impacts being experienced by homes abutting Highbury				
			Aven	ue resulting from the recent removal of trees by Hydro One, including				
			Admi	inistration would, as part of the investigation, review the City's policy on				
			local past	improvements, as it related to noise attenuation barriers, as well as projects;				

11.	98.	Private Drain Connection (PDC) Projects	Feb. 6, 2018	2nd Quarter	S. Mathers	September 25, 2018
		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.		2010		
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	
15	104	Toilets are Not Garbage Cans That the Civic Administration BE REQUESTED to undertake the following with respect to the "Toilets Are Not Garbage Cans" public awareness sticker initiative, coordinated by B. Orr, Sewer Outreach and Control Inspector	June 19, 2018	4 th Quarter 2018	S. Mathers	
16	105	Environmental Assessment That the Managing Director, Environmental and Engineering Services & City Engineer BE REQUESTED to report on the outstanding items that are not addressed during the Environmental Assessment response be followed up through the detailed design phase in its report to the Civic Works Committee.	July 25, 2018	4 th Quarter 2018	S. Mathers P. Yeoman	

DEFERRED MATTERS

CIVIC WORKS COMMITTEE (as of October 29, 2018)

ltem	File	Subject	Request Date	Requested/	Person	Status
No.	No.			Expected	Responsible	
			D 40/40	Reply Date		
1.	75.	Options for Increased Recycling in the Downtown Core	Dec 12/16	1 st Quarter	K. Scherr	
		That, on the recommendation of the Director, Environment, Fleet and Solid Waste,		2019	J. Stanford	
		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.				
2.	76.	Rapid Transit Corridor Traffic Flow	Dec 12/16	2nd Quarter	K. Scherr	
		That the Civic Administration BE DIRECTED to report back on the feasibility of		2019	J. Ramsay	
		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.				

3.	78.	Garbage and Recycling Collection and Next StepsThat, 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:	Jan 10/17	2 nd Quarter 2019	K. Scherr J. Stanford	2 nd Quarter 2019
		 a Business Case including a detailed reasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and, an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts. 				
4.	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	2nd Quarter 2019	D. MacRae	
5.	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	1st Quarter 2019	U. DeCandido	

6.	94.	Report on Private Works Impacting the Transportation Network	Dec 4/17	3rd Quarter	G. Kotsifas	George to provide new date
		b) report back to the Civic Works Committee, by the end of March 2018, on:		2010		
		 ways to improve communication with affected business, organizations and residents about the timing, duration and impacts of permits for approved works, including unexpected developments; 				
		 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				
7.	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	2nd Quarter 2019	D. MacRae S. Maguire	
8.	104	Toilets are Not Garbage Cans That the Civic Administration BE REQUESTED to undertake the following with respect to the "Toilets Are Not Garbage Cans" public awareness sticker initiative, coordinated by B. Orr, Sewer Outreach and Control Inspector	June 19, 2018	1st Quarter 2019	S. Mathers	
9.	105	Environmental Assessment	July 25, 2018	1st Quarter 2019	S. Mathers P. Yeoman	
		That the Managing Director, Environmental and Engineering Services & City Engineer BE REQUESTED to report on the outstanding items that are not addressed during the Environmental Assessment response be followed up through the detailed design phase in its report to the Civic Works Committee.				