

Agenda Including Addeds

Civic Works Committee

2nd Meeting of the Civic Works Committee

January 8, 2019, 4:00 PM

Council Chambers

Members

Councillors P. Squire (Chair), M. van Holst, S. Lewis, S. Lehman, E. Pelozza, Mayor E. Holder

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

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1. Disclosures of Pecuniary Interest	
2. Consent	
2.1 Adelaide Street North/Canadian Pacific Railway Grade Separation Detailed Design & Tendering - Appointment of Consulting Engineer	2
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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 8, 2019
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	ADELAIDE STREET NORTH / CANADIAN PACIFIC RAILWAY GRADE SEPARATION DETAILED DESIGN & TENDERING APPOINTMENT OF CONSULTING ENGINEER

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the appointment of a Consulting Engineer for the Adelaide Street North at Canadian Pacific Rail Grade Separation from McMahan Street to Central Avenue:

- (a) WSP Group **BE APPOINTED** Consulting Engineers for the detailed design and tendering at an upset amount of \$2,439,814 (excluding HST) in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy;
- (b) the financing for this appointment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this appointment;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents including rail-related agreements, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Environment and Transportation Committee – November 28, 2005 – Priority Setting Factors for Future Rail / Road Grade Separations
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – October 28, 2013 – Adelaide Street North / Canadian Pacific Railway Grade Separation Report
- Strategic Priorities and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and DC Background Study
- Civic Works Committee – January 5, 2016 – Environmental Assessment Appointment of Consulting Engineer
- Civic Works Committee – December 12, 2016 – Environmental Assessment Update
- Civic Works Committee – September 26, 2017 – Transport Canada Grade Crossing Regulations and Railway Funding Application

- Civic Works Committee – May 28, 2018 – Railway Rationalization
- Civic Works Committee – August 13, 2018 – Environmental Study Report

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians, and cyclists. A new road-rail grade separation on Adelaide Street North at the Canadian Pacific Railway (CPR) tracks will increase roadway safety by removing the potential for conflict between pedestrians, cyclists, drivers and CPR operations, improve traffic flow / operations by managing congestion and provide route reliability for emergency services and local transit. The grade separation provides an opportunity to improve active transportation choices / facilities and linkages. The implementation of the grade separation a strategic component of London's comprehensive program of transportation improvements. is one of a strategic program of transportation network improvements.

BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to complete the detailed design and tendering for the Adelaide Street North at CPR Grade Separation from McMahan Street to Central Avenue.

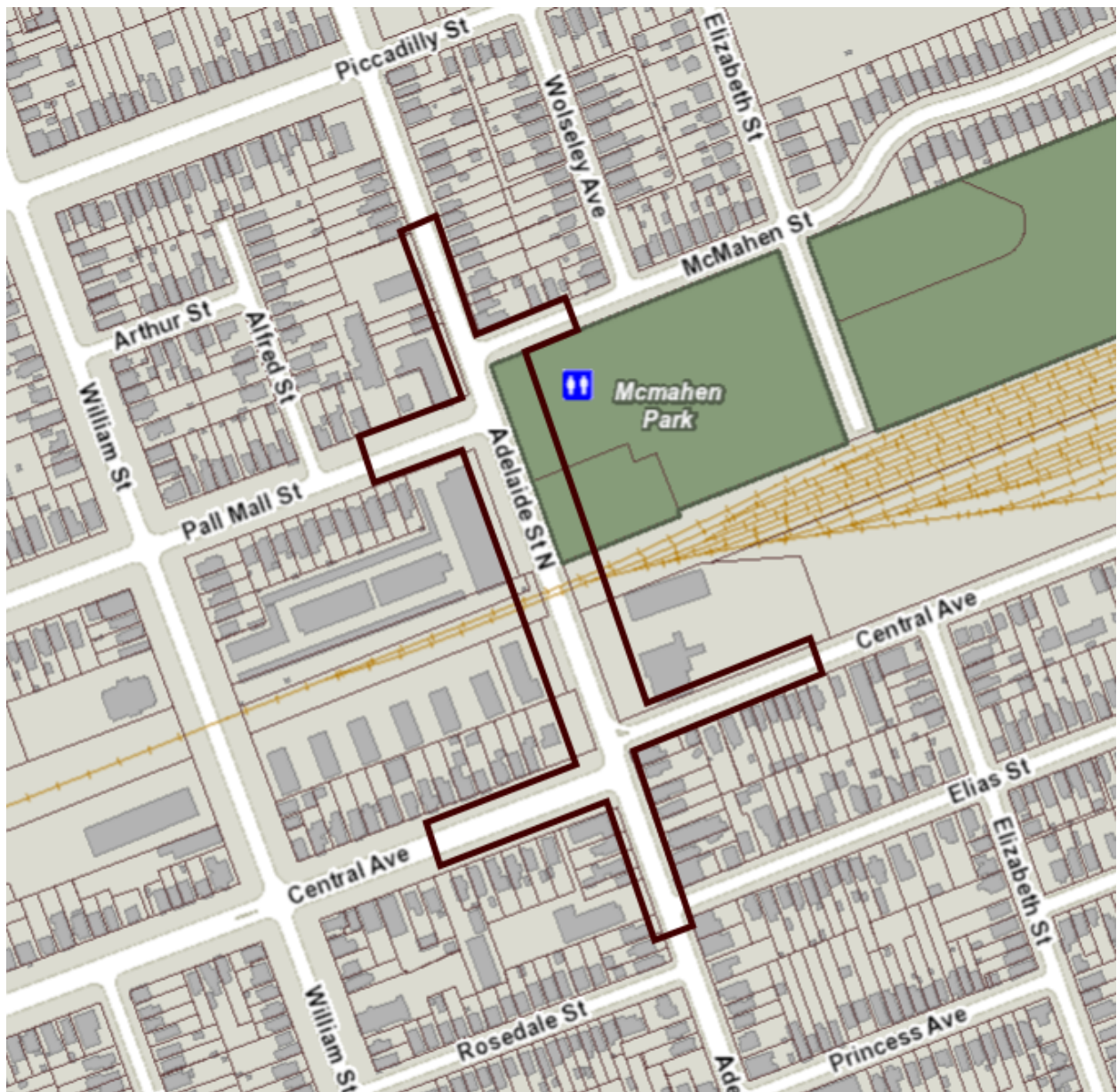
Context

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

An Environmental Study Report (ESR), the result of a comprehensive environmental Assessment (EA) for Adelaide Street North at CPR was completed in October 2018. The CPR crossing of Adelaide Street North has previously been identified as the City's highest priority candidate for a new rail-road grade separation. The crossing, located on Mile 113.73 of CPR's Galt Subdivision, comprises two tracks across Adelaide Street North, which reduces to a single-track west of Adelaide Street North. The Galt Subdivision is a critical route for CPR's service to Canada and US customers, including local customers in the London area. CPR's rail yard operates to the east of Adelaide Street North and functions as a primary train assembly point (including shunting operations) and crew hub.

The Adelaide Street North / CPR Grade Separation project was identified in the 2014 Transportation Development Charges Background Study with a recommendation for construction in 2031. Due to the area's strategic location, the Smart Moves 2030 Transportation Master Plan (TMP) also identifies the need for traffic capacity optimization and transit priority on this corridor. The project timing was subsequently adjusted in the 2018 capital budget update for near-term implementation. The amendment considered the fastest possible project implementation with construction beginning as early as 2021, subject to EA clearance, utility relocations, property acquisition and railway concurrence.

See below for a map illustrating the project limits.



Adelaide Street North – CPR Grade Separation Project Limits

DISCUSSION

Project Description

This is a large complex project involving numerous property acquisitions, utility relocations and approvals. The proximity of the grade separation to CPR yard and the hydrogeological site characteristics provide unique challenges for both design and construction of this project. The cost for the the Adelaide Street North at CPR Grade Separation from McMahon Street to Central Avenue is estimated at approximately \$58.3 Million. The cost estimate includes roadway construction, the railway grade separation, storm water management and pumping station, street lighting and signalization, utility relocation, landscaping, traffic control, sanitary sewers, watermain, staging and property acquisitions. Cost sharing is anticipated with Canadian Pacific Railway at 15% of the total project cost. The cost estimate is within the approved 2018 capital budget amendment case.

A two lane temporary road detour is proposed on this project to reduce the social impacts and maintain north-south traffic, including emergency services during construction, with the exception of short-term road closures. The details of the road

detour are subject to further review with CPR during the detailed design phase with consideration of encroachment into the yard and viability of rail yard infrastructure.

The Municipal Class EA process includes an appeal provision to change the status of a project from being subject to the Municipal Class EA process to being subject to an Individual Environmental Assessment as per Part II of the Ontario Environmental Assessment Act. A Part II Order request requires submission of a written request to the Minister of the Environment and Climate Change outlining the unresolved issue and requesting the Minister to review the matter. No Part II Orders were received during the 30 day review period.

The project schedule envisions the CPR bridge construction commencing in 2021 with early works such as utility relocations being completed as early as 2020. The award of the design at this time aims to maintain this project schedule.

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

- Detail Design
 - CPR underpass structure and road design
 - pumping station
 - stormwater/groundwater management and underground stormwater detention facility
 - sanitary sewer, storm sewers and watermain relocations/improvements
 - street lighting and signalization upgrades
 - streetscaping
 - traffic management, road detour and staging plan
 - prequalification of contract
 - cost estimates
 - community engagement/communications plan
- Design Co-ordination
 - Utility Coordinating Committee (UCC) liaison
 - Agency approvals including CPR
- Geotechnical/Hydrogeological Assessment
- Property acquisition support
- Preparation of the complete tender package, including advertisement, review of the submitted tenders for completeness, and contractor recommendation.

Streetscape Design

Community input was vital to the development of the streetscape concept plan. Input received throughout the EA study and directly from the community associations and Old East Village BIA was important to the process of confirming design objectives, priorities and preferences and developing the concept design.

The streetscape concept was prepared based on the following principles:

- integrate the grade separation visually into the surrounding neighbourhood;
- minimize impacts to buildings, property and businesses;
- create a pedestrian-friendly streetscape; establish and maintain pedestrian and cycling connections between destinations across and along Adelaide Street North;

- frame and enhance the new bridge through aesthetic treatments that provide a visual amenity to the community;
- create opportunities for neighbourhood identity features and reference heritage architectural styles and patterns; and,
- identify opportunities for new and enhanced public spaces.

Schedule

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

Due to the complexity of the project, the construction duration is expected to be approximately two years. The majority of the underpass construction can be completed while traffic is routed around the construction area via the temporary road detour. Construction timing, duration, staging and traffic management will be fully developed during the detailed design phase. It is anticipated that some construction activities will require short-term periodic lane closures or temporary lane reductions, for example:

- Relocation and installation of utilities and municipal services will involve short-term closures or lane reductions to through-traffic. A number of closures will be required at intersections to complete utility crossings.
- Modifications to rail infrastructure will involve short-term closures of Adelaide Street North (possibly restricted to weekend closures).
- Longer closures / lane reductions to traffic will occur with the lowering of Adelaide Street North to match the underpass road profile. Ideally this work will be planned during a single 4 to 6 week closure period on Adelaide Street North. Local street traffic and walk-in access to businesses can likely continue via local streets during this period.
- Once Adelaide Street North is lowered, it will be reopened to traffic. Local streets will then be lowered to match the new grade.

The design and approvals of the proposed improvement project will include property acquisition requirements, and thorough agency review and coordination such as CPR and Ministry of Environment, Conservation and Parks.

Consultant Selection

WSP was previously awarded the environmental assessment assignment through a competitive process involving proposal submissions received for this complex project from three consultants, in accordance with the City's Procurement of Goods and Services Policy 15.2 (d). The process, which included a Request for Proposal (RFP), identified the selected consultant from a short list of engineering consultants based on evaluations from an inclusive City project team.

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

The continued use of WSP on this project for detailed design is of financial advantage to the City due to the fact that the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were introduced. The continued coordination of CPR railway works that WSP began during the EA phase is important. The approval of this work will bring the value of the overall consulting assignment to \$2,829,195.50 (excluding HST). The consultant will be considered for future construction administration services subject to successful completion of this project phase.

In accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that WSP be authorized to carry out the detailed design and tendering of this project for a fee estimate \$2,439,814 (excluding HST). This represents approximately 6% of the estimated construction value of the project which is considered appropriate for a project of this complexity and magnitude.

CONCLUSION

Implementation of the City’s highest priority grade separation at Adelaide Street North and CPR is a strategic component of London’s comprehensive program of transportation improvements that will mitigate the impact of rail activity in the City of London.

The EA for the Adelaide Street North at CPR Grade Separation from McMahan Street to Central Avenue was completed by WSP. The EA was prepared with input from residents, external agencies, utilities, emergency service providers, community and other stakeholders, as well as First Nations and property owners in proximity to the study.

It is recommended that WSP be awarded the consulting assignment for the detailed design and tendering of the Adelaide Street North at CPR Grade Separation from McMahan Street to Central Avenue, in the amount of \$2,439,814.00 (excluding HST).

Acknowledgements

This report was prepared with the assistance of Ardian Spahiu, P.Eng, Transportation Design Engineer , Ted Koza, P.Eng, Transportation Design Engineer and Josh Ackworth, C.E.T., Technologist II.

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

Attachment: Appendix A – Source of Financing

- cc. Domenica D’Amico – WSP Group
- Jennifer Benedict – Canadian Pacific Railway

APPENDIX 'A'

#19001

Chair and Members
Civic Works Committee

January 8, 2019
(Appoint Consulting Engineer)

**RE: Adelaide Street North/Canadian Pacific Railway Grade Separation
Appointment of Consulting Engineer
(Subledger RD180013)
Capital Project TS1306 - Adelaide Street Grade Separation CPR Tracks
WSP - \$2,439,814.00 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Revised Budget</u>	<u>Committed To Date</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
Engineering	\$2,450,000	\$3,011,028	\$528,273	\$2,482,755	\$0
Land Acquisition	5,000,000	4,438,972	47,217		4,391,755
Other City Related Expenses	100,000	100,000	281		99,719
NET ESTIMATED EXPENDITURES	<u>\$7,550,000</u>	<u>\$7,550,000</u>	<u>\$575,771</u>	<u>\$2,482,755</u>	<u>\$4,491,474</u>

SUMMARY OF FINANCING:

Debenture By-law No. W.-5600-57	2)	\$4,344,900	\$4,344,900	\$412,565	\$1,779,001	\$2,153,334
Drawdown from City Services - Roads Reserve Fund (Development Charges)	3)	2,140,100	2,140,100	163,206	703,754	1,273,140
Other Contributions		1,065,000	1,065,000			1,065,000
TOTAL FINANCING		<u>\$7,550,000</u>	<u>\$7,550,000</u>	<u>\$575,771</u>	<u>\$2,482,755</u>	<u>\$4,491,474</u>

1) **Financial Note:**

Contract Price	\$2,439,814
Add: HST @ 13%	317,176
Total Contract Price Including Taxes	<u>2,756,990</u>
Less: HST Rebate	274,235
Net Contract Price	<u>\$2,482,755</u>

2) **Note to City Clerk**

The City Clerk be authorized to increase Debenture By-law No. W.-5600-57 by \$4,076,900 to \$4,344,900.

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

lp

Jason Davies
Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 8, 2019
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	CONSULTANT APPOINTMENT: REPLACEMENT/RELOCATION OF WATERMAIN ON POND MILLS ROAD TO FACILITATE FUTURE HIGHWAY 401 OVERPASS AT POND MILLS ROAD STRUCTURE EXPANSION

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the appointment of an engineering consultant for design and construction administration for the replacement/relocation of a watermain on Pond Mills Road:

- (a) Dillon Consulting Limited **BE APPOINTED** consulting engineers to complete the design and construction administration for the Pond Mills Road Watermain replacement/relocation in accordance with the estimate, on file, at an upset amount of \$108,432.50, including 10% contingency, excluding H.S.T., and in accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy;
- (b) the financing for the project **BE APPROVED** in accordance with the “Sources of Financing Report” attached hereto as Appendix “A”;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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October 24, 2017 Civic Works Committee Report - Highway 401 Overpass at Pond Mills Road Structure Expansion Agreement

February 21, 2017 – Civic Works Committee Report and MTO Delegation – MTO Highway 401 Improvements at Pond Mills Road and Veterans Memorial Parkway

February 4, 2013 - Civic Works Committee – Highway 401 Interchange Projects Agreements with the Ministry of Transportation.

2015-19 STRATEGIC PLAN

This report and its recommendations support the Strategic Plan under “Building a Sustainable City”:

- Responsible Growth, by planning, designing and constructing new infrastructure consistent with the Growth Management Implementation Strategy (GMIS).
- Robust Infrastructure, by managing and improving water infrastructure.

BACKGROUND

Purpose

This report recommends the appointment of a consulting engineer to carry out design and construction administration of watermain replacement/relocation to facilitate the construction of the proposed structure. This is continuation of consulting services for the consultant who is carrying out the design of the Pond Mills Highway 401 overpass and Highway 401 widening.

Context

As part of the improvements along Highway 401, the Ontario Ministry of Transportation (MTO) will reconstruct the Highbury Avenue overpass and provide three lanes of traffic in each direction of the 401 near Highbury. The additional lanes creates the need to replace the existing underpass structure on Pond Mills Road with a longer structure. The existing watermain is in conflict with the widened structure and needs to be replaced in 2019 to facilitate the future MTO work. Construction by MTO will be staged to occur over a 3-4 year duration.

This report recommends the appointment of a consulting engineer to carry out design and construction administration of watermain replacement/relocation to facilitate the construction of the proposed structure. This is continuation of consulting services for the consultant who is carrying out the design of the Pond Mills Highway 401 overpass and Highway 401 widening. It is in the best interest of the City to engage the same consultant for this work.

DISCUSSION

MTO and Dillon Staff contacted the City of London in the fall of 2017 to begin to discuss options for the City to abandon, protect, or relocate the Pond Mills watermain. The 2014 DC Background Study for water identified that this watermain should be increased to a 400mm diameter watermain in the year 2029. Based on review of the conflicts with the existing and future structures and other utilities, and future needs, it is felt that the watermain should be reconstructed in a new location on Pond Mills Road.

The extent of the work to be carried out at this time will be limited to what is necessary to allow the Pond Mills Road Highway 401 overpass structure to be lengthened and widened. The total estimated cost for this project is approximately \$585,000, not including cost sharing with the MTO. An agreement between the City of London and the MTO will be necessary for the cost sharing of the costs of watermain reconstruction/relocation. This agreement will be based on the (*Public Service Works on Highways Act*) which applies 50/50 cost sharing to labour and labour saving devices, with the full cost of materials and engineering costs being allocated to the City.

The engineering design would begin immediately, in order that construction work related to the replacement/relocation of the watermain on Pond Mills Road would take place in 2019.

Consulting Fees

Dillon, MTO's engineering consultant, has shown their competency and expertise with infrastructure projects of this type and have provided good performance in the past on City projects. City staff continue to foster a collaborative working relationship that focuses on achieving the lowest lifecycle cost and highest service performance for municipal infrastructure.

In accordance with Section 15.2(g) of the Procurement of Goods and Services Policy, it is recommended that Dillon be authorized to carry out the design and construction administration for this project. Dillon has been retained by the Ministry of Transportation to complete the detailed design and construction administration the Pond Mills Road Highway 401 Overpass and Highway 401 Widening. It is to the financial advantage of the City due to the fact that this consultant has specific knowledge of the project and have undertaken work for which duplication would be required if another firm were to be selected.

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

Financial Impact

Engineering and design costs have been identified for this work in the 2014 Development Charges Water Background Study, which identified this work to be undertaken in 2029 as part of a larger project. A budget amendment is included as part of the 2019 Water Capital Budget update to move this portion of the total work forward to 2019.

No additional annual operating costs are anticipated with respect to the design.

CONCLUSIONS

Advancing the planned watermain work to align with the MTO project is necessary for the successful completion of the MTO project and is in the financial best interests of the City. Completing the work now will reduce the City's ultimate restoration costs and will allow the City to be eligible for cost sharing with the MTO. Since Dillon is undertaking the detailed design and construction administration for the MTO work, awarding this assignment to Dillon is to the financial and technical advantage of the City. This is because Dillon has specific knowledge of the project and have undertaken work for which duplication would be required if another firm were to be selected. Staff recommend that Dillon Consulting Limited undertake the engineering design and construction administration and inspection services during construction.

Acknowledgements

This report was prepared by Patricia Lupton, P.Eng of the Water Engineering Division.

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

Attach: Appendix A – Sources of Financing
Appendix B – Pond Mills Road Watermain Replacement Location

c.c. John Freeman, Manager, Purchasing and Supply
Dillon Consulting Limited
Gary McDonald, Budget Analyst
Alan Dunbar, Manager, Financial Planning and Policy
Jason Davies, Manager, Financial Planning and Policy
Karl Grabowski, Transportation Division

APPENDIX 'A'

#19003

Chair and Members
Civic Works Committee

January 8, 2019
(Appoint Consulting Engineer)

**RE: Replacement/Relocation of Watermain on Pond Mills Road to Facilitate Future Highway 401 Overpass at Pond Mills Road Structure Expansion (Subledger WT190001)
Capital Project EW3581 - Pond Mills Road (Wilton Grove Road to Southdale Road)
Dillon Consulting Limited - \$108,432.50 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	<u>Proposed 2019 Budget</u> 3)	<u>This Submission</u>	<u>Balance for Future Work</u>
Engineering	\$120,000	\$110,341	\$9,659
Construction	465,000		465,000
NET ESTIMATED EXPENDITURES	<u>\$585,000</u>	<u>\$110,341</u> 1)	<u>\$474,659</u>
<u>SUMMARY OF FINANCING:</u>			
Drawdown from City Services - Water Reserve Fund (Development Charges)	2) \$585,000	\$110,341	\$474,659
TOTAL FINANCING	<u>\$585,000</u>	<u>\$110,341</u>	<u>\$474,659</u>

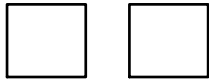
1) **FINANCIAL NOTE:**

Contract Price	\$108,433
Add: HST @13%	14,096
Total Contract Price Including Taxes	122,529
Less: HST Rebate	12,188
Net Contract Price	<u>\$110,341</u>

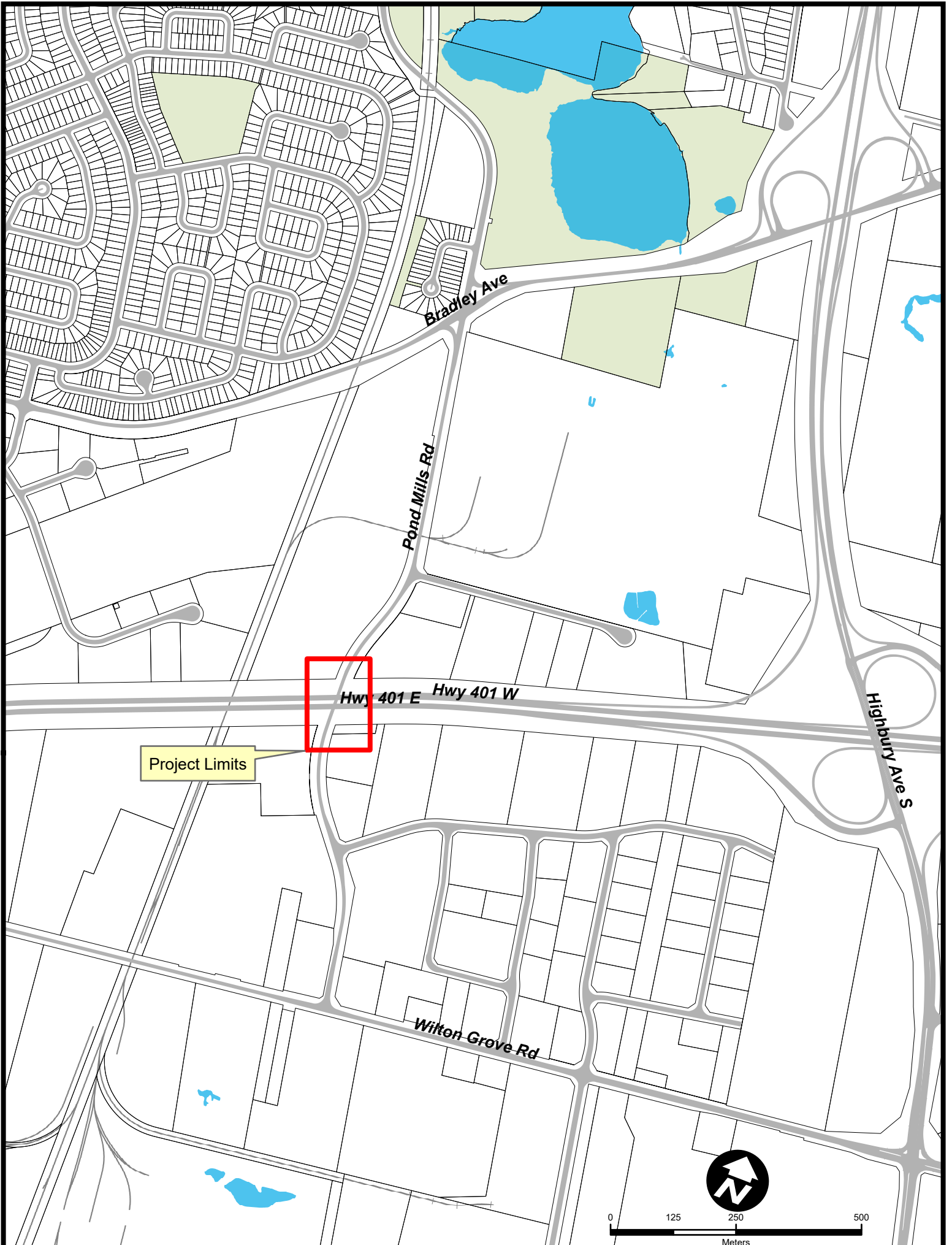
- 2) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2014.
- 3) A budget amendment for this project is included in the 2019 Water and Wastewater & Treatment Annual Budget Update subject to final Council approval on February 12, 2019. The 2019 budget amendment requests advancing \$585 thousand of the total \$2.7 million in funding included in the current 10-year Capital Plan for this project to enable coordination with the Ministry of Transportation Ontario and City Transportation projects for the widening of Highway 401 and the bridge over Pond Mills Road.
- 4) There are no additional annual operating costs anticipated with respect to the design.

JG

Kyle Murray
Director, Financial Planning & Business Support



APPENDIX 'B'



WATERMAIN REPLACEMENT/RELOCATION ON POND MILLS ROAD



Project Area

Legend:

-  Project Limits
-  Road
-  Railroad
-  Water Body
-  Parks

Map Produced by
Water Engineering
Division
September 10, 2018



300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 8, 2019
FROM:	KELLY SCHERR, P. Eng., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	GREENWAY SLUDGE TANK MIXING SYSTEM PRE-PURCHASE

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the Greenway Wastewater Treatment Plant (WWTP) Sludge Tank Mixing System Purchase:

- (a) The bid submitted by John Brooks Company Ltd. in the amount of \$245,584.00 (excluding HST) **BE APPROVED** in accordance with Section 12.2(b) of the City of London's Procurement of Goods and Services Policy;
- (b) The financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A';
- (c) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project; and
- (d) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

CWC report of 2016-10-04, Infrastructure Canada Phase 1-Project Requests- Clean Water and Wastewater Fund

2015-2019 STRATEGIC PLAN

This project supports the Wastewater Business Plan and the Strategic Plan with respect to building a sustainable city and robust infrastructure through optimization of existing resources for wastewater treatment plant performance enhancement.

BACKGROUND

Purpose

The purpose of this report is to recommend the award of a purchase order for supply and delivery of two new Vaughan hydraulic mixing systems for the Greenway Wastewater Treatment Plant (WWTP) to John Brooks Company Ltd. (John Brooks).

Context

Thickened sludge at Greenway WWTP is stored in two above-ground storage tanks and the contents of these tanks require constant mixing. Hydraulic mixing is an upgrade intended to improve mixing and reliability.

DISCUSSION

Biosolids thickening at the City's wastewater treatment plants takes sludge from the sewage treatment process and thickens it from approximately 0.5% solids to over 5% solids by removing a portion of the water. This thickened sludge is stored in above-ground tanks at Greenway WWTP prior to further dewatering by centrifuges and subsequent incineration. Reducing the water in the sludge reduces the natural gas required by the incinerator to burn the sludge thereby reducing energy costs.

Solids management at the City's plants and pumping stations was one of many Clean Water and Wastewater Fund (CWWF) projects proposed and approved. The Clean Water and Wastewater Fund provides the opportunity to purchase equipment for this important upgrade at a fraction of the cost it would have without the funding. Installation will occur under a separate contract.

Procurement Process

Because of variability across different manufacturers with respect to technology, mixing strategies, materials of construction, etc. it was determined that a Request for Proposals (RFP) was the appropriate means by which to select a preferred supplier for the mixing systems. RFP 18-38 was subsequently issued.

Seven Proponents submitted proposals in response to the RFP. An evaluation team, made up of representatives from the Wastewater Treatment Operations and Purchasing & Supply, reviewed all proposals and the proposal from John Brooks for the supply of Vaughan mixing systems received the highest score. It should be noted that the John Brooks proposal was not the lowest purchase price, but the equipment proposed provided technical benefits and the lowest overall cost of ownership versus the other shortlisted Proponents and therefore achieved the highest score and offered the Best Value.

The price of \$245,584.00 (excluding HST) compares favourably with preliminary estimates. The equipment proposed is perceived to be of a high quality, and the City has had good experience with Vaughan pumps in other locations. Delivery times proposed are compatible with the overall CWWF funding schedule. There are sufficient funds in the CWWF capital account for this purchase.

CONCLUSIONS

Civic Administration have reviewed the submitted proposals and recommend that John Brooks Company Ltd. be awarded a purchase order to supply and deliver the proposed hydraulic mixing system equipment packages, as per their proposal in response to RFP18-38.

Acknowledgements

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

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

- Attach: Appendix 'A' – Sources of Financing
 Cc: John Freeman – City of London
 Alan Dunbar – City of London
 Jason Davies – City of London
 Michele Shears – City of London
 Chris Ginty – City of London

APPENDIX "A"

Chair and Members
Civic Works Committee

#19004
January 8, 2019
(Award Contract)

**RE: Greenway Sludge Tank Mixing System Pre-Purchase
(Subledger FS19GW01)
Capital Project ES5086 - Solids & Floatables Management Equipment at 8 Locations
John Brooks Company Ltd. - \$245,584.00 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Works Budget and that, subject to the adoption of the recommendations of the Managing Director, Environmental & Engineering Services & City Engineer, the detailed source of financing for this project is:

<u>ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Committed To Date</u>	<u>This Submission</u>	<u>Balance For Future Work</u>
Engineering	\$289,956	\$259,962		\$29,994
Construction	560,044	560,044		0
City Related Expenses	2,000	990		1,010
Replace Vehicles & Equipment	1,366,000	1,027,171	249,906	88,923
NET ESTIMATED EXPENDITURES	\$2,218,000	\$1,848,167	\$249,906 1)	\$119,927
SOURCE OF FINANCING				
Drawdown from Sewage Works Reserve Fund	\$554,500	\$462,042	\$62,477	\$29,981
Clean Water and Wastewater Fund	1,663,500	1,386,125	187,429	89,946
TOTAL FINANCING	\$2,218,000	\$1,848,167	\$249,906	\$119,927

1) **Financial Note:**

Contract Price	\$245,584
Add: HST @13%	31,926
Total Contract Price Including Taxes	277,510
Less: HST Rebate	27,604
Net Contract Price	<u>\$249,906</u>

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON DECEMBER 11, 2018
FROM:	KELLY SCHERR, P. Eng., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	GUILDWOOD BOULEVARD SUMP PUMP DISCHARGE TO STORM SEWER PILOT PROJECT

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the report with respect to the Guildwood Boulevard Sump Pump Discharge Pilot Project **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

CWC report May 5, 2015: Item 5. Pilot Project to Resolve Surface Icing Resulting From Sump Pump Discharge.

CWC report October 24, 2017: Item 19. Basement Flooding Grant Program By-law Amendment.

CWC report September 25, 2018: Item 15. Mockingbird Crescent Low Impact Development – Voluntary Pilot Project.

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 report back on the request made by municipal council at its meeting held on July 24, 2018, (4.6/11.CWC) that the following action be taken with respect to storm sewer connections in residential areas:

- a) *the Civic Administration BE DIRECTED to report back a future meeting of the Civic Works Committee providing an update with respect to the voluntary pilot project currently underway on Guildwood Boulevard to extend residential sump pumps into the City of London storm sewer systems.*

Context

At the July 17th, 2018 meeting of the Civic Works Committee, Councillor Virginia Ridley submitted a letter (Appendix 'A': Councillor Letter) requesting committee reports related to residential sump pump discharge on Guildwood Boulevard and Mockingbird Crescent. A report related to Mockingbird Crescent was submitted to Committee on

September 25th, 2018. The following report provides the requested information related to Guildwood Boulevard.

DISCUSSION

Historical Municipal Standards

Drainage standards and municipal sewer servicing has evolved and changed significantly over the years. A summary of these changes from 1960 to present is outlined in timeline figure (Appendix 'B': Household Drainage and Municipal Servicing Timeline).

All new subdivisions registered after January 1985 were required to have the weeping tiles (foundation drains) discharge into a sump pit and be pumped to the surface of the ground, with certain limitations on where they could outlet. This new requirement led to challenges in some areas. For example, where houses existed in areas of elevated groundwater tables and/or when poor lot grading was allowed to continue, the sump pumps would operate and discharge continuously to the ground surface. As a result, some homeowners have extended their sump pump discharge pipes to the City right-of-way (ROW) to avoid the accumulation of water on their property. This can lead to icing in winter months which impacts public safety and can cause damage to streets, sidewalks, curbs and gutters and lead to permanently wet conditions in the summer months (as well as algae growth in some areas). Roughly 12,500 residential lots were constructed throughout the City between 1985 and 1995, with sump pumps discharging to the ground surface.

In 1994, the City recognized these problems and Council resolved that all new subdivisions registered after December 31, 1995 would require a connection to the storm sewer for each lot.

Guildwood Boulevard

A pilot program was initiated for a portion of Guildwood Boulevard (Appendix 'C': Location Map) based on 100% homeowner participation to resolve sump pump discharge icing issues, by providing a piped storm lateral connection to the City storm sewer. These participating homes along Guildwood Boulevard were constructed in the 1990s at which time sump pumps were required to discharge to the ground surface.

The Guildwood Boulevard pilot project involved 100% funding (with Wastewater and Treatment Rates), at no cost to the homeowner, for the installation of new storm laterals (public side - private drain connection, and private side - storm building sewers) for 23 homes along Guildwood Boulevard, Meadowridge Road and Meadowridge Crescent. Some interior plumbing modifications were also required for eight homes to reroute sump pump discharge piping and/or remove illegal sump pump discharge connections to the sanitary main drain/building sewer. The pilot project required 100% homeowner participation within the area. It was recognized that if even a small percentage of homes did not participate in this pilot project, this area would continue to have surface icing problems, making the project a poor investment if the problem wasn't fully addressed.

The pilot project was completed between July and October 2018, at a total cost of approximately \$650,000. The estimated per household cost is approximately \$28,000 for the completed pilot project, as outlined below, based on the 23 homes that participated in this pilot program:

- Private property (storm building sewer and internal plumbing modifications) excluding any work within the municipal ROW: \$4,000/home.
- Municipal ROW (storm private drain connection, road restoration, selected sidewalk, curbs and catchbasins and asphalt): \$24,000/home.

Moving Forward

An annual program is recommended to address problem areas (greater than 15 homes) where sump pump discharge to surface is causing icing of the City ROW and significant public safety concerns and damage/degradation of the road surface. Areas will be prioritized based on input and documentation from City staff in By-law Enforcement, Roadside Operations, Wastewater and Drainage Engineering and Stormwater Engineering. Areas would be prioritized that have widespread and significant icing of sidewalks and City streets during the winter due to sump pump discharge, which requires significant effort for the City's Roadside Operations crews to clear and maintain. A high level of homeowner participation would be required, similarly to the completed pilot project, to ensure a cost effective project that significantly reduces icing for the area.

These per household cost estimates could be used to plan and budget for future projects to alleviate sump pump discharge icing concerns for prioritized areas. A business case for city-wide programs will be developed through the multi-year budget process, to allow for the completion of one area/street (approximately 15-30 homes) per year to alleviate sump pump discharge icing concerns.

CONCLUSIONS

The Guildwood Boulevard pilot project successfully corrected a longstanding icing problem that negatively impacted public safety and caused premature degradation of the roadway. In the case of widespread sump pump icing issues for an area, an annual program would allow for the completion of approximately one area/street per year. Areas would be prioritized based on the extent of sump pump icing, public safety, road condition and effort for City crews to clear and maintain these areas in the winter. Staff will bring forward a capital budget business case for a city-wide program as part of the multi-year budget process.

Acknowledgements

This report was prepared by Marcy McKillop, P.Eng. of the Wastewater and Drainage Engineering Division.

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

Appendix 'A' – Councillor Letter

Appendix 'B' – Household Drainage and Municipal Servicing Timeline

Appendix 'C' – Location Map

Appendix 'A'



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

London
CANADA

July 6, 2018

Chair and Members of the Civic Works Committee

Re: Residential Drainage – Storm Water Discharge

There are a number of residential areas in the city where sump pumps are directing storm water directly to the street resulting in a buildup of ice on adjacent sidewalks during the winter months. Residential subdivisions built in 1985 to 1995 are more prone to this issue as builders at that time, were not required to connect residential sump pumps into the City's storm sewer system. It is my understanding that in order to resolve this type of issue, the general practice is to extend a storm water lateral from the home to the storm sewer located on the street. I have been advised that a voluntary pilot project is currently underway on Guildwood Boulevard to address this very issue.

Unfortunately some areas of the city, such as Mockingbird Crescent do not have storm sewers fronting the residential properties and there is no specific City of London program, mechanism or budget to rectify this issue in this type of circumstance.

I am therefore seeking support of the following recommendation:

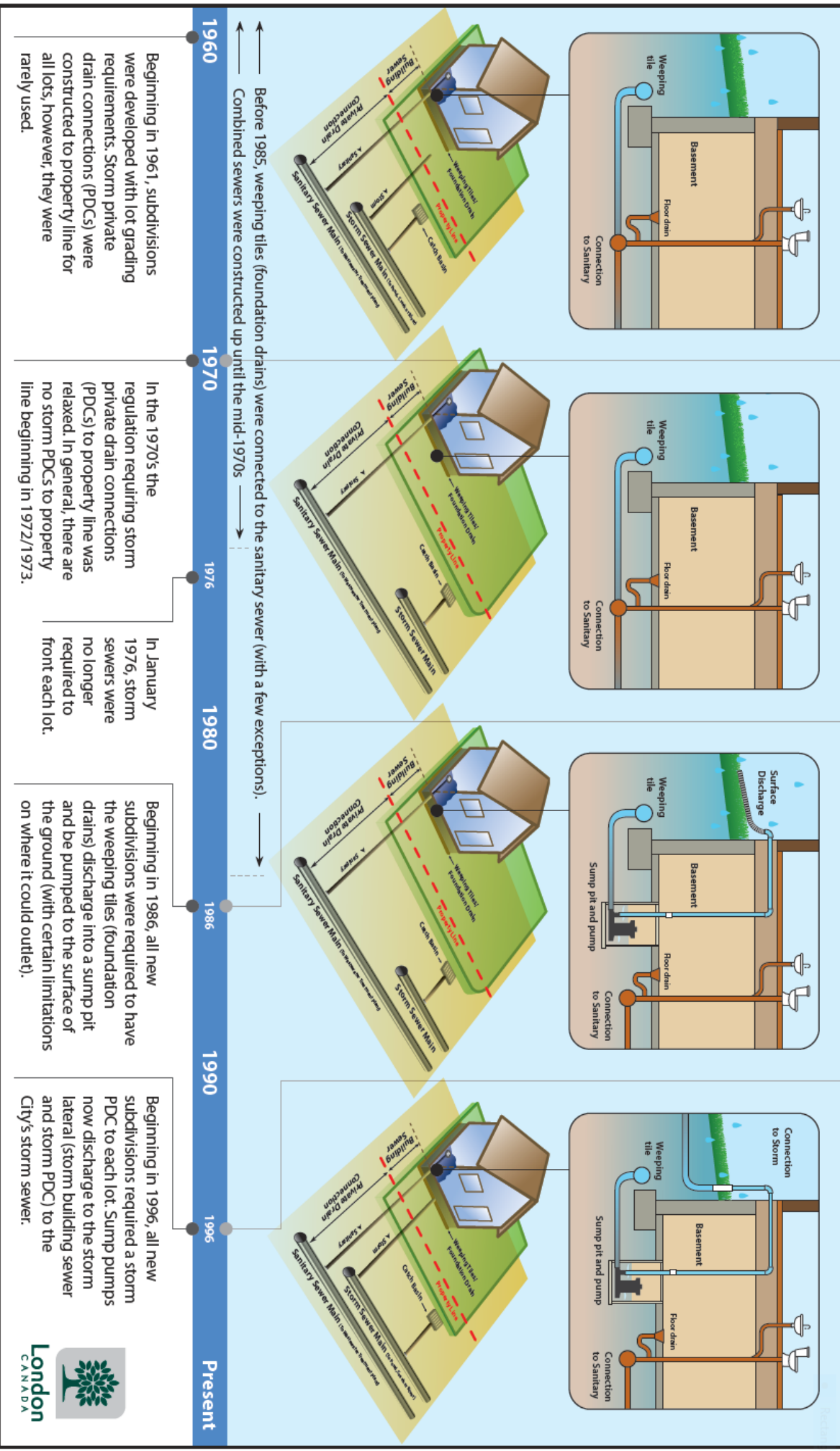
“That the following actions be taken with respect to storm sewer connections in residential areas:

- a) the Civic Administration BE DIRECTED to report back to the Civic Works Committee providing an update with respect to the voluntary pilot project currently underway on Guildwood Boulevard to extend residential sump pumps into the City of London storm sewer systems; and,
- b) the Civic Administration BE DIRECTED to report back to a future meeting of the Civic Works Committee with information pertaining to the feasibility of a implementing a sump pump discharge mitigation pilot project utilizing low impact development technologies, for properties located on Mockingbird Crescent.

Respectfully submitted,

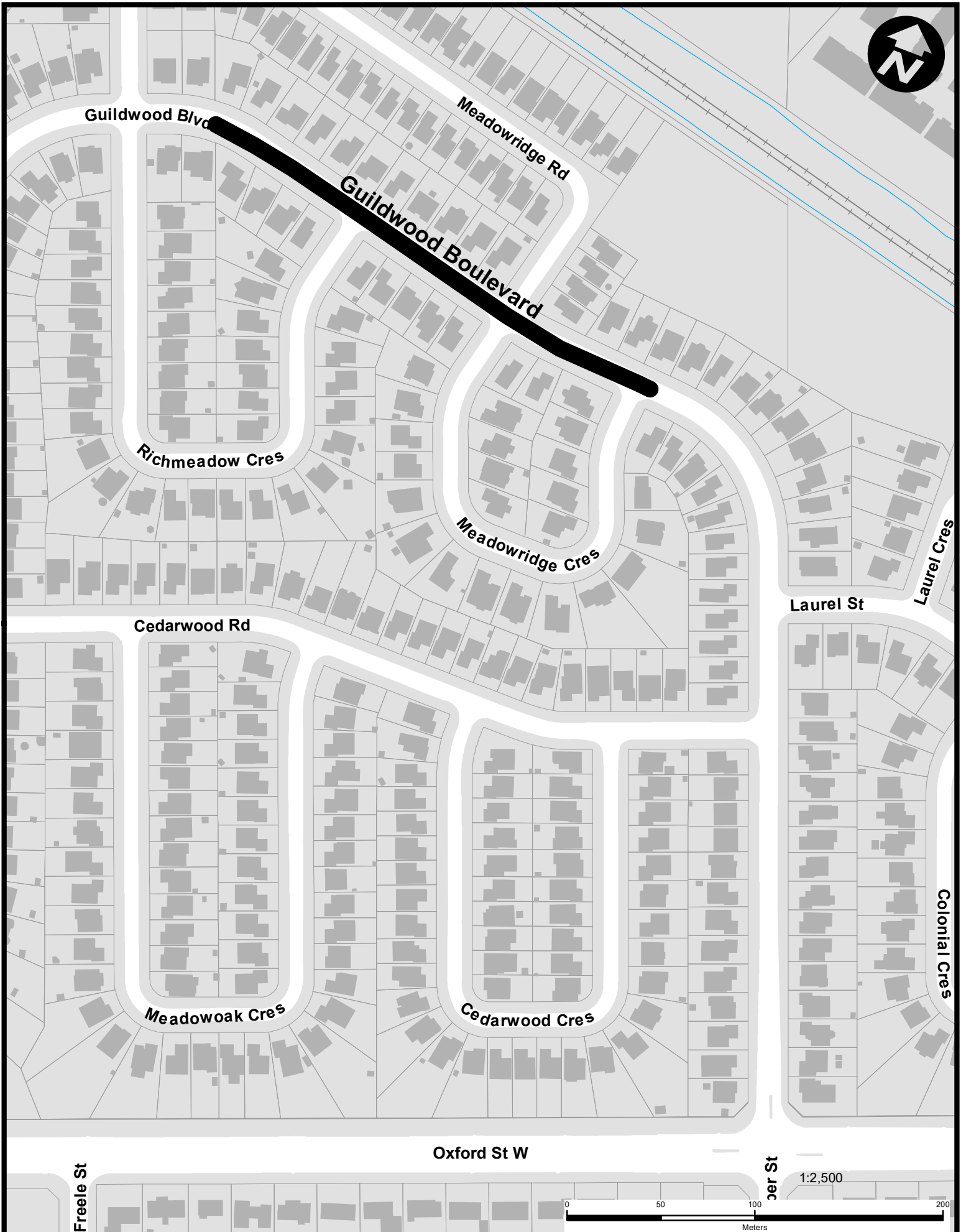
Virginia Ridley
Councillor, Ward 10

Household Drainage and Municipal Servicing (1960s - Present)

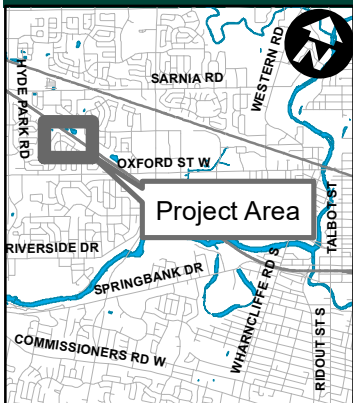


Appendix 'B'





LOCATION MAP



Guildwood Boulevard Sump Pump Discharge to Storm Sewer Pilot Project

 Project Area
25

Map Produced by
the Wastewater &
Drainage Engineering
Division

November 12 2018 JB



London
CANADA

300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 8, 2019
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER JOHN FLEMING, MCIP, RPP MANAGING DIRECTOR, CITY PLANNING & CITY PLANNER GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL SCOTT STAFFORD MANAGING DIRECTOR, PARKS & RECREATION
SUBJECT:	COMMENTS ON ENVIRONMENTAL REGISTRY OF ONTARIO (ERO): A MADE-IN-ONTARIO ENVIRONMENT PLAN

RECOMMENDATION

That, on the recommendation of the Managing Directors of Environmental & Engineering Services & City Engineer; City Planning & City Planner; Development & Compliance Services & Chief Building Official and Parks & Recreation; the comments (Appendix A) **BE ENDORSED** and submitted to the Ministry of the Environment, Conservation, and Parks' Environmental Registry of Ontario posting (013-4208) titled *Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan*. The due date for comments is January 29, 2019.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Civic Works Committee and Planning & Environment Committee have dealt with numerous reports that are pertinent to this matter.

STRATEGIC PLAN 2015-2019

Municipal Council has recognized the importance of environmental protection and sustainability in its 2015-2019 - Strategic Plan for the City of London ([2015 – 2019 Strategic Plan](#)). Specifically, actions undertaken by the provincial government can support London's efforts in environmental protection and improvement and address all four Areas of Focus, at one level or another, as follows:

Strengthening Our Community

- Vibrant, connected and engaged neighbourhoods
- Healthy, safe, and accessible city

Growing our Economy

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

Building a Sustainable City

- Robust infrastructure
- Convenient and connected mobility choices
- Strong and healthy environment
- Responsible growth

Leading in Public Service

- Proactive financial management
- Collaborative, engaged leadership
- Excellent service delivery

BACKGROUND

PURPOSE:

The purpose of this report is to provide Committee and Council with:

- A summary of the Ontario Ministry of the Environment, Conservation, and Parks (MECP) proposal titled, “Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan”; and
- The City of London’s comments (Appendix A) on the proposed plan for approval and forwarding to the Environmental Registry of Ontario (ERO), formerly the Environmental Bill of Rights (EBR) Registry.

CONTEXT:

Preserving and protecting London’s environment is connected to many City of London programs, strategies and initiatives that are delivered across several Services Areas including Environmental & Engineering Services; City Planning; Development & Compliance Services; and Parks & Recreation. Much of this work is also done in collaboration with other Service Areas that have less direct responsibilities related to the environment, such as Neighbourhood, Children & Fire Services, and includes:

- The London Plan
- Active & Green Communities and other CityGreen community engagement activities
- Active Transportation and Transportation Demand Management activities
- Bus Rapid Transit
- Community Energy Action Plan
- Corporate Energy Conservation & Demand Management (CDM) Plan
- 2030 Transportation Master Plan (Smart Moves)
- London On Bikes Cycling Master Plan
- London Invasive Plant Management Strategy
- NeighbourGood London: London Strengthening Neighbourhoods Strategy
- Parks & Recreation Master Plan
- Smart City Strategy
- Stormwater and watershed management programs
- Urban Agriculture Strategy
- Urban Forest Strategy
- Waste reduction and diversion (60% Waste Diversion Action Plan, Resource Recovery Strategy and Waste Disposal Strategy, the latter two under development)
- Water conservation and efficiency programs

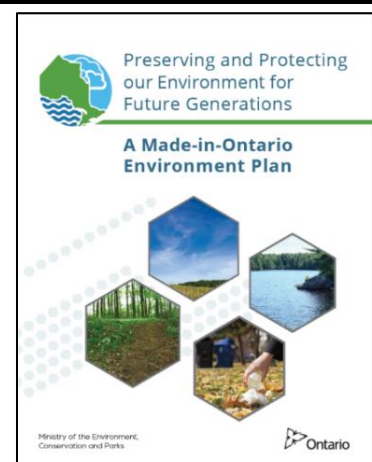
Many actions from the above list (and those not listed) will occur in 2019 and beyond. Some actions will be part of the developing Council Strategic Plan; others are part of annual services.

DISCUSSION

Part A - Overview of the Proposed Made-in-Ontario Environment Plan

The proposed Made-in-Ontario Environment Plan (referred to as the Plan in the rest of this report) is a 53 page long document that outlines the Provincial Government’s holistic approach to managing all the environmental aspects that it is now responsible for:

- Protecting Our Air, Lakes and Rivers
 - Clean Air
 - Clean Water



- Addressing Climate Change
 - Building Resilience: Helping Families and Communities Prepare
 - Continuing to do Our Share: Achieving the Paris Agreement Target
 - Make Polluters Accountable
 - Activate the Private Sector
 - Use Energy and Resources Wisely
- Doing Our Part:
 - Government Leadership
- Reducing Litter and Waste in Our Communities & Keeping Our Land and Soil Clean
 - Reduce Litter and Waste
 - Clean Soil
- Conserving Land and Greenspace

Appendix B contains a list of the majority of the Plan's proposed strategies and actions of higher interest and benefit to City of London programs and projects.

General City Staff Perspectives

The Plan represents a different approach for the Provincial Government in that it attempts to integrate the broad purview of the Ministry of the Environment, Conservation & Parks (MECP). Traditionally, individual plans and strategies have been produced to address specific programs or issues within the Ministry's larger mandate. In general, the proposed holistic approach closely aligns with similar approaches and synergies being taken with City of London Service Areas.

The Plan's frequent use of words and imagery connected to Ontario's parks and natural environment could be useful to get Ontarians with a high affinity for enjoying the outdoors to make the connection with human activity's impact on the natural environment. The Plan also notes the value of reconnecting residents with nature through enhanced trails and raising awareness of the environmental, financial and health impacts of individual transportation choices. The Plan also makes a number of insightful connections, such as the role that district energy and energy storage can play in both climate change adaptation and mitigation as well as the role that organic waste diversion can play in producing renewable natural gas. Even the focus on simpler issues like "picking up litter" can be used as a starting point to get Ontarians on a path towards taking action to protect the environment as a whole.

The Plan recognizes the growing impact of invasive species on natural systems and proposes a more comprehensive strategy to address them. London's city-wide invasive species strategy fits squarely with that vision.

The Plan also recognizes the growing impact of plastic pollution in waterways and lakes and proposes steps to reduce such pollution. London's steps in 2008 to reduce single use, plastic water bottles sold in municipal facilities started a conversation about drinking water perceptions and purchasing habits. Provincial initiatives that support litter understanding, prevention and cleanup will provide added value to programs such London Clean & Green (over 20 years of operation).

The Plan recognizes the many years of work undertaken by municipalities to seek extended producer responsibility to reduce, reuse and recycle products and packaging, including a move to full financial responsibility for producers to provide relief to taxpayers. As the Plan notes, new projects and technologies are required to recover the value of waste, as promoted for many years by the London Waste to Resources Innovation Centre.

The Plan also recognizes that logical, easy to understand steps to adapt to extreme weather events caused by climate change are needed. The inclusion of 10 ways to prevent basement flooding is consistent with the programs offered by London providing incentives and programs to prevent basement flooding.

The Plan includes direction to preserve and protect wildlife habitats and other significant natural areas, which is consistent with existing City policies and values. However, the report does not provide details with regards to funding for government purchasing and setting aside these valuable natural heritage resources.

The Plan does have its unusual aspects as well. There is no mention of the role that cycling, walking, and transit can play in reducing air pollutants and greenhouse gas emissions. For example, providing the means for Ontarians to walk and cycle more can contribute to the Plan's environmental preservation and protection goals. Green transportation infrastructure that supports all means of travel, such as that identified in the Bus Rapid Transit Initiative and the London ON Bikes Cycling Master Plan, can help reduce energy use in the province's largest emission-producing sector. Investments in green active transportation infrastructure, such as London's Thames Valley Parkway multi-use pathway, also contribute to the Plan's goal of conserving urban greenspace by exposing more Londoners to nature and building their appreciation of the Thames Valley.

Another important consideration that is missing from the Plan is the linkage between environmental protection and city planning policies. In London, the approach to sustainability and resilience includes planning for a built form that reduces the need for urban expansion and facilitates movement throughout the city by transit and active transportation. City design policies ensure that built form is transit-oriented and supportive of high quality walking environments that support and encourage pedestrian activities. Planning principles such as intensification, providing a mix and range of land uses throughout the city, strategic growth management and protecting natural heritage resources are well established in the City's Official Plan, the Provincial Policy Statement (2014) and the provincial growth plans. These planning principles reduce the impact of urban centres on the environment and must be factored into a comprehensive strategy for preserving and protecting the environment for future generations. The role of protecting and increasing urban tree cover to help mitigate climate change impacts is also a gap in the document.

The proposed climate change mitigation actions in this Plan are less ambitious than those outlined in the previous Ontario Climate Change Action Plan. Rather than using the combination of carbon pricing and related revenue for incentives that the former Cap & Trade program provided to encourage action, this Plan relies primarily on proposed tax policy tools and a provincially-funded Ontario Carbon Trust to leverage private sector capital to support actions. In particular, there are few proposed actions that focus on reducing emissions associated with personal transportation, such as a proposal to increase ethanol content in gasoline by 5 percent and public education regarding the impact of transportation choices. Further, term "renewable energy" is not included in the document, which is a major omission for a Plan meant to address both air quality and climate change.

The most controversial aspect of the Plan is the weakening of Ontario's greenhouse gas emission reduction targets through the proposed re-alignment with the national targets for Canada. Canada's target framework was developed to take into account Alberta and Saskatchewan's plans for increasing oil and gas development alongside the planned reductions from Ontario and other provinces. Ontario's Plan will make it less likely that Canada will meet our Paris Agreement greenhouse gas emission reduction goals, unless Alberta and Saskatchewan also agree to scale back their plans for oil and gas development.

The Plan is also light in describing the role Ontario's Conservation Authorities play in protecting rivers, drinking water, and greenspace. Despite watershed management continuing to be recognized as the most effective resource management tool for Ontario's rivers, the Conservation Authorities that have historically led these efforts are only mentioned once in the Plan. That reference is for the Muskoka watershed where no Conservation Authority exists. Continued coordination and engagement with Conservation Authorities by the Province will be important in accomplishing many of the Plan's objectives.

Part B - Comments to be Submitted to the ERO (#013-2083) (Appendix A)

The City of London's comments on the proposed guideline for approval and forwarding to the Environmental Registry of Ontario (ERO) are contained in Appendix A. The comments were prepared with input from:

Gregg Barrett, Manager - Long Range Planning and Research
 Pat Donnelly, Urban Watershed Program Manager
 Andrew Henry, Director, Regional Water Supply
 Mike Losee, Manager, Solid Waste Management
 Andrew Macpherson, Manager - Environmental & Parks Planning
 Doug MacRae, Director, Roads & Transportation
 Scott Mathers, Director, Water & Wastewater
 Jennie Ramsay, Project Director, Rapid Transit
 Jamie Skimming, Manager, Air Quality
 Jay Stanford, Director, Environment, Fleet & Solid Waste
 Paul Yeoman, Director, Development Services

RECOMMENDED BY:	RECOMMENDED BY:
SCOTT STAFFORD MANAGING DIRECTOR, PARKS & RECREATION	JOHN FLEMING, MCIP, RPP MANAGING DIRECTOR, CITY PLANNING & CITY PLANNER
RECOMMENDED BY:	RECOMMENDED BY:
GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLAINE SERVICES & CHIEF BUILDING OFFICIAL	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER

Y:\Shared\Administration\Committee Reports\CWC 2019_01 - Ontario Environment Plan ERO comments Final.docx

Appendix A: Comments to be Submitted to the ERO (#013-2083)

Appendix B: List of Proposed Made-in-Ontario Environment Plan of Higher Interest to City of London Programs and Projects

Appendix A

Comments to be Submitted to the ERO (#013-2083)

City staff recommend that the following comments be submitted to the ERO posting:

General

1. The Province of Ontario is to be commended for recognizing the role that municipalities have been playing in community energy planning and greenhouse gas emission reduction planning. The City of London encourages the province to continue to work in partnership (e.g., technically, knowledge transfer, financially) with municipal governments in order to achieve our mutual emission reduction goals. The City of London also encourages the Province to continue to work with Ontario municipalities through active and ongoing participation in existing organizations and programs such as the Clean Air Council, the Federation of Canadian Municipalities (FCM) Partners for Climate Protection, and Quality Urban Energy Systems for Tomorrow (QUEST).
2. More connection is required with programs and projects for Ontarians to walk, cycle and use public transit. Active transportation and public transit infrastructure that supports all means of travel and help reduce energy use in the province's largest emission-producing sector. Investments in active transportation infrastructure also contributes to the plan's goal of conserving urban greenspace by providing Ontarians convenient and low impact access to natural areas.
3. The City of London encourages the Province to work with Ontario municipalities on highlighting the big picture economic benefits of taking action on climate change, such as reduced spending on fossil fuel energy products imported into Ontario, job creation from energy-efficiency and clean energy products and services, reduced health care costs from both active transportation and improved air quality, reduced traffic congestion, and deferring future expenditures on expanding energy distribution infrastructure.

Protecting our Air, Lakes and Rivers

4. The City of London recommends that the Province support reforestation efforts in municipalities to help clean our air.
5. The City of London encourages the Province to continue to work with municipalities and industries in reducing the plastic pollution that has now become a substantial issue in the Great Lakes.

Addressing Climate Change - Adaptation

6. The City of London encourages the Province to recognize the regional nature of the impacts of climate change, the role that municipalities have been playing in planning for and adapting to these changes and to continue to work in partnership (e.g., technically, knowledge transfer, financially) with municipal governments and other organizations such as Conservation Authorities.
7. The City of London recommends that the Province continue to work on providing climate change adaptation tools, share best practices, and fund the development of municipal research and innovation to prepare local resiliency strategies to ensure that municipalities increase their resilience to climate change.
8. The City of London suggests that the Province strengthen the regional expertise and address the unique regional needs without becoming GTA-centric (e.g., meetings need to be held in all regions, financial allocations distributed based on regional priorities).
9. The City of London requests that the Province review and incorporate existing climate change adaptation work completed by several groups including universities (e.g., Western, Waterloo) and insurance funded bureaus (e.g., Institute of Catastrophic Loss Prevention).

10. The City of London encourages the Province to prioritize investment in programs supporting the climate change adaptation and resilience of existing buildings and properties (residential, commercial, and institutional) through programs that look at adaptation measures holistically, rather than separate measures for stormwater management, flooding, and loss of power/water, in order to maximize benefits.
11. The City of London encourages that the Province review the 37 Actions contained in the document titled: Climate Ready; Adaptation Strategy and Action Plan (2011-2014) and strengthen them to ensure they are measurable and deliver environmental benefits at a wise economic pace to absorb changes. Ontario has a chance to demonstrate balanced leadership in this area.
12. The City of London supports the Province's plans to build resilience in the province's critical infrastructure through better technology as well as back-up generation and energy storage options, and encourages the inclusion of district energy, combined heat and power, renewable power, energy storage, and other smart grid solutions within these plans.

Addressing Climate Change – Reducing Greenhouse Gas Emissions

13. The City of London encourages the Province to analyze the advantages and disadvantages of retaining the existing greenhouse gas (GHG) targets for Ontario, specifically the 37 percent reduction from 1990 levels by 2030 and 80 percent reduction from 1990 levels by 2050.
14. The City of London would like to emphasize to the Province that personal transportation and building space heating are the largest GHG emission sources in London, as well as in most Ontario cities. Large emitters (those meeting provincial and federal GHG reporting thresholds) only account for 14 percent of London's total GHG emissions. It is important that our citizens also be held accountable for the collective impacts that they have, and that they be supported with dedicated measures to reduce their emissions on the road and at home.
15. The City of London encourages the Province to develop programs that encourage Ontarians and Ontario businesses to purchase fuel-efficient, low/zero emission light-duty vehicles (e.g., compact vehicles, gas-electric hybrid vehicles, and electric vehicles) and discourage the purchase of inefficient vehicles (e.g., vehicles that exceed Canadian Company Average Fuel Consumption standards).
16. The City of London supports the Province's plans for compressed natural gas (CNG) as a vehicle fuel and encourages the Province to develop programs that support the procurement of CNG heavy-duty vehicles and associated "return-to-base" CNG fuelling infrastructure to replace the use of diesel heavy-duty vehicles (i.e., trucks and buses) for both the significant air quality benefits (e.g., eliminating diesel soot, a known carcinogen) and GHG emission reduction benefits.
17. The City of London encourages the Province to develop programs that take advantage of Ontario's clean electricity grid to promote the electrification of transportation in a cost-effective manner that also provides operating benefits for Ontario's electricity grid (i.e., overnight charging to eliminate surplus power generation).
18. The City of London encourages the Province to prioritize investment in programs supporting the retrofit of existing building stock (residential, commercial, and institutional) through programs that look at building energy use holistically rather than separate measures for electricity and natural gas in order to maximize benefits.
19. The City of London encourages the Province to work with Ontario municipalities and business-focussed non-government organizations (e.g., the Ontario municipalities and Ontario businesses that have joined Green Economy Canada) on highlighting the business financial benefits of taking action on climate change, such as reduced operating costs, improved workplace productivity in high-performance buildings, employee recruiting & retention, and demonstrating corporate social responsibility.

20. The City of London encourages the Province to work with Ontario municipalities on highlighting the family financial benefits of taking action on climate change, such as lower utility bills, fewer refills at the gas station, and lower vehicle maintenance costs. Local actions that reduce greenhouse gases are one of the easiest ways to keep more money in families' pockets.

Doing Our Part

21. The City of London commends investments in transit infrastructure which is identified as a Government Leadership Action of improving public transportation to expand commuter choices and support communities. This action can effectively contribute to the climate change goals of the Plan by supporting transit improvements across the province. London's Bus Rapid Transit project aims to expand commuter choices in a growing community.
22. The City of London encourages the Province to maintain its province-wide strategy for cycling and continue to assist Ontario municipalities with the development of safe cycling infrastructure.
23. The City of London encourages the Province to continue to work with Ontario municipalities and employers on programs (e.g., Commute Ontario, Smart Commute) that encourage Ontarians to reduce the use of personal vehicles for routine travel.
24. The City of London encourages the Province to establish a regional public transit service that connects London with other Southwestern Ontario communities, as well investing in a system that provides a more time-efficient and reliable connection between London and the Greater Toronto Hamilton Area (GTHA).
25. The City of London encourages the Province to support the development of a common sets of municipal energy planning tools (e.g., GHG cost-abatement calculation tools) and resources (e.g., access to datasets on an annual basis for energy commodity use by major sector, vehicle registration data, local electricity generation, etc.) to reduce the amount of municipal staff time and financial resources spent on climate change mitigation planning activities.
26. The City of London recommends that the Province's new Plan provide innovative solutions to support municipalities through a known funding stream each year to allow for longer term planning to implement projects and programs that require behaviour change and community and business collaboration. For many municipalities, the "easy to implement" programs and projects have already been undertaken. The next generation of emissions reduction programs and projects will be more complex and challenging, yet potentially more impactful.
27. The City of London supports the Province's plans to modernize the Building Code to better equip homes and buildings to be better able to withstand extreme weather events and encourages the Province to maintain high standards for new buildings (residential, commercial, and institutional) working towards net-zero energy and low-impact development (either at the building scale or development-wide scale) by 2030. Consideration should be given for public sector buildings to meet these requirements by an earlier date to lead by example.
28. The City of London recommends that the Province support reforestation efforts in municipalities to help address the growing impacts of urban heat islands and to provide maximum shade for our residents.
29. The City of London recommends that existing provincial policies, including the Provincial Policy Statement (2014), include planning principles that should be considered in the Plan. Support for intensification, the regeneration of urban neighbourhoods, strategic growth management, and planning for transit-oriented development and pedestrian-supported built environments should be addressed in the Plan."

Reducing Litter and Waste in Our Communities & Keeping Our Land and Soil Clean

30. The City of London supports the direction in this section of the Plan. It clearly builds on years of solutions that have been implemented and actions that are still required to be implemented. The simple theme of “reduce litter and waste” has an enormous amount of complexities that require strong Provincial direction with implementation by municipalities and businesses coupled with actions by citizens and employees.
31. The City of London supports the need to reduce and divert food and organic waste from households and businesses as it generally represents 20 to 35% by weight of the residential waste stream as well as a significant component in many businesses waste streams (e.g., restaurants, food processing operations, hospitality industry, etc.).
32. The City of London supports plastic waste reduction strategies that are comprehensive and have consistency across provinces and municipalities but also recognize differences and solutions that may exist in some regions.
33. The City of London supports the goal of enhanced programs to clean-up litter in communities. We welcome the opportunity to work with Provincially-sponsored programs to build long-term local leaders in this area.
34. The City of London supports quick action on extended producer responsibility and shifting recycling costs to businesses that create packaging, products and printed materials. Municipalities have an important role to play in helping businesses be successful and cost effective in expanded recycling systems.
35. The City of London supports exploring opportunities to recover the value of resources in waste and recommends that the Province ensures that all resource recovery options that maximize the value of unwanted materials are available for municipalities and businesses to implement. The ultimate goal is materials of value should not go to a landfill and all materials should never end up as litter or illegally dumped.
36. The City of London encourages the Province to work with Ontario municipalities, the Ontario Waste Management Association, and the Canadian Biogas Association to develop clean fuel programs that supports both the production of renewable natural gas (RNG) from landfill gas and/or organic waste.

Conserving Land and Greenspace

37. The City of London encourages the Province to support planning on a watershed basis to be able to identify and protect key natural areas and green infrastructure required to wisely manage our rivers and shorelines.
38. The City of London supports the creation of broader trail systems that allow residents to be more active and connect with their neighbours and neighbouring communities. Such trails should be accessible to all users, wherever possible.
39. The City of London is encouraged to see the support of reconnecting our residents with parks and nature through enhanced trails systems – not just at provincial parks, but ones that are accessible locally.
40. The City of London encourages the Province to also support sustainable urban forests for all of the inherent benefits they offer our residents.
41. The City of London supports the Plan’s direction to preserve and protect wildlife habitats and other significant natural areas. Additional information should be included with regards to funding for government purchasing and setting aside these valuable natural heritage resources.

42. The City of London notes that the timing of the Plan coincides with other Provincial consultations regarding housing and land use planning (e.g. Increasing Housing Supply in Ontario, MMAH). The City of London encourages the Province to coordinate these initiatives in order to address multiple Provincial and municipal interests. In the “Conserving Land and Greenspace” section of the Plan it is identified that Land Use Planning will be reviewed to update policy direction regarding climate change. In addition to this, the City of London encourages the Province’s Plan to identify and respond to the connection between land use planning, urban growth patterns (development forms) and their implications on transportation (e.g. commuting) and the environment (including emissions and natural area conservation). The City of London also encourages the Plan to recognize the connection between the preservation of agricultural lands, urban land use forms, and their implications on the environment, including emissions production and fostering sustainable, resilient Ontario communities.

Appendix B

List of Proposed Made-in-Ontario Environment Plan of Higher Interest to City of London Programs and Projects

The following is a list of proposed strategies and actions by the Province that are of higher interest to City of London programs and projects.

Protecting our Air, Lakes and River - Clean Air

- Work in partnership with municipalities, industry, public health units, other community stakeholders and Indigenous communities to address local air quality concerns and achieve clean air objectives.
- Redesign the emissions testing program for heavy-duty vehicles (e.g. commercial transport trucks) and strengthen on-road enforcement of emissions standards.
- Increase road-side monitoring of traffic pollution and expand road-side monitoring of pollutants beyond the Greater Toronto Area to other heavily urbanized communities such as Sarnia, Sudbury and Hamilton.

Protecting our Air, Lakes and River - Clean Water

- Build on previous successes and continue efforts to protect water quality and ecosystems of the Great Lakes by continuing partnerships and negotiations with the federal government under agreements and plans such as the Canada-Ontario Great Lakes Agreement (COA) and the Canada-Ontario Lake Erie Action Plan.
- Review and update Ontario's Great Lakes Strategy to continue to protect fish, parks, beaches, coastal wetlands and water by reducing plastic litter, excess algae and contaminants along our shorelines, and reducing salt entering waterways to protect our aquatic ecosystems.
- Build on the ministry's monitoring and drinking water source protection activities to ensure that environmental impacts from road salt use are minimized.
- Work with municipalities, conservation authorities, the private sector and other partners to promote best management practices, certification and road salt alternatives.
- Thoroughly review the province's water taking policies, programs and science tools to ensure that vital water resources are adequately protected and sustainably used.
- Enhance how we manage water takings to ensure we have sustainable water resources in the face of a changing climate and continued population growth. We will do this by examining approaches to assessing and managing multiple water takings, establishing priorities for different water uses, and preparing and responding to drought conditions.
- Ensure the knowledge gained through the drinking water source protection program helps inform our water management programs.
- Promote the use of technologies and practices to ensure water is used more efficiently. This includes water conservation planning; water use tracking and reporting; improving standards for household fixtures and appliances, such as dishwashers or washing machines; and profiling provincial and broader public sector leadership in this area.
- Increase transparency through real-time monitoring of sewage overflows from municipal wastewater systems into Ontario's lakes and rivers. Work with municipalities to ensure that proper monitoring occurs, and that the public is aware of overflow incidents.
- Update policies related to municipal wastewater and stormwater to make them easier to understand. We will consider how wastewater and stormwater financing could be updated to improve investment and support new and innovative technologies and practices.
- Encourage targeted investment and innovation in managing wastewater that overflows into our lakes and rivers.

Addressing Climate Change - Building Resilience: Helping Families and Communities Prepare

- Undertake a provincial impact assessment to identify where and how climate change is likely to impact Ontario's communities, critical infrastructure, economies and natural environment.
- Undertake impact and vulnerability assessments for key sectors, such as transportation, water, agriculture, and energy distribution.
- User-friendly online tool that makes practical climate change impact information available for the public and private sectors.
- Support communities by demonstrating how climate science can be applied in decision making to improve resilience.
- Modernize the Building Code to better equip homes and buildings to be better able to withstand extreme weather events.
- Review the Municipal Disaster Recovery Assistance program to encourage municipalities to incorporate climate resilience improvements when repairing or replacing damaged infrastructure after a natural disaster.
- Consult on tax policy options to support homeowners in adopting measures to protect their homes.
- Work with the real estate and insurance industries to raise awareness among homeowners about the increasing risk of flooding.
- Review land use planning policies and laws to update policy direction on climate resilience
- Build resilience in the province's critical infrastructure, through better technology as well as back-up generation and energy storage options.
- Continue to support programs and partnerships intended to make the agriculture and food sectors more resilient.

Addressing Climate Change - Make Polluters Accountable

- Implement emission performance standards for large emitters, which may include compliance flexibility mechanisms such as offset credits and/or payment to achieve compliance

Addressing Climate Change - Activate the Private Sector

- Launch an emission reduction fund – The Ontario Carbon Trust – and a reverse auction to encourage private investment in clean technology solutions.
 - Create an emission reduction fund to support and encourage investments across the province for initiatives that reduce greenhouse gas emissions. The fund will leverage an initial investment from the government (\$350 million) to attract funds from the private sector (4:1 ratio) in order to drive investment in clean technologies.
 - Launch an Ontario Reverse Auction (\$50 million), allowing bidders to send proposals for emissions reduction projects and compete for contracts based on the lowest-cost greenhouse gas emission reductions.
- Ontario will parallel federal changes to the Accelerated Capital Cost Allowance, which will make technology investments in clean energy generation and energy conservation equipment more attractive.
- Work with the Ontario Financing Authority to issue Green Bonds by the end of the fiscal year, after realigning the Green Bond program to support our approach to addressing environmental challenges.
- Consider tax policy options to encourage the creation of clean technology manufacturing jobs in Ontario.
- Work with the financial sector to promote climate-related disclosures in Ontario.
- Encourage the Ontario Securities Commission to improve guidance on climate-related disclosures.

Addressing Climate Change - Use Energy and Resources Wisely

- Increase the availability and accessibility of information on energy and water consumption so that households, businesses and governments understand their energy use (e.g. collection of data related to electric vehicles, household-level energy and water consumption data).
- Work with the Ontario Real Estate Association to encourage the voluntary display of home energy efficiency information on real estate listings to better inform buyers and encourage energy-efficiency measures.
- Review the Building Code and support the adoption of cost effective energy efficiency measures that can lower the cost of electricity and natural gas needed to operate buildings.
- Work with the Ontario Energy Board and natural gas utilities to increase the cost-effective conservation of natural gas to simultaneously reduce emissions and lower energy bills.
- Increase the renewable content requirement (e.g. ethanol) in gasoline to 15% as early as 2025 through the Greener Gasoline regulation.
- Encourage the use of heat pumps for space and water heating where it makes sense, as well as innovative community-based systems like district energy.
- Require natural gas utilities to implement a voluntary renewable natural gas option for customers.
- Consult on tax policy options to make it easier for homeowners to increase energy efficiency and save money.
- Support the integration of emerging smart grid technologies and distributed resources – including energy storage – to harness and make best use of Ontario’s clean electricity.
- Improve rules and remove regulatory barriers that block private investors from deploying low-carbon refueling infrastructure that will help increase the uptake of low-carbon vehicles without government subsidies.
- Remove barriers to expanding 24/7 CNG refueling stations for trucks along the 400-series highways, and maintain the existing tax exemption (gasoline and fuel tax) on compressed natural gas.

Doing Our Part - Government Leadership

- Explore opportunities to enhance coordination and guidance for municipalities to help them consider climate change in their decision-making.
- Support the adoption of low-carbon technologies and climate resilience measures by working to reduce costly and time consuming regulatory and operational barriers.
- Work with municipalities to develop climate and energy plans and initiatives to support building climate resilience and transformation to the low-carbon future.
- Encourage local leadership by forming stronger partnerships and sharing best practices with community groups and business associations.
- Establish a public education and awareness program to make people more aware of the environmental, financial and health impacts of their transportation choices.

Reducing Litter and Waste in Our Communities & Keeping Our Land and Soil Clean - Reduce Litter and Waste

- Expand green bin or similar collection systems in large cities and to relevant businesses.
- Develop a proposal to ban food waste from landfill and consult with key partners such as municipalities, businesses and the waste industry.
- Educate the public and business about reducing and diverting food and organic waste.
- Develop best practices for safe food donation.
- Work with other provinces, territories and the federal government to develop a plastics strategy to reduce plastic waste and limit micro-plastics that can end up in our lakes and rivers.

- Seek federal commitment to implement national standards that address recyclability and labelling for plastic products and packaging to reduce the cost of recycling in Ontario.
- Work to ensure the Great Lakes and other inland waters are included in national and international agreements, charters and strategies that deal with plastic waste in the environment.
- Work with municipal partners to take strong action against those who illegally dump waste or litter in our neighbourhoods, parks and coastal areas.
- Develop future conservation leaders through supporting programs that will actively clean up litter in Ontario's green spaces, including provincial parks, conservation areas and municipalities.
- Connect students with recognized organizations that encourage environmental stewardship so they could earn volunteer hours by cleaning up parks, planting trees and participating in other conservation initiatives.
- Work with municipalities and producers to provide more consistency across the province regarding what can and cannot be accepted in the Blue Box program.
- Explore additional opportunities to reduce and recycle waste in our businesses and institutions.
- Move Ontario's existing waste diversion programs to the producer responsibility model. This will provide relief for taxpayers and make producers of packaging and products more efficient by better connecting them with the markets that recycle what they produce.
- Investigate options to recover resources from waste, such as chemical recycling or thermal treatment, which have an important role – along with reduction, reuse and recycling – in ensuring that the valuable resources in waste do not end up in landfills.
- Encourage increased recycling and new projects or technologies that recover the value of waste (such as hard to recycle materials).
- Ensure new compostable packaging materials in Ontario are accepted by existing and emerging green bin programs across the province, by working with municipalities and private composting facilities to build a consensus around requirements for emerging compostable materials.
- Consider making producers responsible for the end of life management of their products and packaging.
- Cut regulatory red tape and modernize environmental approvals to support sustainable end markets for waste and new waste processing infrastructure.
- Provide municipalities and the communities they represent with a say in landfill siting approvals. While we work to reduce the amount of waste we produce, it is recognized that there will be a need for landfills in the future. The province will look for opportunities to enhance municipal say while continuing to ensure that proposals for new and expanded landfills are subject to rigorous assessment processes and strict requirements for design, operation, closure, post-closure care and financial assurance.

Reducing Litter and Waste in Our Communities & Keeping Our Land and Soil Clean - Clean Soil

- Revise the brownfields regulation and the record of site condition guide to reduce barriers to redevelop and revitalize historically contaminated lands, putting vacant prime land back to good use.
- Recognize that excess soil is often a resource that can be reused. Set clear rules to allow industry to reduce construction costs, limit soil being sent to landfill and lower greenhouse gas emissions from trucking by supporting beneficial reuses of safe soils.
- Work with municipalities, conservation authorities, other law enforcement agencies and stakeholders to increase enforcement on illegal dumping of excess soil.
- Consider approaches for the management and spreading of hauled sewage to better protect human health and the environment (including land and waterways) from the impacts of nutrients and pathogens.

Conserving Land and Greenspace

- Collaborate with partners to conserve and restore natural ecosystems such as wetlands, and ensure that climate change impacts are considered when developing plans for their protection.
- Strengthen and expand grassland habitats by implementing the province's Grassland Stewardship Initiative that supports on-farm conservation activities to benefit grassland birds at risk.
- Work with leaders in land and water conservation, like Ducks Unlimited Canada and the Nature Conservancy of Canada, to preserve areas of significant environmental and ecological importance.
- Work in collaboration with municipalities and stakeholders to ensure that conservation authorities focus and deliver on their core mandate of protecting people and property from flooding and other natural hazards, and conserving natural resources.
- Look to modernize Ontario's environmental assessment process, which dates back to the 1970s, to address duplication, streamline processes, improve service standards to reduce delays, and better recognize other planning processes.
- Protect vulnerable or sensitive natural areas such as wetlands and other important habitats through good policy, strong science, stewardship and partnerships.
- Improve coordination of land use planning and environmental approval processes by updating ministry guidelines to help municipalities avoid the impacts of conflicting land uses.
- Share the responsibility of conserving Ontario's protected lands by continuing to partner with municipalities, conservation authorities, Indigenous communities, conservation organizations and other community groups such as trail groups.
- Increase the use of Ontario timber in building, construction and renovation to reduce emissions and increase long-term carbon storage.
- Reaffirm our commitment to protect species at risk and their habitats, as we mark the 10th anniversary of Ontario's Endangered Species Act. We are committed to ensuring that the legislation provides stringent protections for species at risk, while continuing to work with stakeholders to improve the effectiveness of the program.
- Protect our natural environment from invasive species by working with partners and other governments and using tools to prevent, detect and respond to invasions.
- Support the creation of new trails across the province.
- Provide Ontario families with more opportunities to enjoy provincial parks and increase the number of Ontarians taking advantage of parks by 10% or approximately one million more visitors while protecting the natural environment.
- Look for opportunities to expand access to parks throughout the province, but ensure Ontario Parks has the tools it needs to conduct its business and create a world-class parks experience.
- Promote the link between nature and human health by supporting the worldwide movement for Healthy Parks Healthy People through Ontario Parks' events, education, and the development of a discussion paper to engage the public.



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

London
CANADA

December 17, 2018

Chair and Members of the
Civic Works Committee

Re: Proposed By-law Amendments Traffic & Parking By-law PS-113

During storm events, contractors retained by the public to provide snow removal services for private driveways face the challenge of being in violation of on street parking prohibitions between the hours of 3 AM and 5 PM as they carry out their service. Given that these contractors must keep the private driveway clear for snow removal or private vehicles are parked in the driveway, the only option available to them is to park on the street.

It would be helpful if these private contractors would be permitted to park on the street between 3 AM and 5 AM to undertake snow clearing services, noting that those vehicles would need to be removed from the street at times that snow clearing of the road is being undertaken by or under the direction of the City of London.

I am therefore seeking support of the following recommendation:

“The Civic Administration BE REQUESTED to undertake a review of the Traffic & Parking By-law PS-113, as amended and report back with possible amendments to the By-law that would permit private snow removal services to park on the street between 3 AM and 5 AM when carrying out snow removal services on private property, noting that the vehicles would need to be removed from the street in the event that snow clearing of the street is being undertaken by or under the direction of the City of London.

Respectfully submitted,

Steve Hillier,
Councillor Ward 14

Civic Works Committee

Motion exploring better snow clearing services.

That staff be directed to investigate and report back, before the next multi-year budget process begins, on the operational and budget impact of:

- **lowering the clearing of residential streets from 10cm to 8cm and 7cm options.**
- **the capital costs for new equipment and options for faster response times during heavy or consecutive snowfall events.**
- **to lower the threshold of sidewalk clearing from 8cm to 5cm.**
- **to ensure that school walking routes are cleared as a priority.**
- **to conduct a review of current snow plowing routes and available technologies to implement smarter, more flexible and responsive snow clearing.**

Cycling Advisory Committee

Report

1st Meeting of the Cycling Advisory Committee
December 19, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, D. Foster, R. Henderson, J. Jordan, W. Pol, R. Sirois, D. Szoller, M. Zunti; and P. Shack (Secretary)

ALSO PRESENT: S. Harding, P. Kavcic, L. Maitland, A. Miller and S. Wilson

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 Wilton Grove Road Reconstruction Commerce Road to Westchester Bourne

That the following action be taken with respect to Wilton Grove Road Reconstruction-Commerce Road to Westchester Bourne:

a left turn lane BE CREATED on Wilton Grove Road to Old Victoria Road, heading south;

it being noted that the attached presentation from H. Houtari, Parsons Canada, with respect to the Wilton Grove Road Reconstruction Commerce Road to Westchester Bourne, was received.

3. Consent

3.1 11th Report of the Cycling Advisory Committee

That it BE NOTED that the 11th Report of the Cycling Advisory Committee, from its meeting held on November 20, 2018, was received.

4. Sub-Committees and Working Groups

That it BE NOTED that the Cycling Advisory Committee heard a verbal update from A. Miller, with respect to the inventory of public accessible bike parking racks in the downtown area.

5. Items for Discussion

5.1 ReThink Zoning Draft Terms of Reference

That it BE NOTED that the Cycling Advisory Committee held a general discussion with respect to the ReThink Zoning Draft Terms of Reference.

6. Deferred Matters/Additional Business

6.1 (ADDED) Lifestyle Home Show - A. Miller

That it BE NOTED that the Cycling Advisory Committee (CAC) held a general discussion and heard a verbal presentation from A. Miller, Coordinator, Transportation Demand Management, with respect to the CAC's participation at the Lifestyle Home Show.

6.2 (ADDED) Cycling Wrap Up Survey - D. Szoller

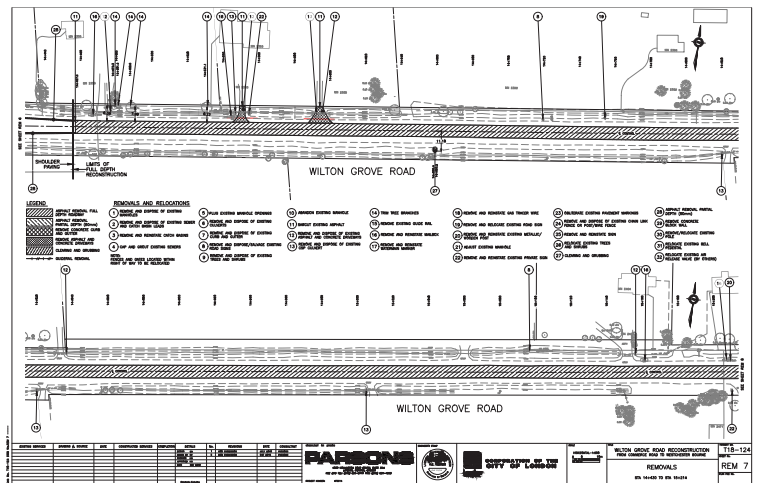
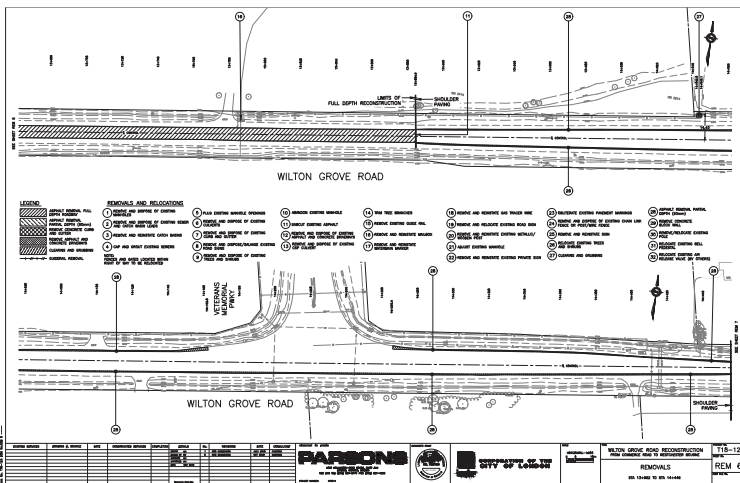
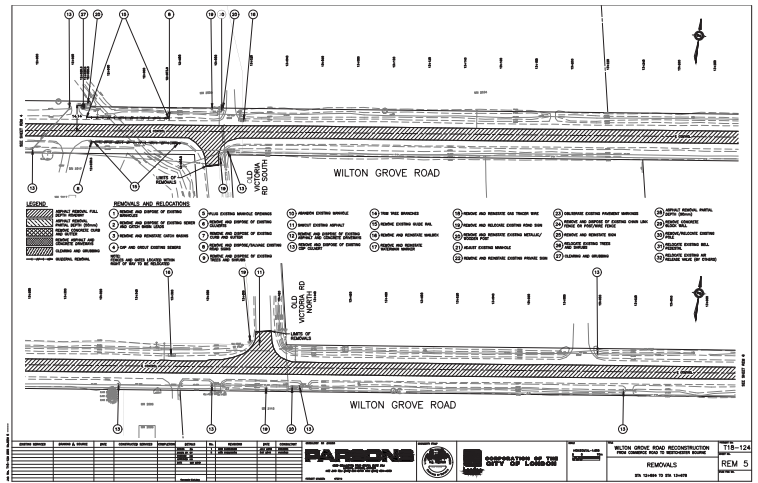
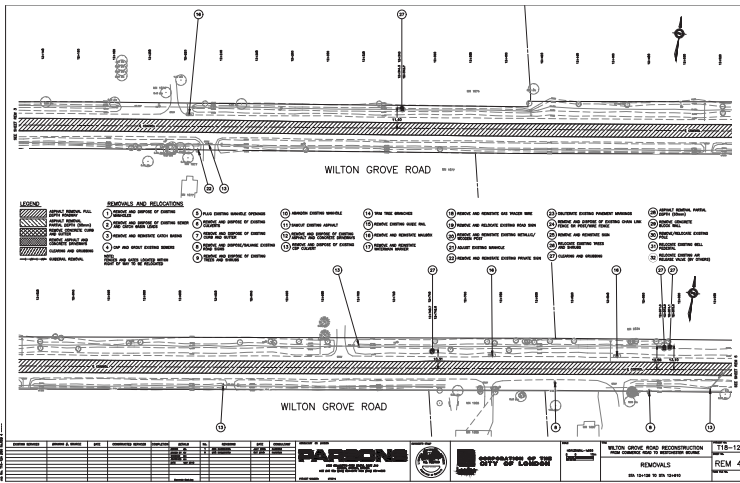
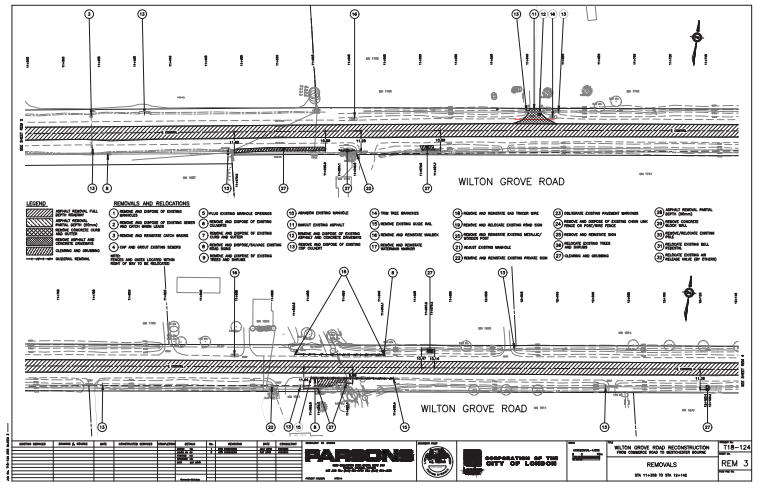
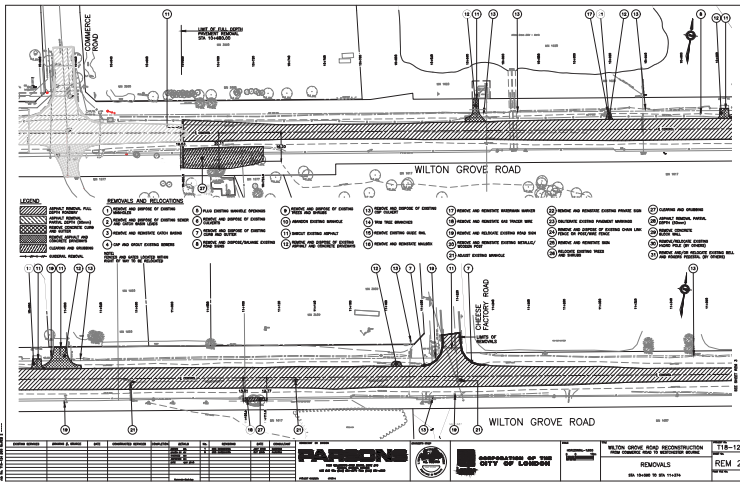
That it BE NOTED that Cycling Advisory Committee 2018 Wrap Up Survey Questions document, as appended to the agenda, was received.

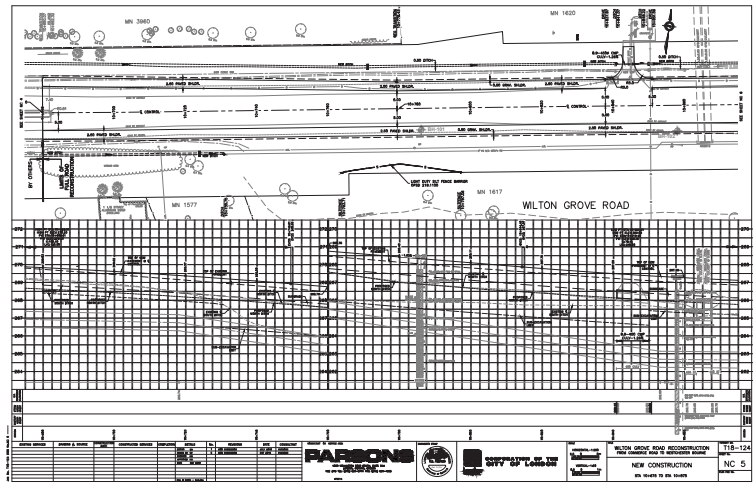
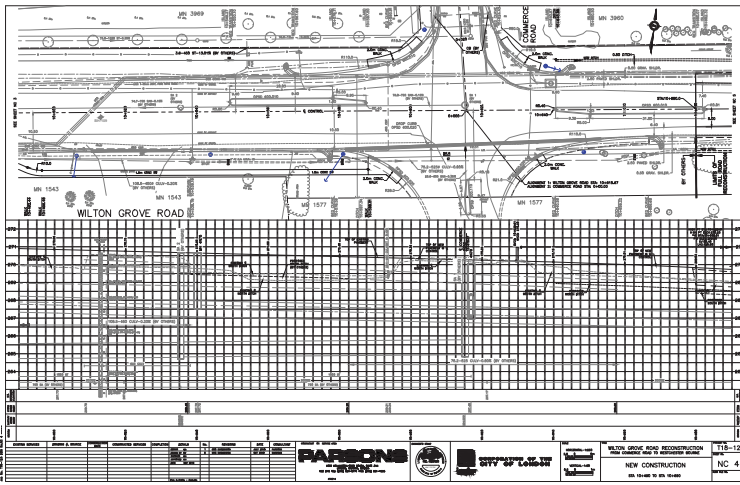
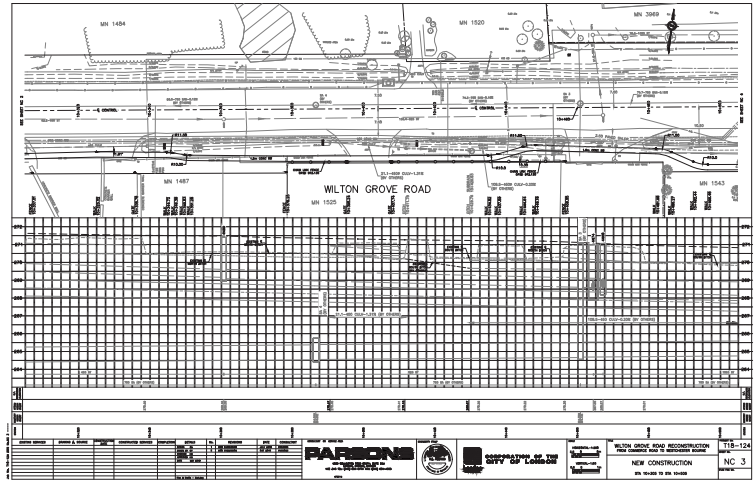
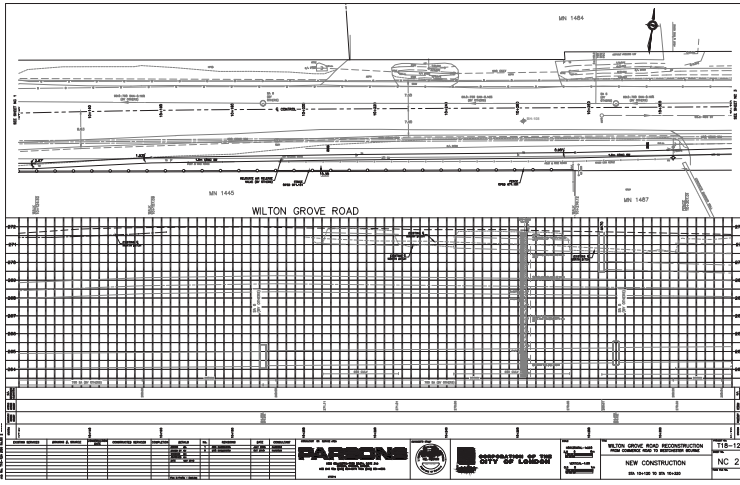
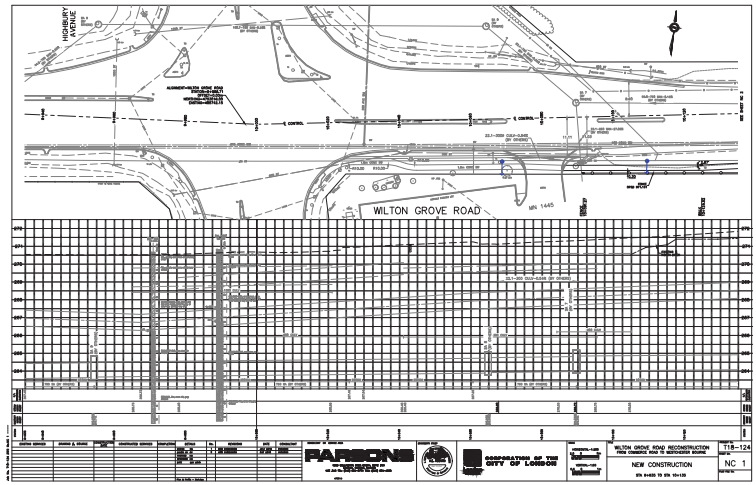
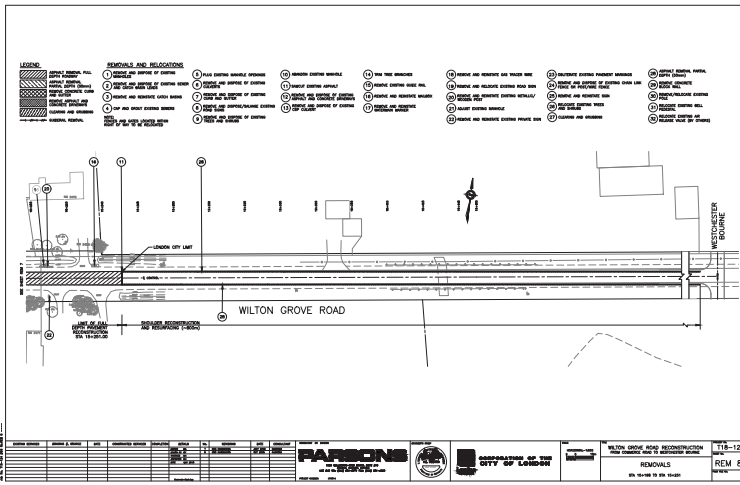
6.3 (ADDED) Transportation Advisory Committee Representative

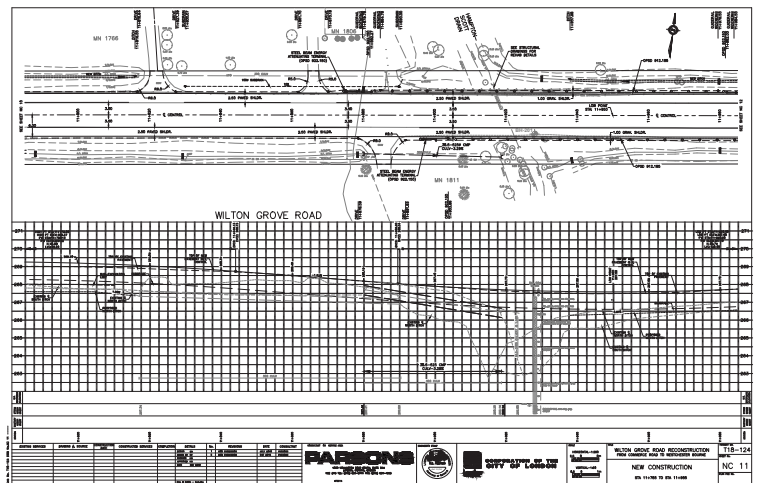
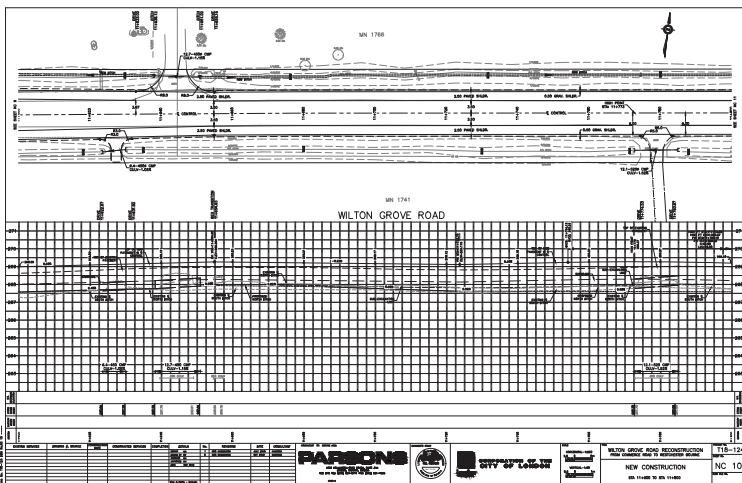
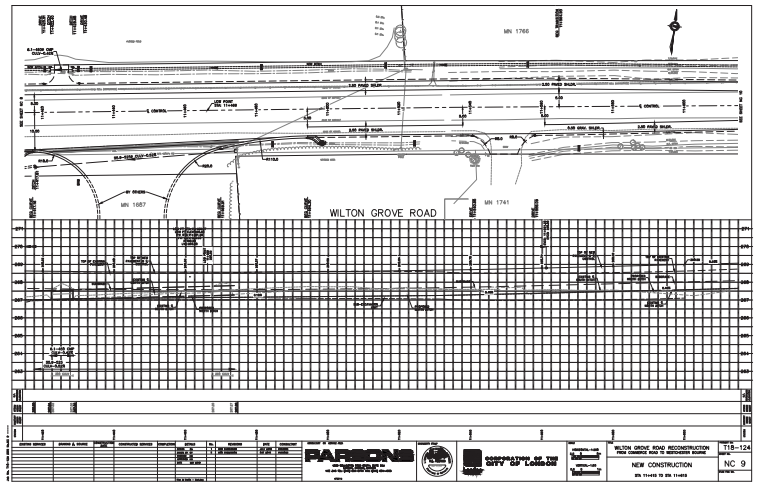
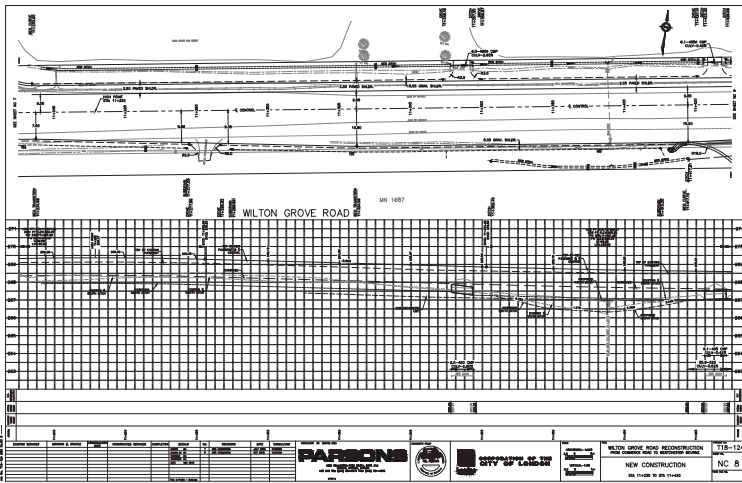
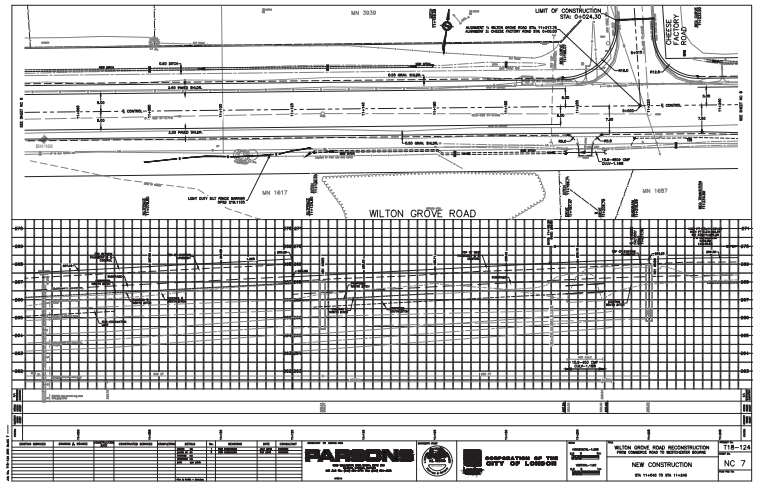
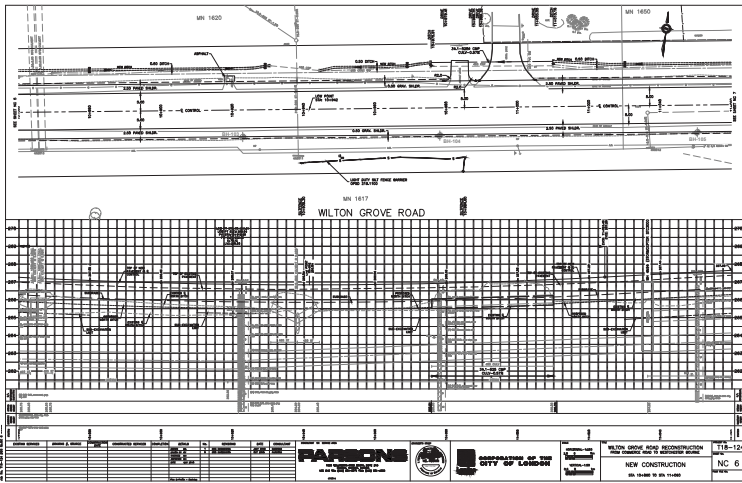
That it BE NOTED that D. Foster is the representative of the Transportation Advisory Committee on the Cycling Advisory Committee.

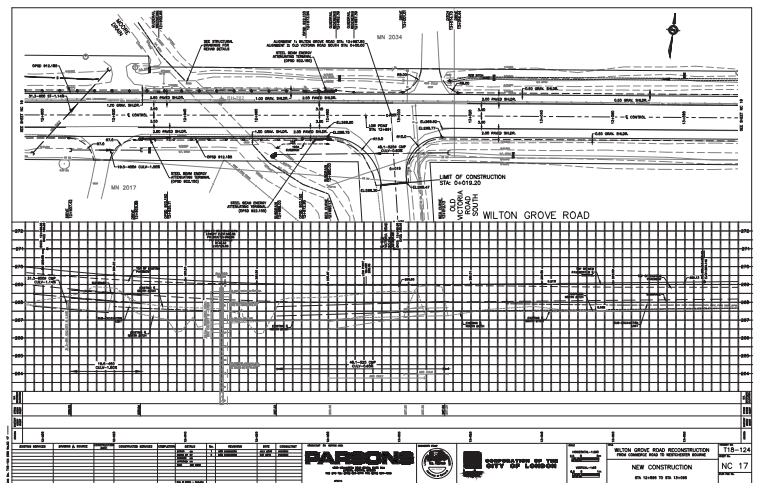
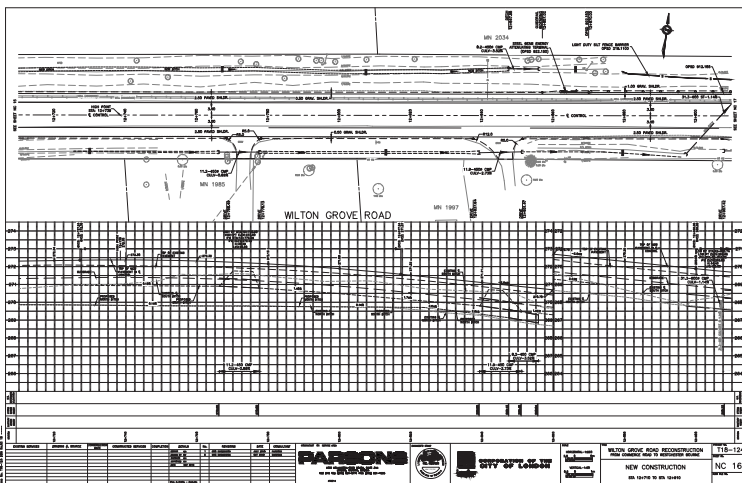
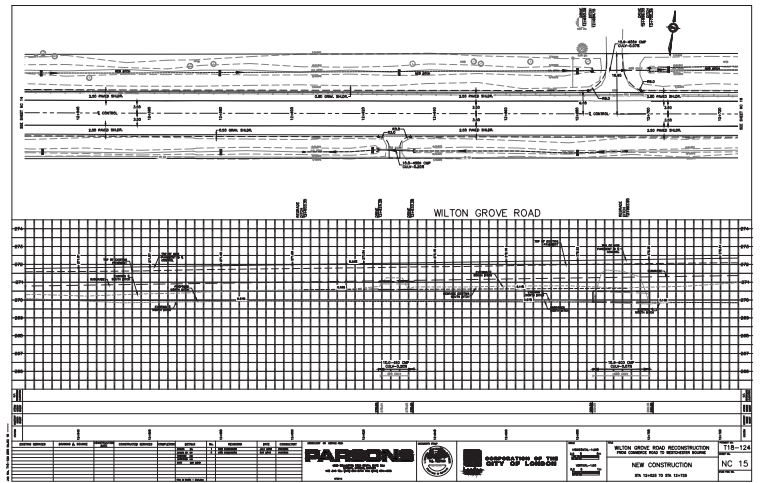
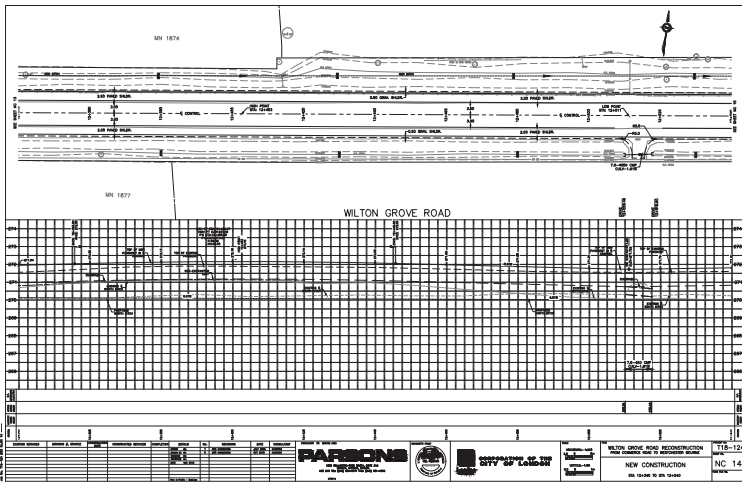
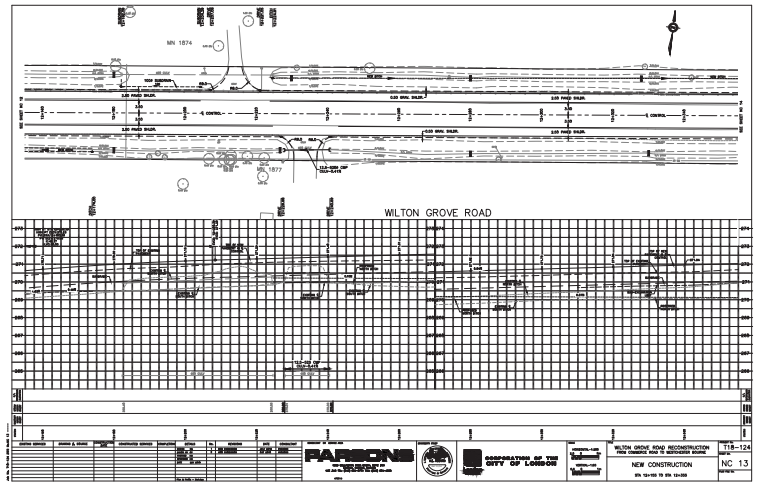
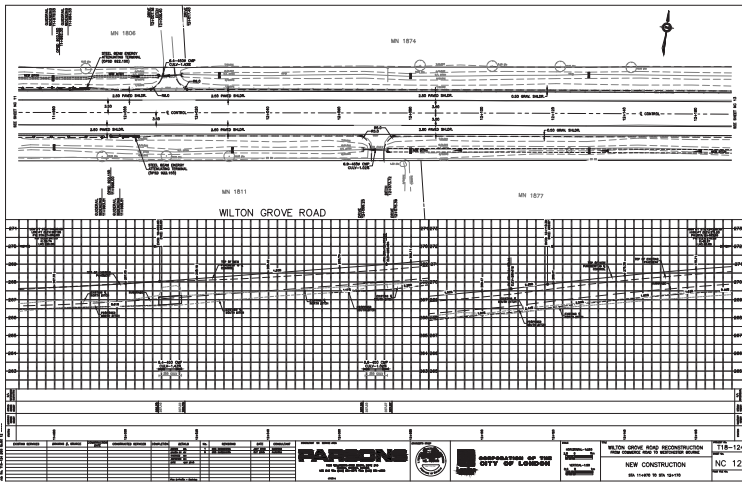
7. Adjournment

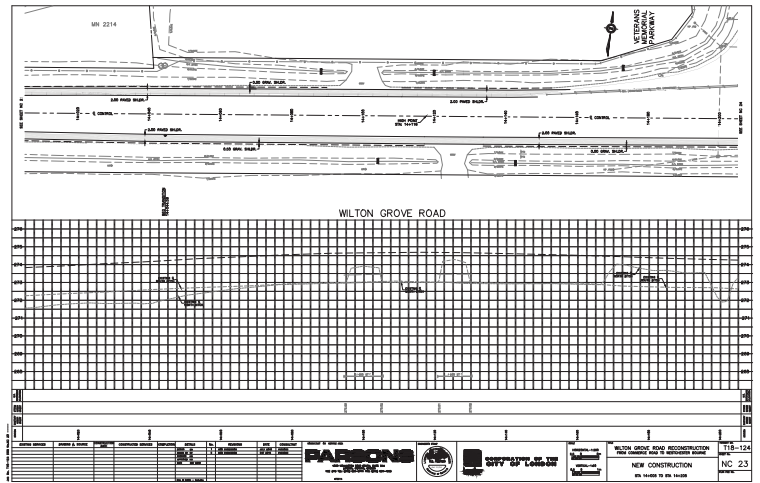
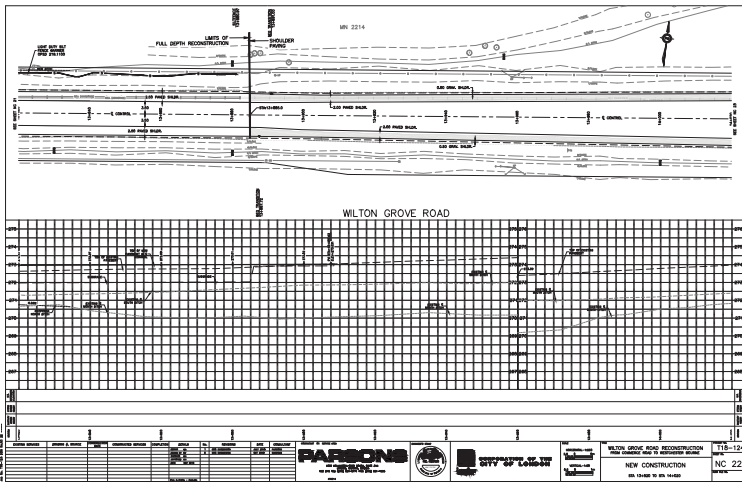
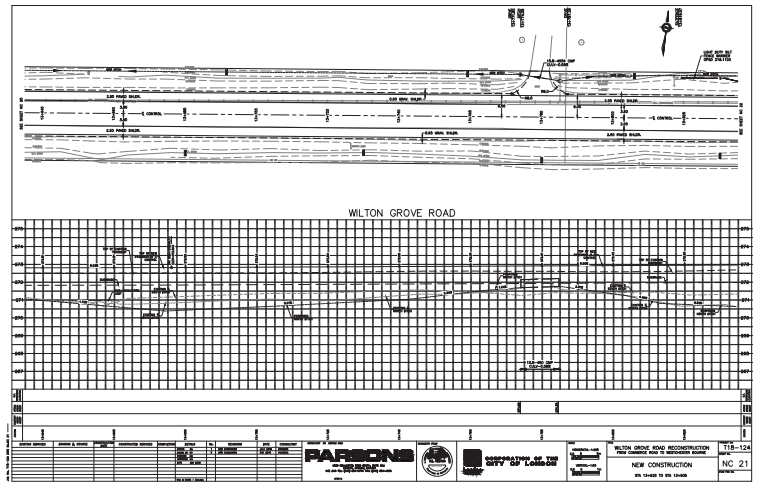
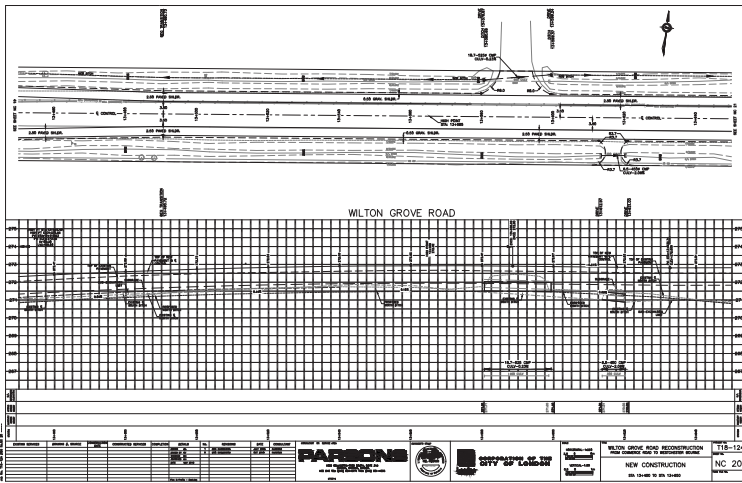
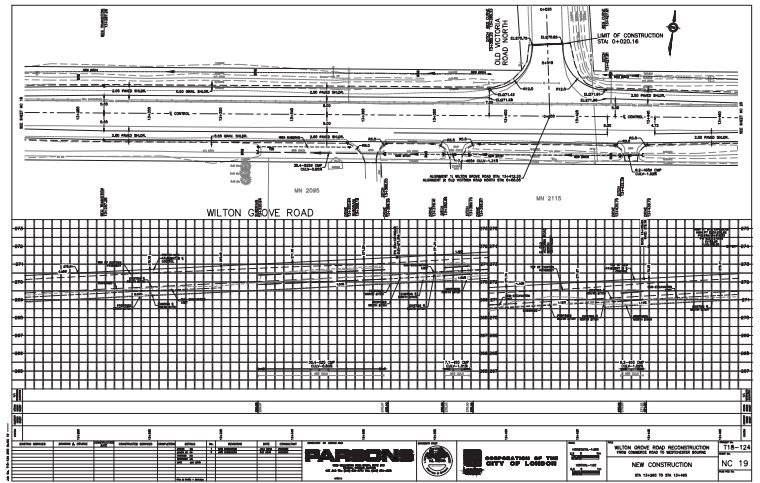
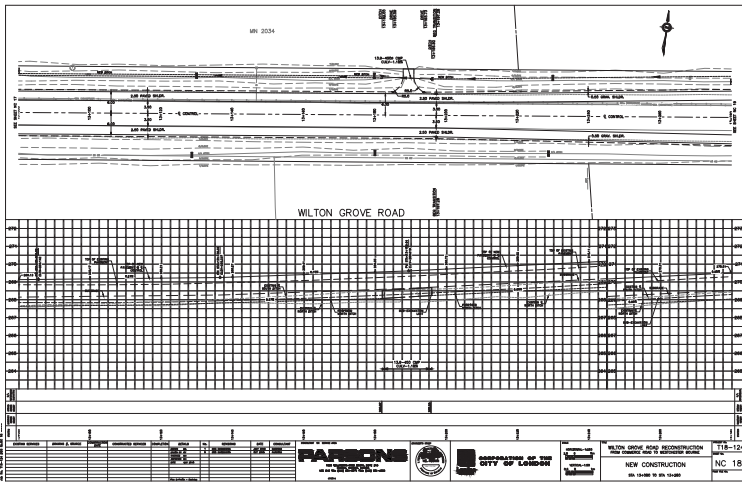
The meeting adjourned at 6:05 pm.

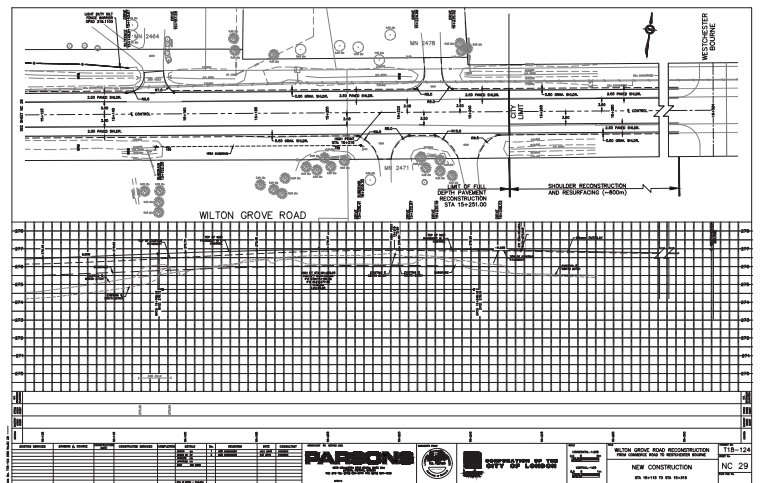
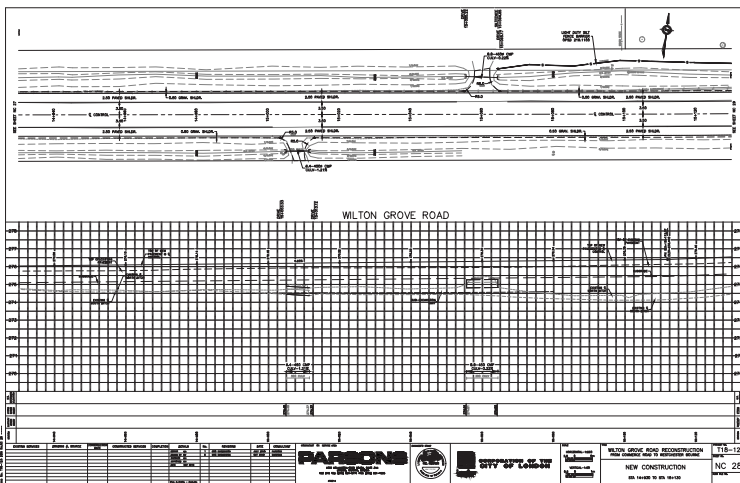
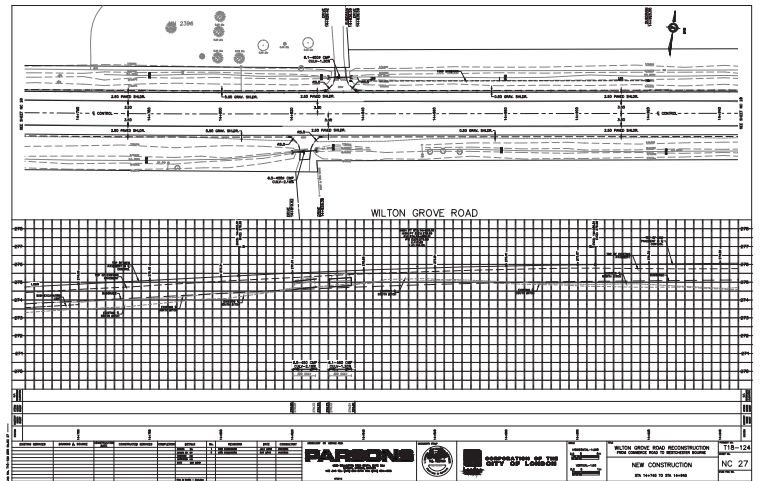
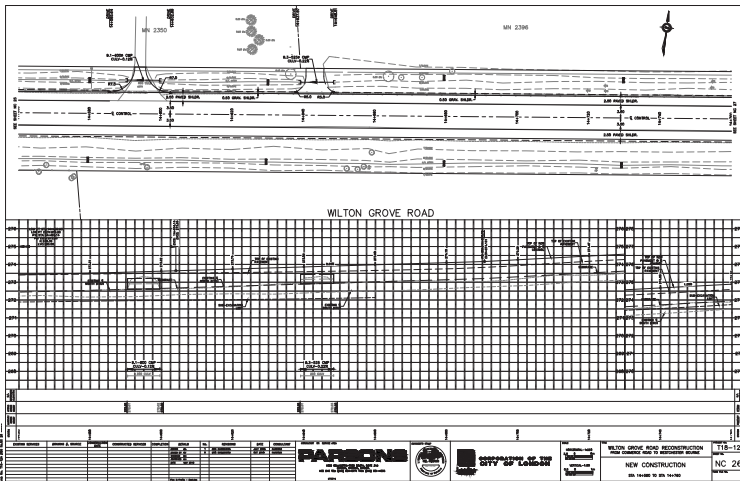
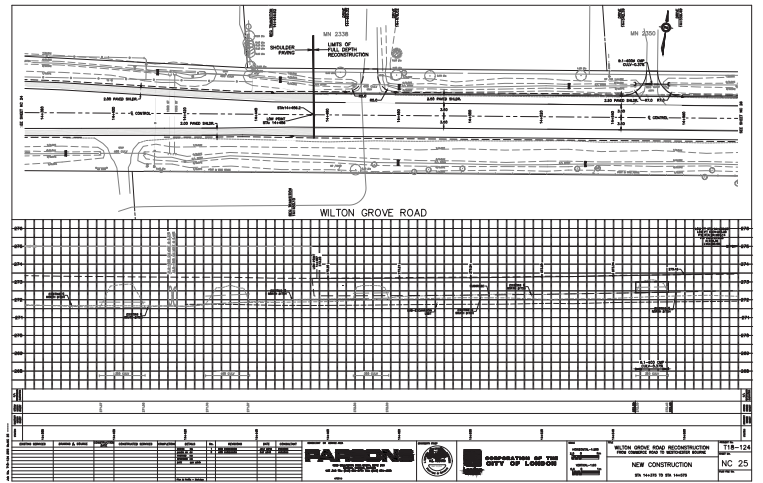
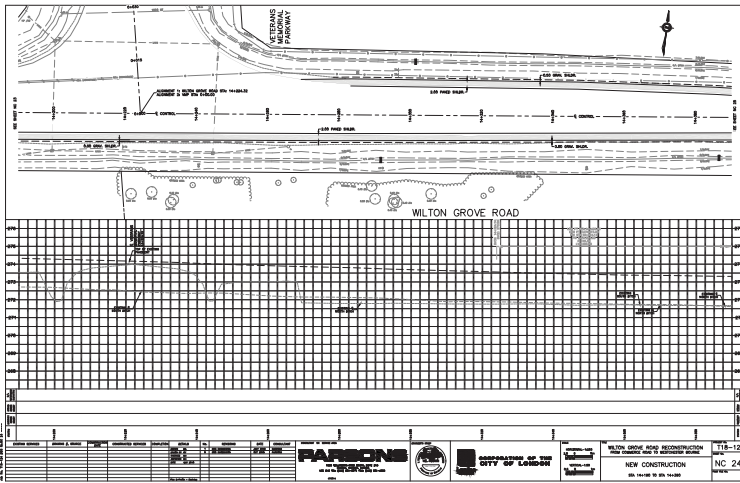


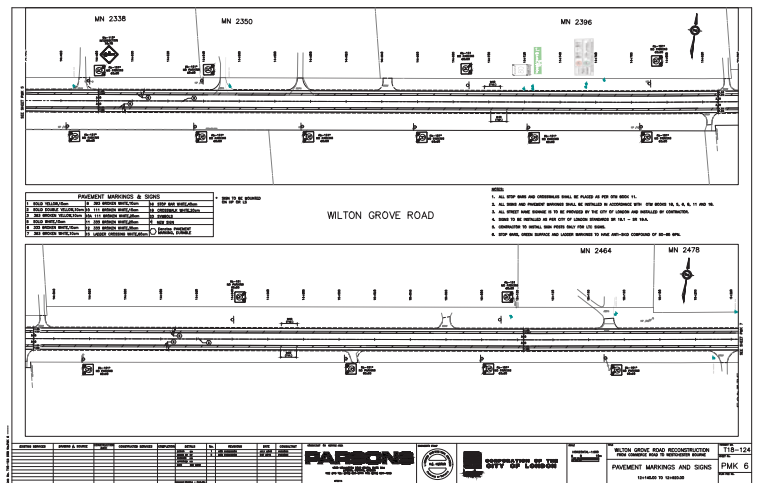
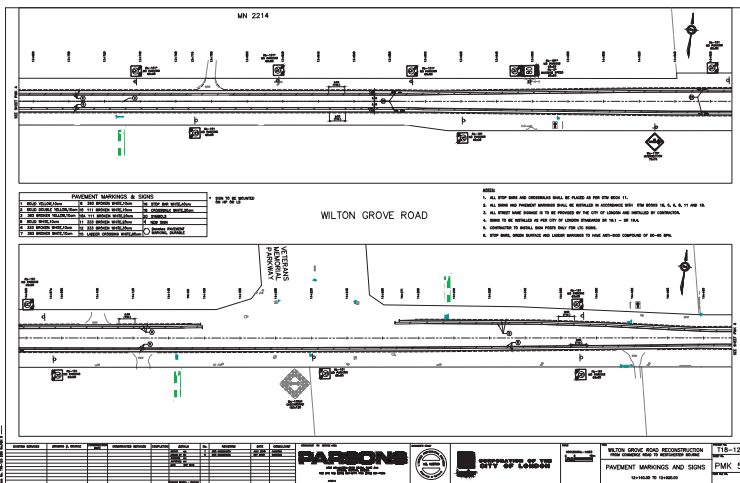
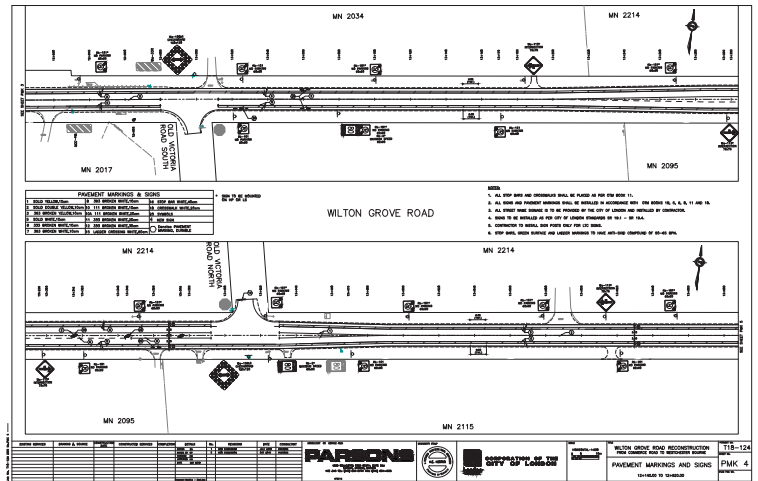
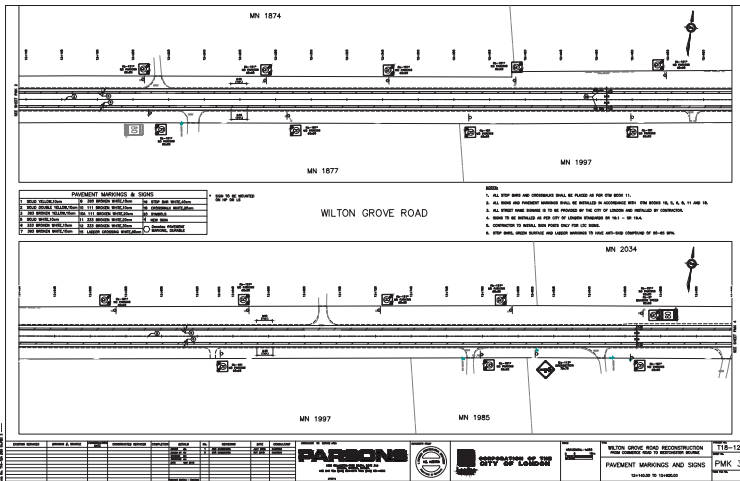
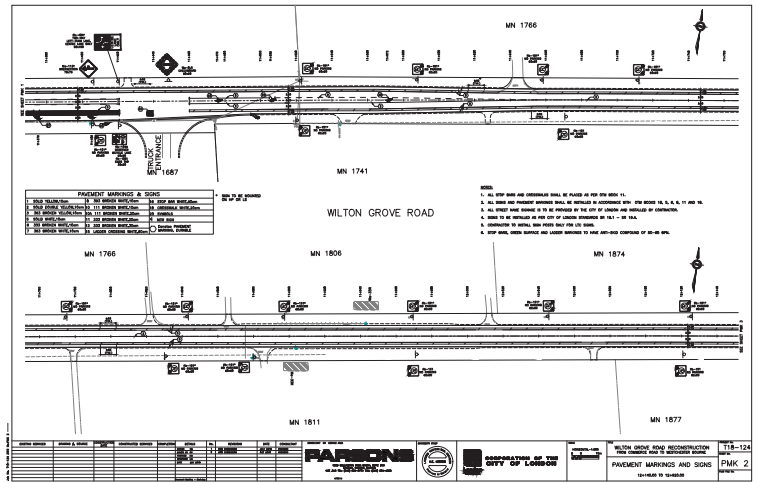
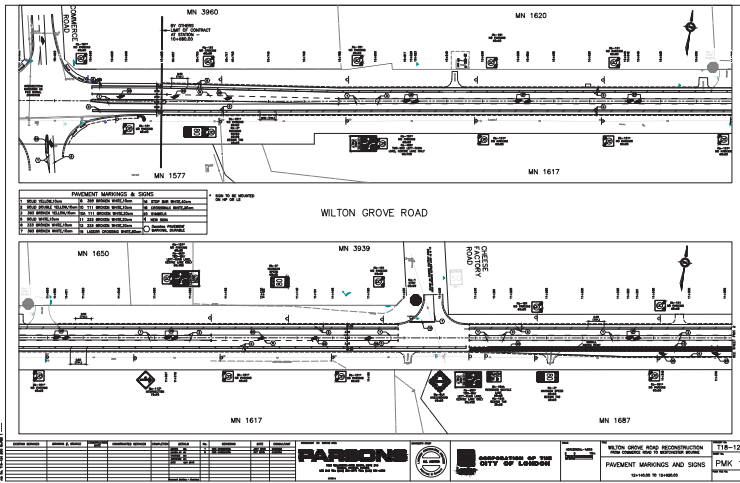


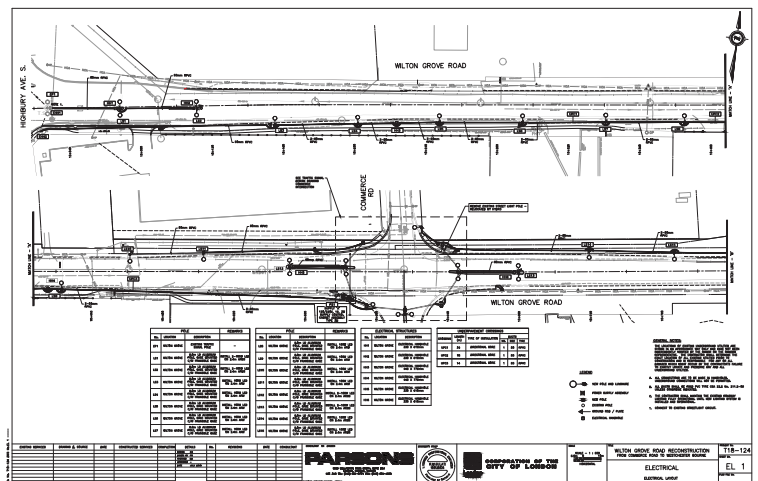
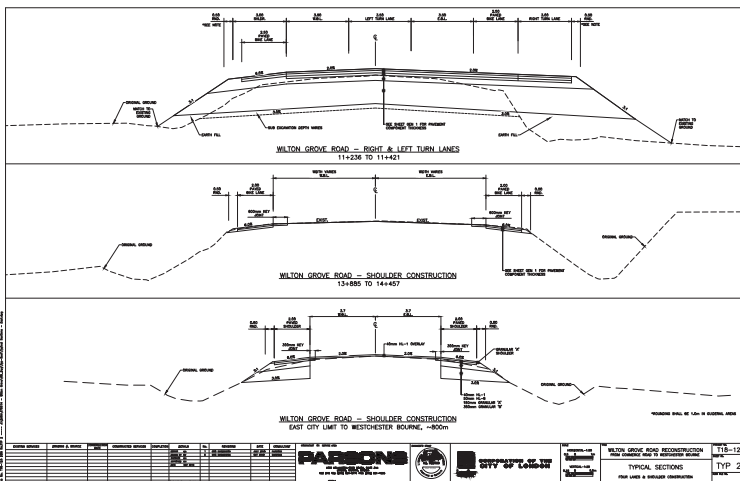
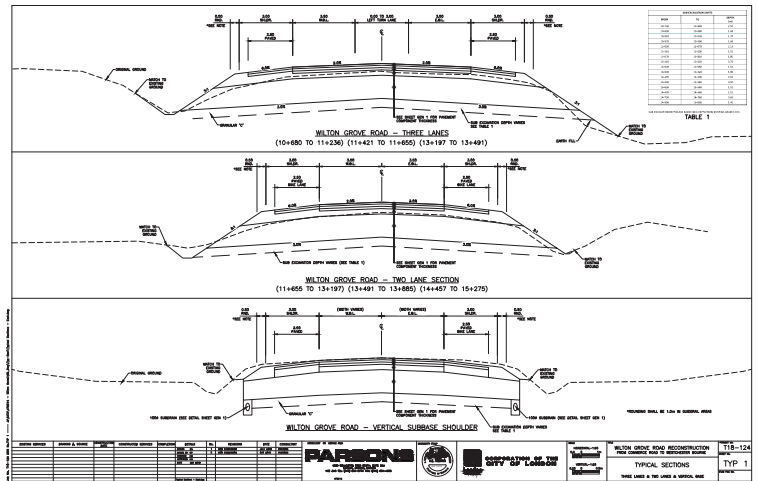
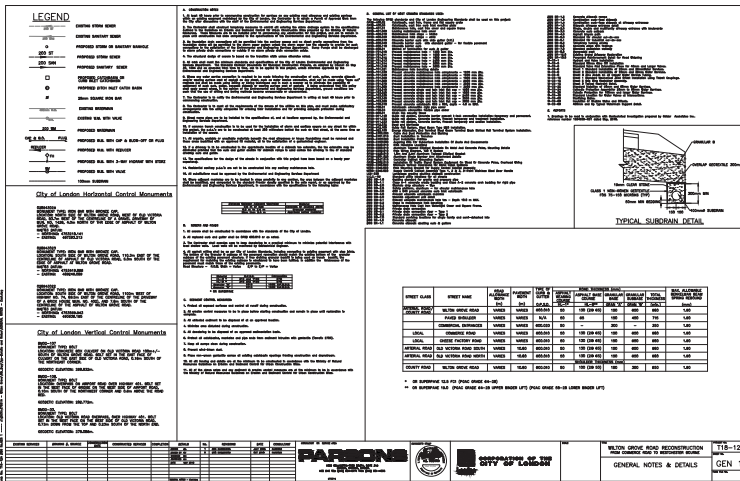
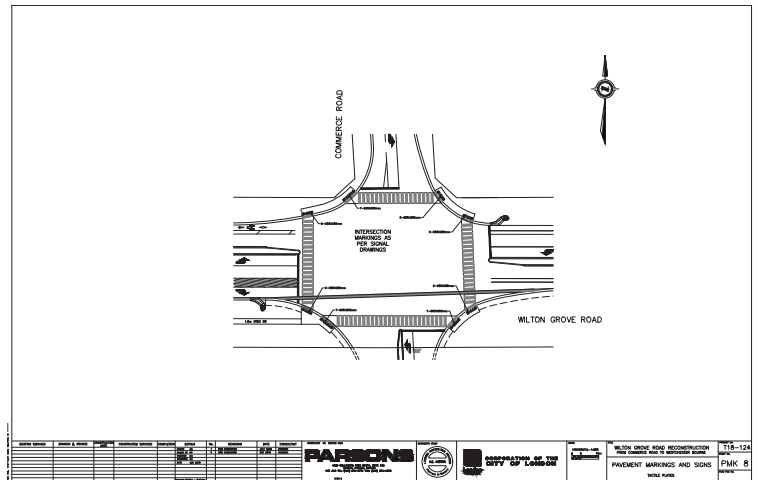
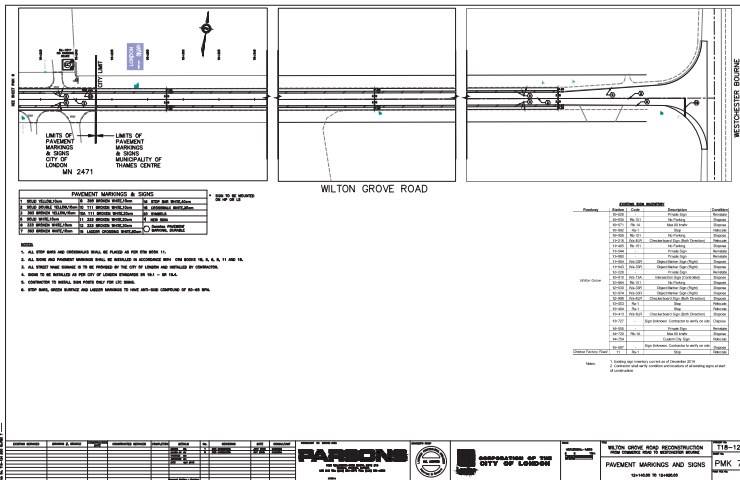


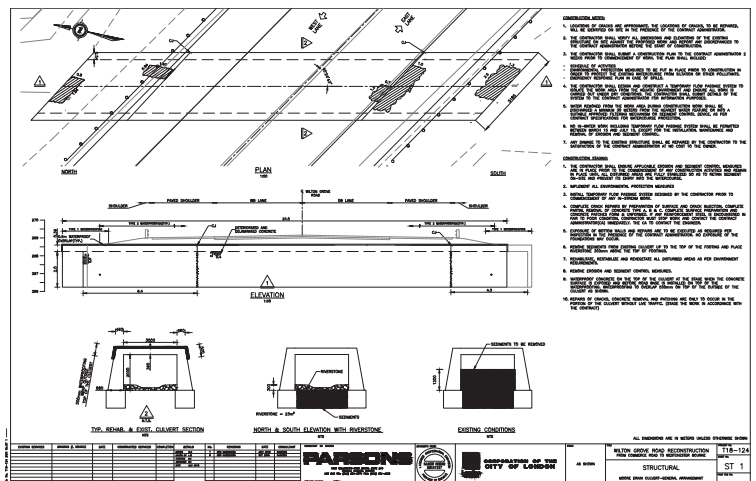
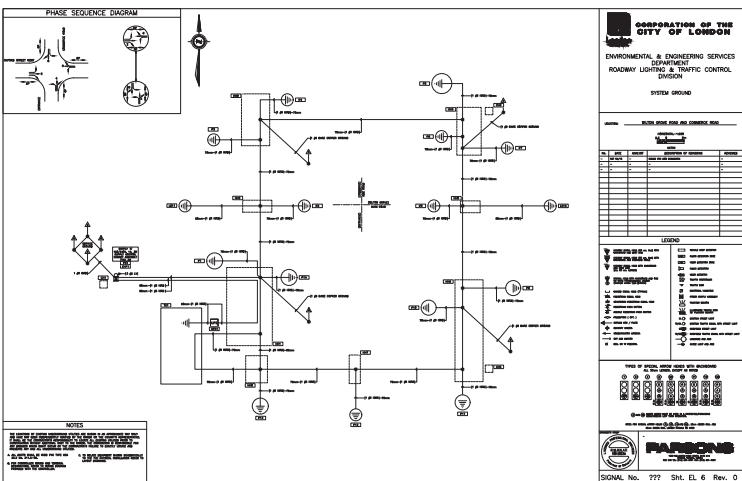
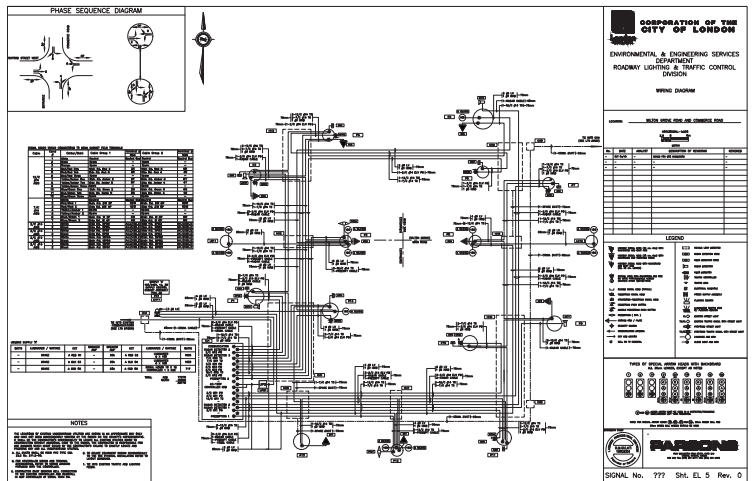
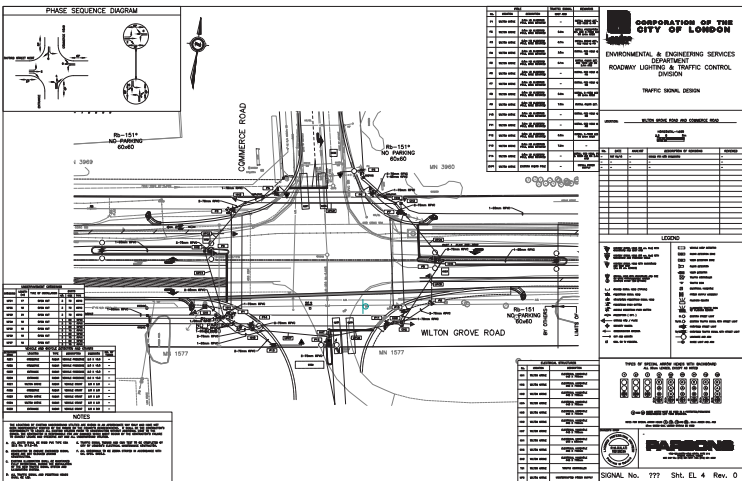
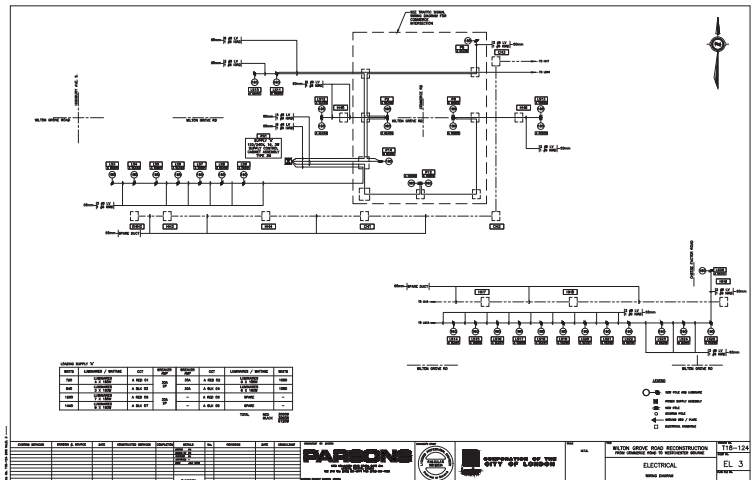
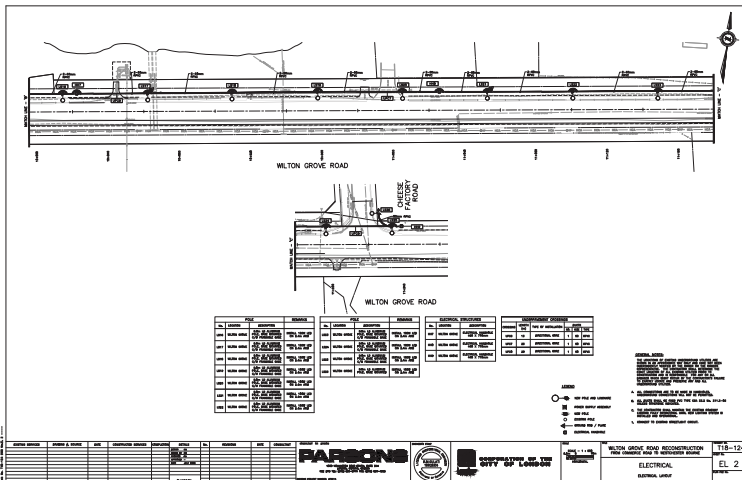












WALL REPAIR DETAIL (VERTICAL SECTION)
 REPAIR MEASUREMENT CORRECTED TO EXPOSED SURFACE OF CONCRETE TO BE REPAIRED. ALL REPAIRS SHALL BE TO ORIGINAL FINISH AND SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE REPAIR SHALL BE TO THE SAME DEPTH AS THE ORIGINAL CONCRETE TO BE REPAIRED.

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 REPAIR MEASUREMENT CORRECTED TO EXPOSED SURFACE OF CONCRETE TO BE REPAIRED. ALL REPAIRS SHALL BE TO ORIGINAL FINISH AND SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE REPAIR SHALL BE TO THE SAME DEPTH AS THE ORIGINAL CONCRETE TO BE REPAIRED.

CONCRETE SAMPLE DETAIL
 3000 PSI STRENGTH
 AREA TO BE REPAIRED
 AREA OF EXISTING CONCRETE TO BE REPAIRED
 SQUARE FOOT

LEGEND
 [Symbol] EXISTING CONCRETE
 [Symbol] CONCRETE REPAIR
 [Symbol] EXISTING REINFORCING BARS

DATE	NO.	REVISED	BY	DATE	NO.	REVISED	BY	DATE	NO.	REVISED	BY	DATE	NO.	REVISED	BY

PROJECT NO.	14.7.5	WALKWAY AND BICYCLEWAY	1718-134
CITY OF LOS ANGELES	STRUCTURAL	ST 2	

PLAN
 3000 CURV
 9' DIA

ELEVATION
 18'-0"
 12'-0"
 6'-0"
 0'-0"
 -6'-0"
 -12'-0"
 -18'-0"

TOP, EDGE, & BASE CURVE SECTION
 1'-0" DIA
 1'-0" DIA
 1'-0" DIA

LEGEND
 [Symbol] EXISTING CONCRETE
 [Symbol] CONCRETE REPAIR
 [Symbol] EXISTING REINFORCING BARS

DESCRIPTION NOTES
 1. THIS WORK IS TO BE DONE IN ACCORDANCE WITH THE CITY OF LOS ANGELES STANDARD SPECIFICATIONS FOR CONSTRUCTION.
 2. ALL REPAIRS SHALL BE TO ORIGINAL FINISH AND SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES STANDARD SPECIFICATIONS FOR CONSTRUCTION.
 3. THE REPAIR SHALL BE TO THE SAME DEPTH AS THE ORIGINAL CONCRETE TO BE REPAIRED.
 4. ALL REPAIRS SHALL BE TO ORIGINAL FINISH AND SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES STANDARD SPECIFICATIONS FOR CONSTRUCTION.
 5. ALL REPAIRS SHALL BE TO ORIGINAL FINISH AND SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES STANDARD SPECIFICATIONS FOR CONSTRUCTION.

DATE	NO.	REVISED	BY	DATE	NO.	REVISED	BY	DATE	NO.	REVISED	BY	DATE	NO.	REVISED	BY

PROJECT NO.	14.7.5	WALKWAY AND BICYCLEWAY	1718-134
CITY OF LOS ANGELES	STRUCTURAL	ST 3	

Dear Chair and Members of the Civic Works Committee,

While canvassing for the election I discovered that many members of our community were unhappy with certain details of the present BRT plan. Others were unhappy with the public engagement process that kept some items for discussion off the table.

As a remedy, I propose that we solicit divergent views at a public participation meeting where citizens can suggest refinements and design alternatives for later consideration.

Sincerely,

Michael van Holst

Dear Chair and Members of the Civic Works Committee,

While canvassing for the election I discovered that many members of our community were unhappy with certain details of the present BRT plan. Putting this into the 8-step Basadur problem-solving framework illustrated below (with permission) it is clear that our plan lacks acceptance (step 7).



I suspect that the difficulty had its roots in the problem definition phase which was more-or-less described as "We are the biggest city without a rapid transit system." If this wasn't the actual problem then the idea finding would have been limited or off target resulting in an unacceptable plan. As a remedy, I propose that we solicit divergent views at a public participation meeting where citizens can suggest refinements and design alternatives for later consideration. This will also make up for the fact that some citizens were unhappy with the public engagement process that kept some items for discussion off the table.

As a reference, I offer descriptions of the 8-steps as taken from <http://www.basadur.com/howwedoit/An8StepProcess/tabid/82/Default.aspx>

PROBLEM Formulation

Step 1: Problem Finding literally consists of finding or anticipating problems and opportunities. The result is a continuous flow of new, present and future problems to solve, changes to deal with and capitalize on, and opportunities for improvement for the organization.

Step 2: Fact Finding consists of deferring convergence and actively gathering information potentially related to a fuzzy situation, and then evaluating and selecting those facts most likely to be helpful in developing a set of fruitful, advantageous problem definitions in the next step.

Step 3: Problem Definition consists of first using divergence to convert the key facts the group selected into a wide variety of creative "how might we?" challenges, and then selecting one (or a few) which seem

most advantageous to solve. This step is about making sure the group is asking the right questions and that it comes up with the best definitions of the problem.

SOLUTION Formulation

Step 4: Idea Finding consists of deferring convergence while actively creating large number of potential solutions to the target problem definitions, and then converging smaller number of potentially good solutions for evaluation.

Step 5: Evaluation and Selection consists of open-mindedly generating a wide variety of criteria potentially useful for making an unbiased and accurate evaluation of the potential solutions, and then selecting and applying the most significant criteria to decide which possible solutions are the best to take forward towards implementation.

SOLUTION Implementation

This stage recognises that problem solving does not end with the development of a good solution. Unless the solution is skilfully prepared for implementation, and its implementation skilfully executed, the problem solving will not have been successful. How to gain support for risking change, how to build commitment to plunge into unknown waters, how to tailor a solution for adaptation to specific circumstance, and how to follow-up to ensure permanent installation of the new change, is a significant, creative venture of its own.

Step 6: Action Planning involves thinking up specific action steps which will lead to a successful installation of the new solution.

Step 7: Gaining acceptance recognises that the best laid plans can be scuttled by resistance to the new changes involved. This step looks at the ways ownership in the solution can be generated, people can be shown that the solution benefits them, and potential problems caused by the solution can be minimized.

Step 8: Action Taking action recognizes that the actual doing of an action step is an integral part of the decision making and problem solving process, and not to be taken for granted. No matter how carefully thought out the specific steps in a plan of action, it still remains to do the steps. This step recognizes the need to “get on with it” and learn from taking action.