

# Agenda Including Addeds

## Civic Works Committee

The 1st Meeting of the Civic Works Committee

January 7, 2020, 12:00 PM

Council Chambers

### Members

Councillors S. Lehman (Chair), S. Lewis, M. Cassidy, P. Van Meerbergen, E. Peloza,  
Mayor E. Holder

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To make a request specific to this meeting, please contact [CWC@london.ca](mailto:CWC@london.ca).

Pages

### 1. Call to Order

1.1 Disclosures of Pecuniary Interest

1.2 Election of Vice-Chair for the term ending November 30, 2020

### 2. Consent

2.1 11th Report of the Cycling Advisory Committee 3

2.2 11th Report of the Transportation Advisory Committee 24

2.3 Appointment of Consulting Engineer - RFP 19-56: Supervisory Control and Data Acquisition System Integration for the Greenway Organic Rankine Cycle Engine System 43

2.4 Request for Proposal 19-57 - Utility Locate Service Contract Award 47

2.5 Downtown Loop and Municipal Infrastructure Improvements - Appointment of Consulting Engineer 50

2.6 Appointment of Consulting Engineer for Detailed Design and Contract Administration for the Gordon Sanitary Trunk Sewer Rehabilitation Project 57

2.7 Amendments to the Traffic and Parking By-Law Related School Community Safety Zones 62

2.8 Proposed Approach to Review E-Scooters in London 73

2.9 Request for Proposal (RFP) 19-55 Award - Replacement of Waterworks Clam Trucks with Dump Bodies 81

2.10 Amendments to the Traffic and Parking By-Law Related to Lot 10 86

### 3. Scheduled Items

### 4. Items for Direction

4.1	Traffic Calming Measures	91
	(A petition with approximately 22 signatures is available for viewing in the City Clerk's Office.)	
4.2	Road Cutting and Construction Planning - J. Kogelheide	92
4.3	Municipal Parking Lot 10 - A. Valastro - Request for Delegation Status	94
	(Submission includes pages from Staff Reports that reference Municipal Parking Lot 10.)	
	<i>a. (ADDED) Additional Submission</i>	104
<b>5.</b>	<b>Deferred Matters/Additional Business</b>	
5.1	Deferred Matters List	106
5.2	<i>(ADDED) 1st Report of the Waste Management Working Group</i>	111
5.3	<i>(ADDED) 1st Report of the Cycling Advisory Committee</i>	133
<b>6.</b>	<b>Adjournment</b>	

# Cycling Advisory Committee

## Report

The 11th Meeting of the Cycling Advisory Committee  
November 20, 2019  
Committee Room #4

Attendance PRESENT: C. Linton (Chair), B. Cowie, C. DeGroot, R. Henderson, B. Hill, J. Jordan, C. Pollett, E. Raftis, J. Roberts, O. Toth and D. Turner (Committee Clerk)

NOT PRESENT: K. Brawn

ALSO PRESENT: M. Elmadhoon, O. Katolyk, P. Kavcic, T. MacDaniel, D. MacRae, L. Maitland, A. Miller, M. Schulthess, J. Stanford and B. Westlake-Power

The meeting was called to order at 4:03 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

#### 2.1 City of London Vision Zero Next Generation Road Safety Strategy

That it BE NOTED that the attached presentation from M. Elmadhoon, Manager, Transportation Planning and Design and T. MacDaniel, Co-Chair, London Middlesex Road Safety Committee, with respect to the City's next generation 'Vision Zero' Road Safety Strategy, was received.

### 3. Consent

#### 3.1 10th Report of the Cycling Advisory Committee

That it BE NOTED that the 10th Report of the Cycling Advisory Committee, from its meeting held on October 16, 2019, was received.

#### 3.2 Notice of Planning Application - Zoning By-law Amendment - 699 Village Green Avenue

That the Civic Administration BE REQUESTED to ask the applicant to consider adding adequate secure, covered bicycle parking in the proposed development located at 699 Village Green Avenue; it being noted that the Notice of Planning Application, dated November 14, 2019, from C. Lowery, Planner II, Development Services, with respect to a Zoning By-law Amendment for this property, was received.

#### 3.3 Public Meeting Notice - Zoning By-law Amendment - 943 Fanshawe Park Road West and 1800 Aldersbrook Gate

That it BE NOTED that the Public Meeting Notice, dated November 13, 2019, from C. Lowery, Planner II, Development Services, with respect to a Zoning By-law Amendment for the properties located at 943 Fanshawe Park Road West and 1800 Aldersbrook Gate, was received.

3.4 Public Meeting Notice - Zoning By-law Amendment - 21 Norlan Avenue

That it BE NOTED that the Public Meeting Notice, dated November 13, 2019, from C. Parker, Senior Planner, with respect to a Zoning By-law Amendment for the property located at 21 Norlan Avenue, was received.

3.5 Public Meeting Notice - Official Plan Amendment - Revised Victoria Park Area Secondary Plan

That the following actions be taken with respect to the Public Meeting Notice for the Revised Victoria Park Area Secondary Plan (the 'Plan'), dated November 14, 2019, from M. Knieriem, Planner II:

a) that the Civic Administration, in the course of the Secondary Plan process, BE REQUESTED to consider the active transportation portion of the Plan as it relates to existing and proposed transportation infrastructure connections; and,

b) that the Civic Administration BE REQUESTED to consider adding adequate secure, covered bicycle parking to Victoria Park and the immediate vicinity;

it being noted that the above-noted Public Meeting Notice was received.

3.6 Memo - Stopping and Parking Restrictions in Bicycle Lanes

That the Civic Administration BE REQUESTED to review all current no-parking restricted areas through the 'Vision Zero' lens that no road deaths are acceptable and, pursuant to this goal, that adjacent property impacts be de-prioritized where possible in order to increase the total bicycle lane kilometers designated as 'no stopping'; it being noted that the Memo dated November 12, 2019 from D. MacRae, Director, Roads and Transportation, with respect to stopping and parking restrictions in bicycle lanes, was received.

**4. Sub-Committees and Working Groups**

4.1 Sport and Leisure Cycling Sub-Committee

That an update from the Sport and Leisure Cycling Sub-Committee BE DEFERRED to the next meeting of the Cycling Advisory Committee.

4.2 Cycling Master Plan Working Group

That it BE NOTED that the committee heard a verbal update from C. DeGroot with respect to the Cycling Master Plan Working Group and its CMP Review, dated October 16, 2019; it being further noted that the attached working group minutes were received.

**5. Items for Discussion**

5.1 2019/2020 Work Plans

That the following actions be taken with respect to the Cycling Advisory Committee work plan:

a) that the 2019 Cycling Advisory Committee work plan BE FORWARDED to the Municipal Council for consideration/approval; and,

b) that a sub-committee/working group BE CREATED to commence work on the 2020 work plan.

5.2 Transportation Demand Management Cycling Activities

That it BE NOTED that the committee held a general discussion with respect to Transportation Demand Management as it relates to cycling activities in the City.

5.3 Committee Process, Scope, and Respect for Council/Staff

That the following actions be taken with respect to the letter from C. Linton, Chair, dated November 20, 2019, as appended to the agenda:

a) that the Civic Administration BE INVITED to a future meeting of the Cycling Advisory Committee to provide training and education on Work Plan policies/procedures; and,

b) that the Civic Administration BE INVITED to a future meeting of the Cycling Advisory Committee to provide training and education on general advisory committee policies/procedures;

it being noted that the above-noted letter was received, recognizing that not all committee members approve of or support the letter's full content.

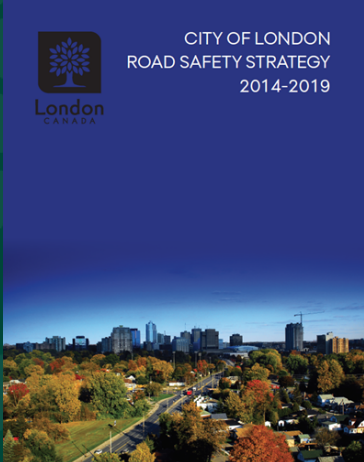
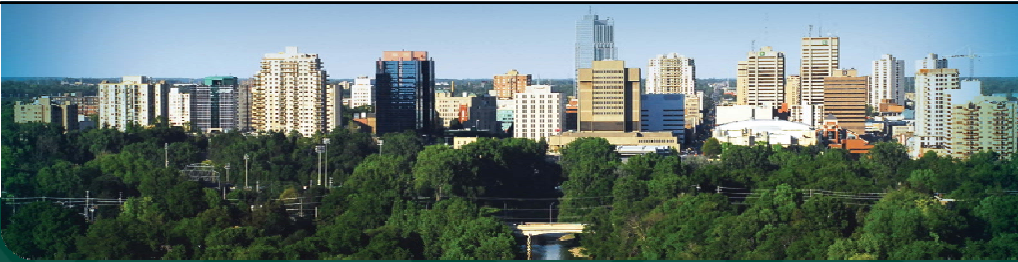

5.4 More Uses for Bicycles in London

That it BE NOTED that the committee held a general discussion with respect to the communication from J. Kogelheide, as appended to the agenda; it being further noted that the above-noted communication was received.

**6. Adjournment**

The meeting adjourned at 6:48 PM.

# Item 2.1



## City of London Next Generation Road Safety Strategy-Vision Zero

**Presentation to Cycling Advisory Committee (CAC)**  
**November 20, 2019**

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## London Road Safety Strategy (LRSS)

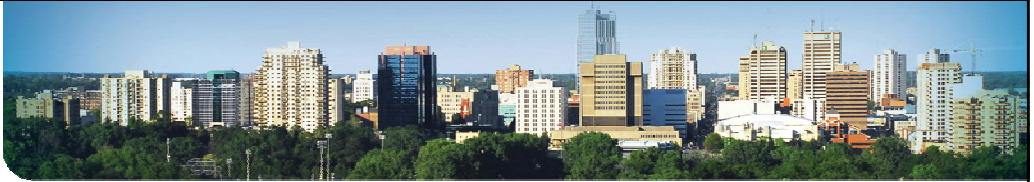
- **The Context:**
  - ❑ Motor vehicle collisions and associated injury and death
  - ❑ Social cost of transportation incidents in Ontario (over \$18 billion)
  - ❑ **In London – per year:**
    - ❑ 7,000 to 10,000 reported collisions
    - ❑ 1,000 to 1,500 persons injured; up to 100 severely injured
    - ❑ Up to 10 deaths



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# Item 2.1

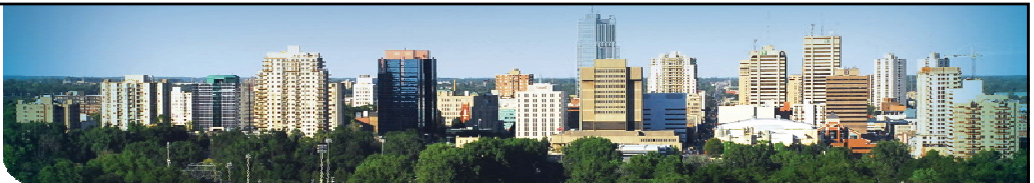


## Key Steps in Developing the LRSS

- Review road safety status and trends
- Establish two-tiered committee structure
- Develop Mission, Vision & Goal
- Identify target areas from literature, collision data, public consultation
- Develop countermeasures
- Assess the capacity to deliver service
- Finalize program

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## London Road Safety Strategy

### • Project Process:



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# Item 2.1




- Partners in Road Safety:**



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## London Road Safety Strategy

- Two-Tiered Committee :**



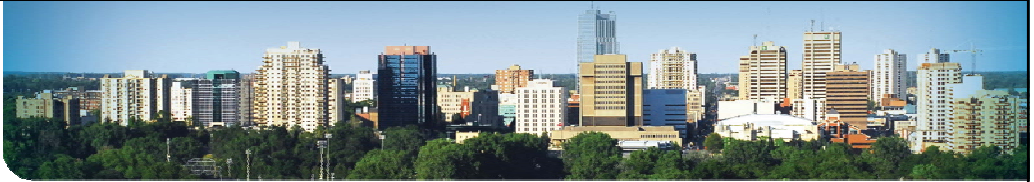
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      Consultant[Consultant] --> Admin[Administrative Committee]
      Admin --> Steering[Steering Committee]
      Admin -.-> Steering
      subgraph Admin [Administrative Committee]
        A1[City of London (Engineering)]
        A2[London Police (Enforcement)]
        A3[Middlesex-London Health Unit (Education)]
      end
      subgraph Steering [Steering Committee]
        S1[CHAIR: London Middlesex Road Safety Committee]
        S2[Members: London Middlesex Road Safety Committee]
        S3[New members added for LRSS]
      end
      
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# Item 2.1



## London Road Safety Strategy

### • Vision, Mission, and Goal:



**VISION:** A path to a safer road environment for all transportation users in London.



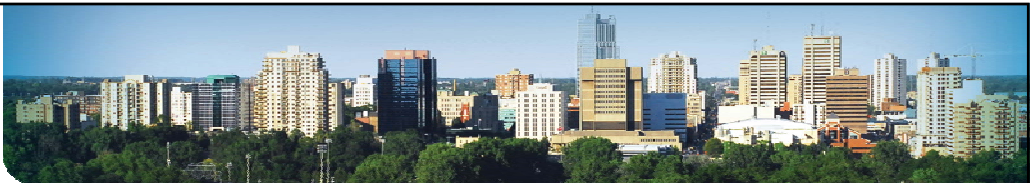
**MISSION:** To save lives and reduce serious injuries to all transportation users through leadership, innovation, coordination, and program support in partnership with other public and private organizations.



**GOAL:** 10% reduction in fatal and injury traffic collisions within five (5) years (2014 – 2019).

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## London Road Safety Strategy

### • Determining Emphasis Areas:



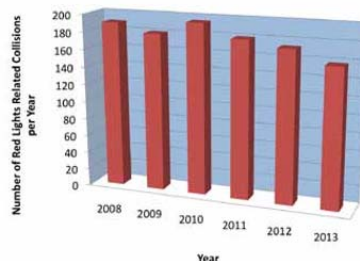
• Collision analysis



• Public opinion



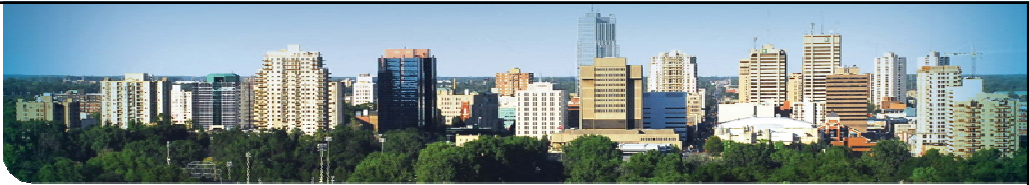
• Strategic and practical considerations



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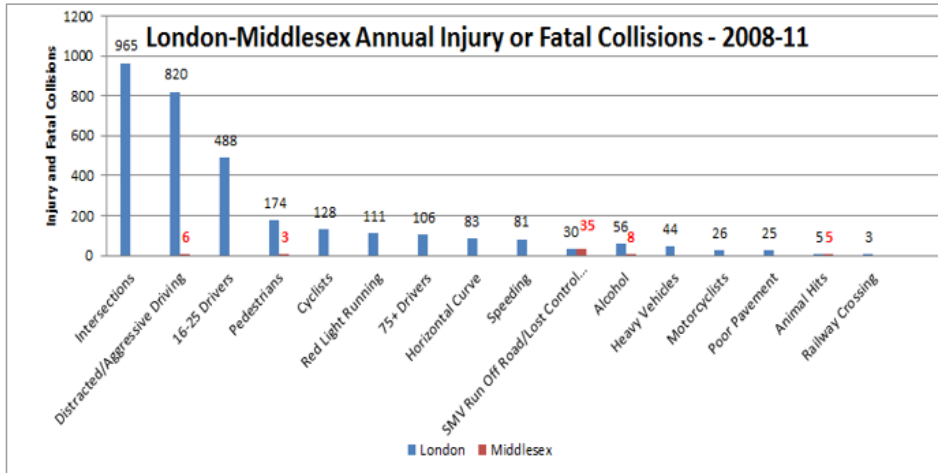
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# Item 2.1



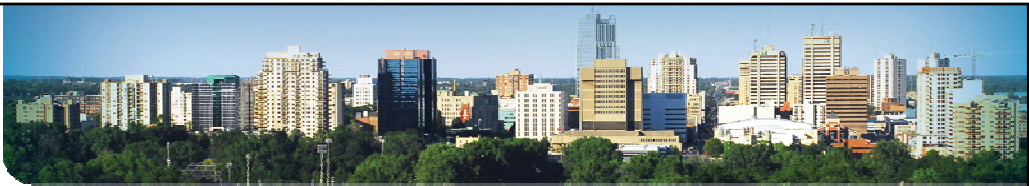
## London Road Safety Strategy

- Collision Analysis:**



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## London Road Safety Strategy

- Selected Emphasis Areas:**



Cyclists



Distracted & Aggressive Drivers



Young Drivers



Intersections



Pedestrians General



Pedestrians ASRTS & Safe Neighborhoods



Red Light Running

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# Item 2.1




## 4 E's of Injury Prevention

- Countermeasures:



### Engineering

Changes to the physical format of the roadway, traffic control, warning devices, pavement markings, or changes to the regulations.



### Education

Change road user behaviors to be more aware of their surroundings and take less risky actions.



### Enforcement

Manned police and automated enforcement of rules of the road intended to gain better compliance.



### Empathy

Trying to put one road user in the position of another, so that they better understand the consequences of their actions.









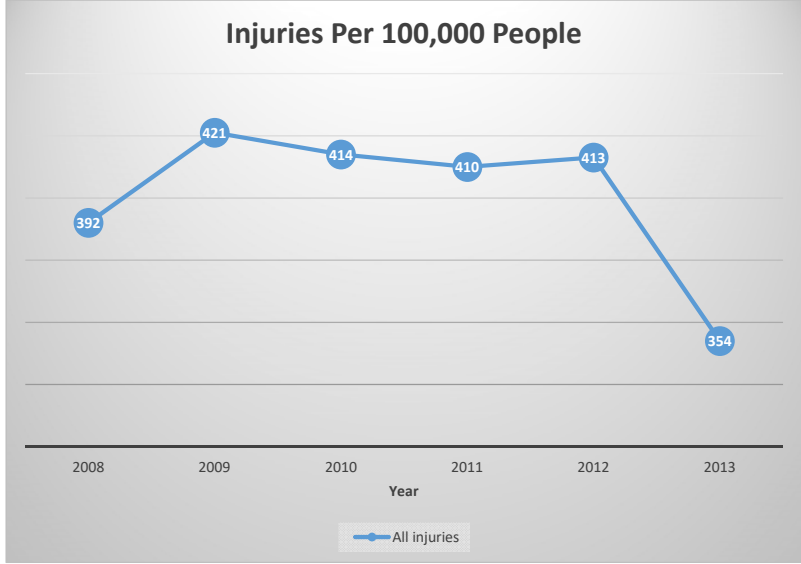


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## Before Implementation of LRSS!

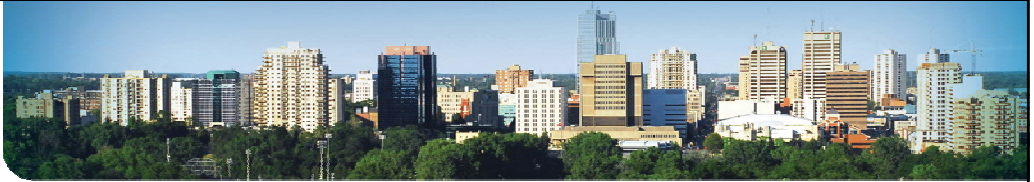
### Injuries Per 100,000 People



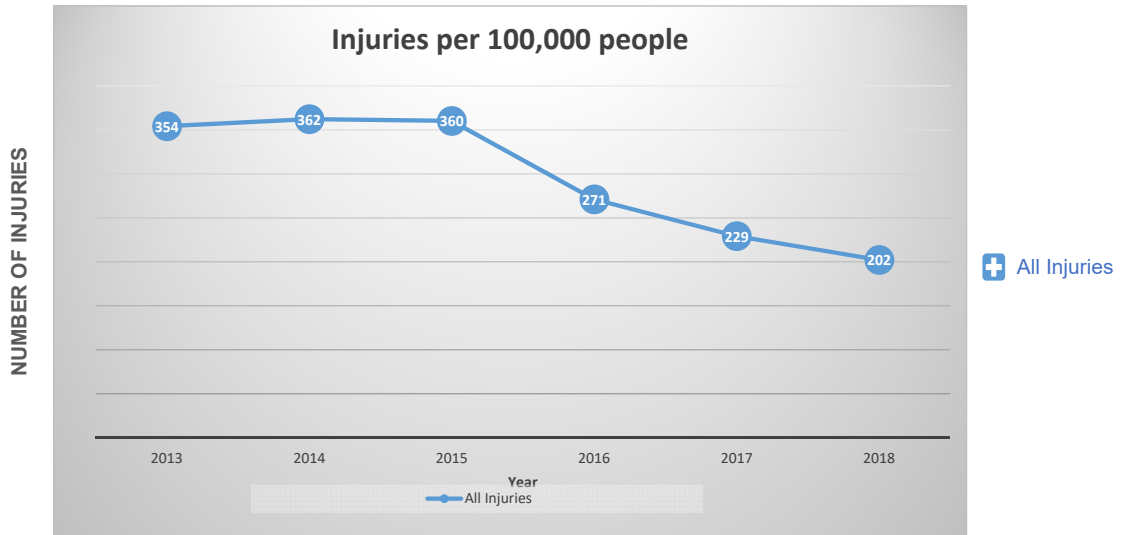
Year	Number of Injuries (per 100,000 people)
2008	392
2009	421
2010	414
2011	410
2012	413
2013	354

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# Item 2.1



## After Implementation of LRSS!

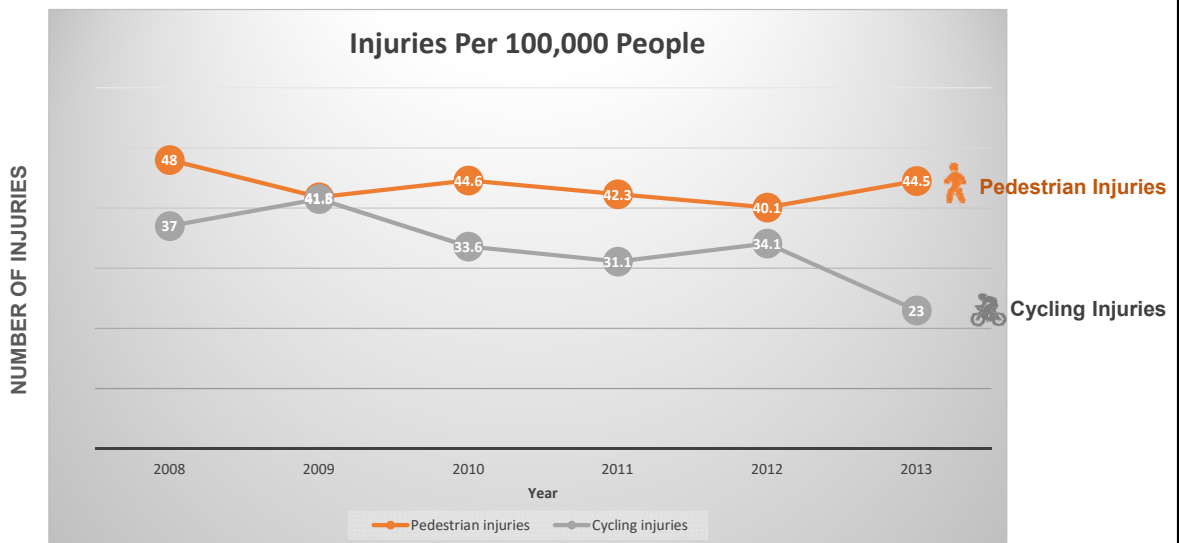


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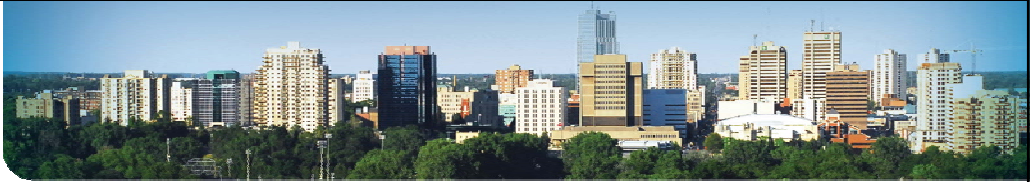
## Before Implementation of LRSS!



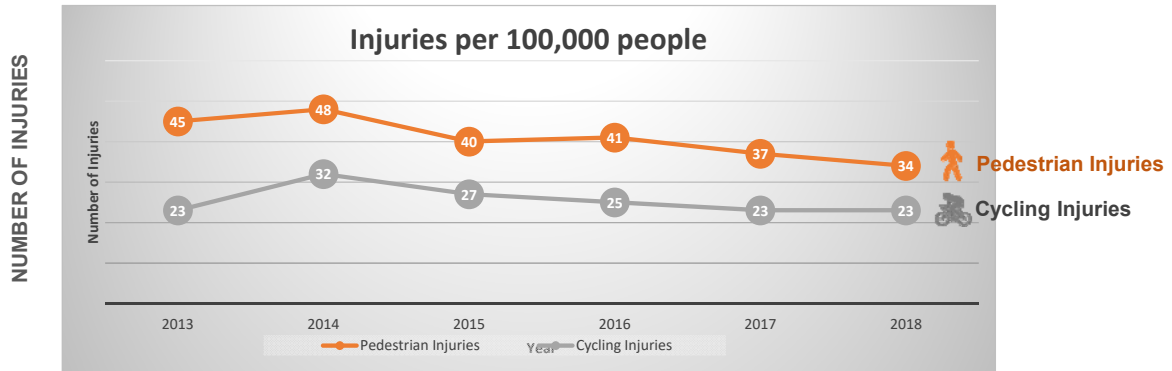
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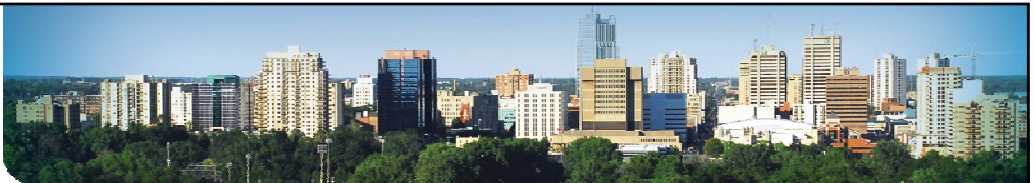
# Item 2.1



## After Implementation of LRSS!



How did we do it?



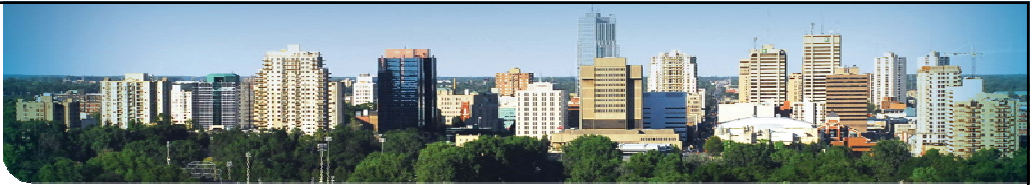
## Implementation 2014 - 2019

### Engineering

- Complete Streets
- Network screening
- Red Light Cameras
- Cycling Master Plan
- Peds' Crossovers / Book 15
- Cycling Facilities / Book 18
- Updated Traffic Calming Guidelines



# Item 2.1



## Implementation 2014 - 2019

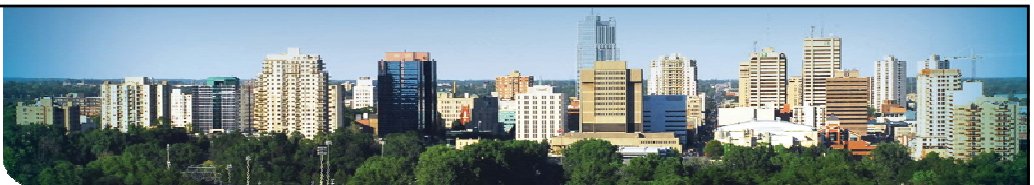
### Engineering

- Designated-(Bike/Buffered bike lanes, Paved Shoulders): **82.1 km**
- Protected-(Cycle Tracks): **4.9 Km**
- Installed **116** Pedestrian Crossovers (PXO's)
- Installed Advance Street Name signs at more than **30** intersections



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## Implementation 2014 - 2019

### Engineering

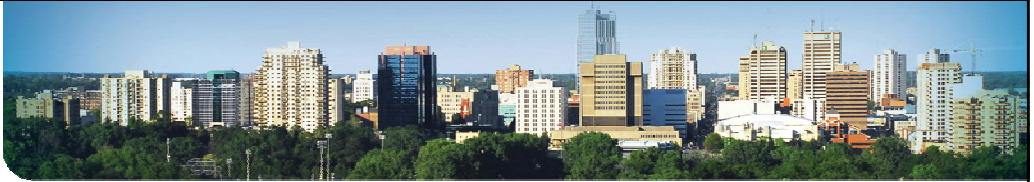
- Installed **10** Red Light Cameras
- Implemented **40 km/h** school zones
- Traffic LED Signals Improvement Program - Middlesex County
- Recently, Council approved the **Automated Speed Enforcement** in school zones



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# Item 2.1



## Implementation 2014 - 2019

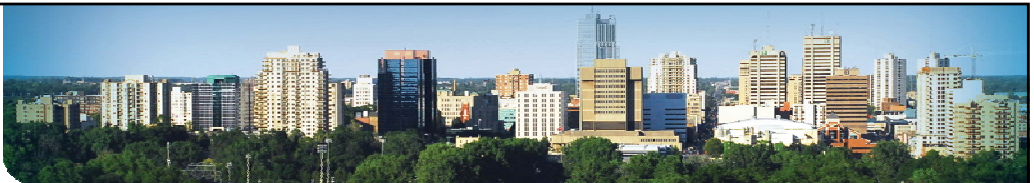
### ☐ Enforcement

- Pro-active Enforcement Program
- Unmarked Enforcement of Distracted Driving
- PXO enforcement
- Safe Routes to elementary and secondary school program by Middlesex OPP



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## Implementation 2014 - 2019

### ☐ Education

- completed **15** neighbourhood audits
- IMPACT for Young Drivers- more than **8,000** high school students reached
- Buckle Up Phone Down Campaign
- Safe Winter Driving Campaign
- Active and Safe Routes to School (ASRTS)



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# Item 2.1

## Implementation 2014 - 2019

### Supportive Campaigns: Distracted/Aggressive Drivers

**Phase 1: Dec 2014-Feb 2015**

**Cineplex Evaluation**  
Invested: \$16,313.25  
Nov 28, 2014- Jan 1, 2015 = 35 days

- 3 Locations in Ontario on 31 Screens
- 30 second spot ran 1 time prior to each film on each screen
- The attendance :
- 159,276 at the Cineplex locations.
- 16,285 at the Landmark location.
- 159,276 views of Lobby screens at Cineplex locations

**Phase 2: May 2015**  
Invested : \$9,288.56

- 1 location Silver City Masonville
- 30 second spot within 10 minutes to show-time
- Evaluation Survey conducted after movie

  
Josh's Story

  
Impact

  
Distracted Driving  
You are 23x more likely to be in a collision if you text and drive.  
BUCKLE UP  
PHONE DOWN  
Distracted driving caused 17% of the crashes in Ontario in 2013.  
www.london.ca/josh  
www.london.ca/distracted-driving  
#PhoneDownLdn

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## Implementation 2014 - 2019

### Supportive Campaigns: Pedestrians

### LEGO Pedestrian Crossover Video

Educational video for Crossing safely at PXO!

[http://www.london.ca/residents/Roads-Transportation/traffic-management/PublishingImages/MLHU%20-%20Crossing%20Safely%20at%20Pedestrian%20Crossovers-SUBTITLE-21December17%20\(1\).mp4](http://www.london.ca/residents/Roads-Transportation/traffic-management/PublishingImages/MLHU%20-%20Crossing%20Safely%20at%20Pedestrian%20Crossovers-SUBTITLE-21December17%20(1).mp4)

  
Tony the Street-Wise Cat  
Presents:  
Crossing Safely at:  
Roundabouts

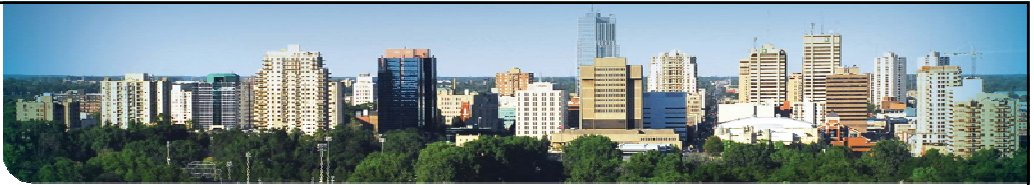
  
STOP FOR PEDESTRIANS  
and it may or may not have a flashing light on it.

  
Make eye-contact with the pedestrian.

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# Item 2.1



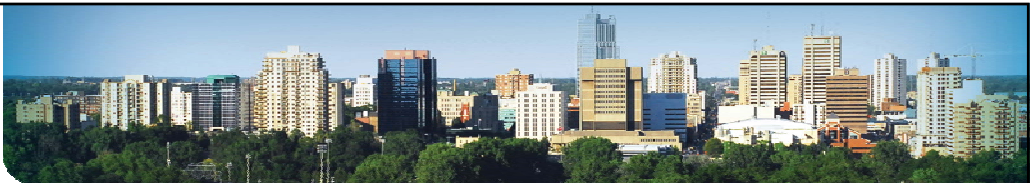
## Implementation 2014 - 2019

### Supportive Campaigns: Cyclists



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### VISION ZERO PRINCIPLES

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

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# Item 2.1




## Implementation 2014 - 2019

**Supportive Campaigns:  
Drivers**











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## Road Safety Strategy-Vision Zero

### Injuries Per 100,000 People



Year	All Injuries	Pedestrian Injuries	Cyclist Injuries
2008	392	39	1.8
2009	421	41.8	1.8
2010	414	39.6	1.8
2011	410	42.7	1.8
2012	413	40.1	1.8
2013	354	44.5	2.5
2014	362	39	1.8
2015	360	40	1.8
2016	271	41	2.5
2017	229	37	1.8
2018	202	34	1.8

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# Item 2.1



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## Steps to Next Generation LRSS

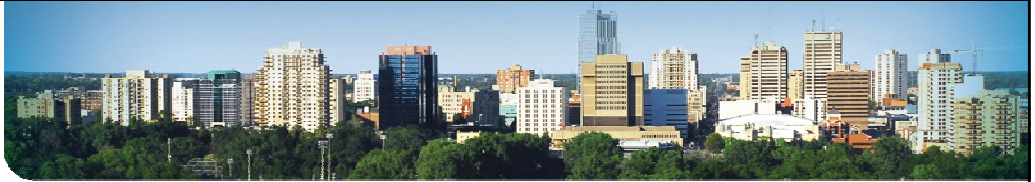
- Build on the success of the London Road Safety Strategy 2014-2019
- Explore Vision Zero Canada for best practices to improve road safety for pedestrians and cyclists.
- Develop Mission, Vision & Goal
- Broaden the E's
- Develop countermeasures
- Assess the capacity to deliver service



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# Item 2.1



## Questions!



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# Item 4.2

## Report of the Cycling Master Plan Working Group

We would like to provide an update with regards to the status of the report that was presented at last month's meeting. At the October CAC meeting, the working group tabled the Cycling Master Plan report by the working group, and we would like to read the results of that report into the official record.

1. At the Civic Works Committee meeting on October 22, 2019, the following motion was passed: "CAC report BE REFERRED to the Civic Administration for consideration and action, as appropriate."
2. At the Council meeting on October 29, 2019, the following motion was passed: "That Item 2.9 of the 14th Report of the Civic Works Committee BE AMENDED to add the following new part c):  
'c) the initial staff report related to the Climate Emergency Declaration BE DIRECTED to the Strategic Priorities and Policy Committee.'"

We would like to point out that the amendment referenced by Council was not related to our report, but another report from staff. The portion of the Civic Works report relating to our report was passed as submitted. In the Council meeting, our report received overwhelmingly positive feedback from both staff and Councillors, specifically with comments thanking us for our work. The working group did take note of the feedback offered by Councillor Morgan regarding the implementation of a work plan for this committee. This advice is received and will be taken into account in future work of the working group.

In addition to the public support that the report received, a letter was sent by Vélo Canada Bikes to Mayor Holder, copied to the Civic Works Committee. While they noted that they do not normally take the time to weigh in on local-level policy decisions, they felt that our report deserved "a second look for national significance". While the full content of the letter is attached, we want to highlight one short passage from the letter:

*"The Cycling Advisory Committee's work is indeed a shining example. We intend to share the report across Canada with like-minded groups and committees as an inspiration. We know that there are numerous cities like yours and groups like theirs that will get a head start by reviewing its structure, methodology and recommendations. The people of London must consider themselves extremely lucky to have such a body able to contribute so meaningfully on what is likely very limited if any resources."*

The working group is completely satisfied with the actions taken by the Civic Works Committee and Council with regards to this report. The report has been received by staff and we look forward to hearing their feedback, and providing any further input as requested. We expect that staff is going to further engage with us on the basis of this report, which will provide a real opportunity for consultation with regards to the Climate Emergency declaration and Vision Zero policy, as they relate to cycling.

We plan to have another working group meeting where we will invite city staff and other committees that may be impacted by this report. We plan to schedule this for the New Year.

We also have received a verbal invite from Dan Foster, Chair, Transportation Advisory Committee, to give a presentation. Mr. Foster read the report and has questions. He has put those wheels in motion and will wait for TAC's formal request.

## Item 4.2



October 29, 2019

His Worship Mayor Ed Holder,

On behalf of Velo Canada Bikes, a nationally incorporated member organization committed to seeing best practices in cycling adopted everywhere in Canada and Canada's voice for recreational and transportation-focused cycling at the federal level, we would like to offer an unusually strong endorsement of the report and work put forward by London's Cycling Advisory Committee on October 16th 2019.

This important and unique piece of policy development is a remarkable example of citizen involvement, evidence-based decision-making and clear determination. It demonstrates how the City of London must take action if it wants to achieve key climate change goals shared not just by its citizens, but by all Canadians and people all over the planet.

London is not alone. Like many cities and provinces across Canada, the status quo in transportation planning is insufficient and has been for decades. Like many cities, the current path being taken will not be enough for London to meet its own climate targets, let alone be seen as a leader across Canada. We think this is an opportunity.

Normally, Velo Canada Bikes does not take the time to weigh in on local-level policy decisions, but we are a nation in search of leadership. These are unusual times. Importantly, a few of our directors and members felt strongly that this report was special and prompted us to take a second look for national significance. They felt we should view not just as the work of another passionate group, but as a message of hope and something of a first.

We agree.

## Item 4.2

The Cycling Advisory Committee's work is indeed a shining example. We intend to share the report across Canada with like-minded groups and committees as inspiration. We know that there are numerous cities like yours and groups like theirs that will get a head start by reviewing its structure, methodology and recommendations. The people of London must consider themselves extremely lucky to have such a body able to contribute so meaningfully on what is likely very limited if any resources.

What they are demanding is no longer groundbreaking. Creating a network of cycling infrastructure suitable for all ages and abilities with a sense of urgency is indeed quite possible. Around the world, whether it is Seville, Spain, or Montreal, Quebec or Calgary, Alberta you will find examples where a motivated government body has been able to lead the way. Each time, the average person has always responded, leading to drastic increases in ridership. This should no longer surprise anyone. No matter where you are in Canada, the latent demand for safe cycling is high and always the same.

We strongly urge you to implement the recommendations of the report and, further, to build on its spirit. Something special is clearly happening in London. We urge you to take advantage of this opportunity to leverage your advisors and set London apart as a leader. Give other cities across Canada hope that we can, when we need to, act quickly and decisively to create, in the words of your local advocacy organization, "a world worth living in" where safe streets are the norm, where more money is spent locally and where you - and people across Canada - can look forward to a future of improve our health and well-being, forever.

Please consider Velo Canada Bikes as your ally in this struggle. We see our role as helping all municipalities, provinces, first nations, and federal government departments and agencies find ways to work together to make a Bike Friendly Canada happen for us all.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anders Swanson', with a long horizontal flourish extending to the right.

Anders Swanson, Chair

Cc:

Councillor P. Squire (Chair, Civic Works Standing Committee)

Councillor S. Lehman

Councillor S. Lewis

Councilor E. Pelosa

Councillor M. van Holst

Ben Cowie, City of London Cycling Advisory Committee

# Transportation Advisory Committee

## Report

The 11th Meeting of the Transportation Advisory Committee  
November 26, 2019  
Committee Room #4

Attendance PRESENT: D. Foster (Chair), A. Abiola, G. Bikas, D. Doroshenko, B. Gibson, T. Kerr, T. Khan, P. Moore and M. Rice and J. Bunn (Committee Secretary)

ABSENT: M.D. Ross and S. Wraight

ALSO PRESENT: G. Dales, M. Elmadhoon, K. Grabowski, Sgt. S. Harding, T. Hitchon, P. Kavcic, J. Kostyniuk, T. Macbeth, T. MacDaniel, D. MacRae, M. Metcalfe, A. Miller and A. Sones

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

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

G. Bikas discloses a pecuniary interest in Item 3.5 of the 11th Report of the Transportation Advisory Committee, having to do with the Wenige Expressway Bridge and Highbury Avenue Rehabilitations, by indicating that his employer owns property adjacent to the project.

### 2. Scheduled Items

#### 2.1 Veterans Memorial Parkway Extension – Project Update

That it BE NOTED that the presentation, as appended to the agenda, and a delegation from I. Bartlett, Stantec, with respect to a project update on the Veterans Memorial Parkway Extension, was received.

#### 2.2 Municipal Environmental Assessment Process

That it BE NOTED that the attached presentation from A. Sones, Environmental Services Engineer, with respect to the Municipal Environmental Assessment Process, was received.

#### 2.3 Transportation Demand Management Activities – Introduction and Update

That it BE NOTED that the attached presentation from A. Miller, Co-Ordinator, Transportation Demand Management, with respect to and introduction and update on Transportation Demand Management Activities, was received.

#### 2.4 London's Transportation 2018 Emission Information

That it BE NOTED that the attached presentation, and the communication appended to the agenda, from A. Abiola, with respect to London's Transportation 2018 Emission Information, were received.



### **3. Consent**

#### **3.1 10th Report of the Transportation Advisory Committee**

That it BE NOTED that the 10th Report of the Transportation Advisory Committee, from its meeting held on October 22, 2019, was received.

#### **3.2 Municipal Council Resolution - Procurement of an Advanced Traffic Management System and New Traffic Signal Controllers**

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 29, 2019, with respect to the procurement of an Advanced Traffic Management System and new traffic signal controllers, was received.

#### **3.3 Public Meeting Notice - Official Plan Amendment - Revised Victoria Park Area Secondary Plan**

That it BE NOTED that the Public Meeting Notice, dated November 14, 2019, from M. Knieriem, Planner II, with respect to an Official Plan Amendment related to the Revised Victoria Park Area Secondary Plan, was received.

#### **3.4 Stopping and Parking Restrictions in Bicycle Lanes**

That it BE NOTED that the Memo dated November 12, 2019, from Roads and Transportation, Development and Compliance Services, with respect to stopping and parking restrictions in bicycle lanes, was received.

#### **3.5 Wenige Expressway Bridge and Highbury Avenue Rehabilitations**

That it BE NOTED that the Memo dated November 6, 2019, from T. Hitchon, Technologist II, with respect to the Wenige Expressway Bridge and Highbury Avenue rehabilitations, was received.

#### **3.6 Transportation Advisory Committee 2019 Work Plan**

That it BE NOTED that the 2019 Transportation Advisory Committee Work Plan, as at November 2019, was received.

#### **3.7 (ADDED) Notice of Planning Application - Official Plan Amendment - City-Wide Urban Design Guidelines**

That it BE NOTED that the Notice of Planning Application, dated November 21, 2019, from A. Lockwood, Urban Designer, with respect to an Official Plan Amendment related to the City-Wide Urban Design Guidelines, was received.

### **4. Sub-Committees and Working Groups**

#### **4.1 Street Parking Review Working Group Report**

That the Civic Administration BE REQUESTED to review the attached Street Parking Review Working Group Report, from its meeting held on November 6, 2019, and provide the requested statistics to the above-noted Working Group.

**5. Items for Discussion**

None.

**6. Adjournment**

The meeting adjourned at 2:15 PM.



# Municipal Environmental Assessments



Adrienne Sones P.Eng., Environmental Service Engineer  
Transportation Advisory Committee (TAC)  
November 26, 2019

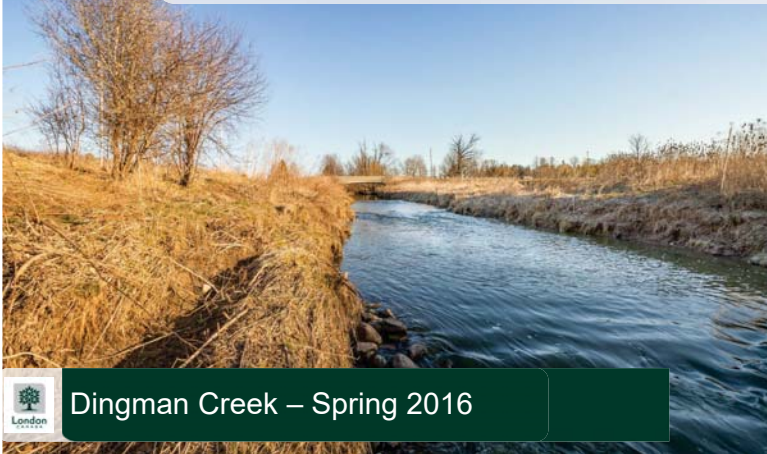


## Outline

- The Environmental Assessment (EA) Act
- The EA Process
- EA Requirements
- Engagement



## Environmental Assessment Act



Dingman Creek – Spring 2016



## Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

### **Purpose:**

*“Betterment of the people of Ontario by providing for the protection, conservation and wise management of Ontario’s environment”*

### **Overall Objective:**

Ensure environmental effects are minimized and appropriate mitigation is proposed

### **Key Definition:**

Environment includes natural, social, cultural, built and economic environments.



## Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

The EA Act applies to enterprises, activities, proposals, plans or programs by a public body;

**Therefore, Municipal Infrastructure is Subject to Ontario EA Act**

- It is illegal to build municipal infrastructure (roads, transit, water, wastewater,) without EA Act approval
- Regardless who is building it



## Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

### **Who Has to Comply?**

- **Those groups who build municipal infrastructure:**
  - Municipalities
  - Ontario Clean Water Agency
  - Public Utility Commission
  - Private Sector (Certain projects with a high environmental impact)



# Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

## How Can One Comply?

- **By carrying out:**
  1. An **Individual** Environmental Assessment (subject to formal government review and approval) for each project [Part II of EA Act]; or
  2. A **Class** Environmental Assessment for municipal projects in accordance with approved "Parent" project [Part II.1 of EA Act]



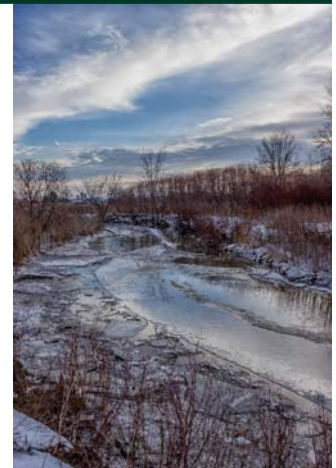
# Municipal Class EA Process

- Municipal Class EA process originally approved in the year 2000.
- Ontario Regulation 334 enables municipalities to follow the approved *Municipal Class EA process* to fulfill EA Act requirements.
- Self assessment process, the proponent is responsible to ensure planning process is followed.
- Typically a consultant is retained by the City to complete the EA requirements.
- Detailed design process follows EA completion.



# Municipal Class EA Process

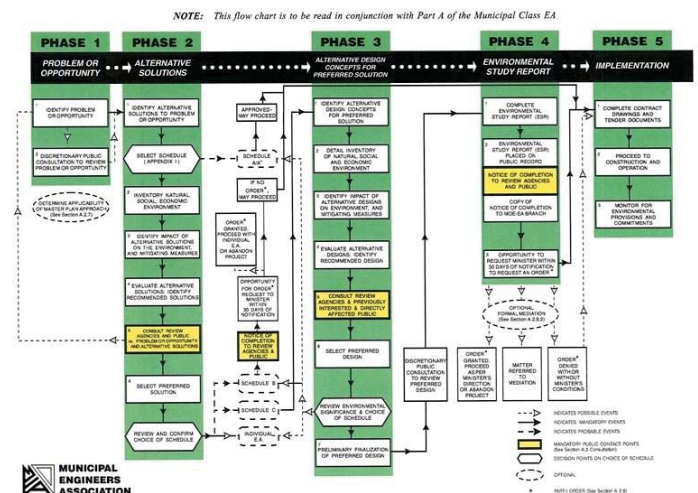
- Key Principles:
  - Public engagement
  - Reasonable range of alternatives
  - Consideration of the effects on all aspects of the environment
  - Systematic evaluation
  - Clear documentation
  - Traceable decision making



# Municipal Class EA Process

Projects are categorized by different schedules: A, A+, B, and C. Based on the project schedule various phases are required.

- Phase 1 - Define problem or opportunity
- Phase 2 - Develop alternative solutions
- Phase 3 - Develop concepts for preferred solution
- Phase 4 - Issue Environmental Study Report
- Phase 5 - Implementation





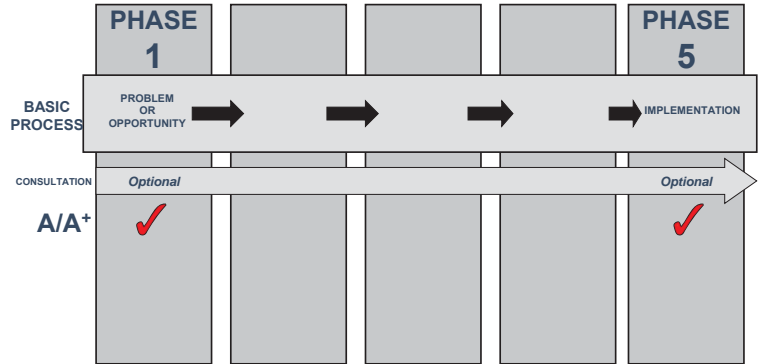
## Schedule A / A+

### Schedule A / A+

- Typically limited in scale
- Minimal adverse environmental effects
- Include normal or emergency operational and maintenance activities
- Pre-approved; proponent may proceed without following procedures set-out in the Municipal Class EA
- A+ projects advise the public prior to implementation
- **Example:** Road resurfacing, sewer reconstruction, reconstructing a failed outlet for a stormwater management pond



## Schedule A / A+

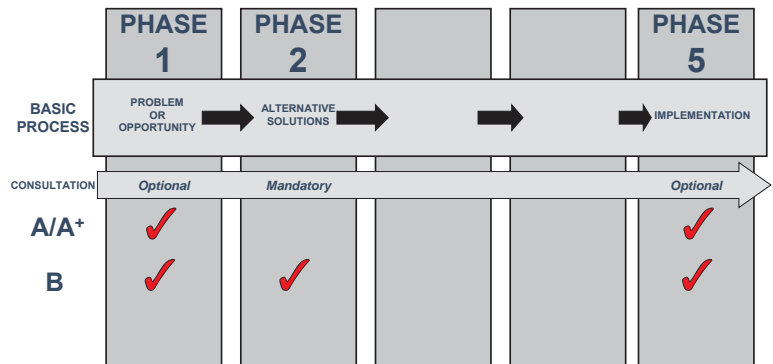


## Schedule B

- Potential for some adverse environmental effects with known mitigation
- Generally include improvements and minor expansions to existing facilities
- Undertake a screening process including mandatory contact with directly affected public and relevant review agencies
- "Project File" is available for a minimum 30 day public review period
- **Example Project:** Road construction or widening <\$2.4m, construct a new stormwater management pond



## Schedule B

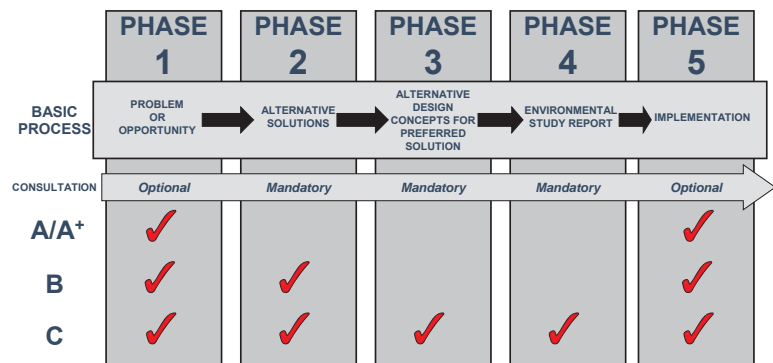


## Schedule C

- Potential for significant environmental effects
- Generally include the construction of new facilities and major expansions to existing facilities
- Must proceed under the full procedures specified in Class EA process
- File Environmental Study Report (ESR) for minimum 30 day public review
- **Example Project:** Construction of new grade separations >\$9.5m, moving an existing watercourse.



## Schedule C





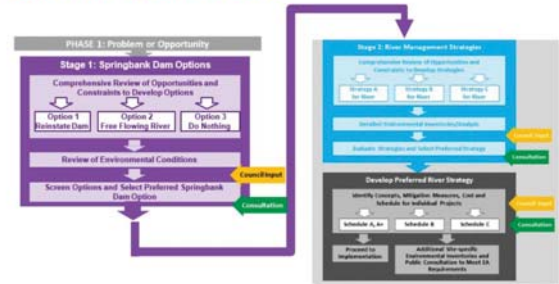
# Master Plans

- Consider systems or groups of related projects.
- Long range infrastructure plans.
- Often integrate existing and future land use planning with EA principles.
- At a minimum address Phases 1 & 2 of the EA process.



# Master Plans – One River

## One River EA Process



# Master Plans

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
<b>BASIC PROCESS</b>	PROBLEM OR OPPORTUNITY	ALTERNATIVE SOLUTIONS	ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION	ENVIRONMENTAL STUDY REPORT	IMPLEMENTATION
<b>Consultation Requirements</b>	Optional	Mandatory	Mandatory	Mandatory	Optional
<b>A/A+</b>	✓				✓
<b>B</b>	✓	✓			✓
<b>C</b>	✓	✓	✓	✓	✓
<b>Master Plans</b>	✓	✓	✓	✓	✓



# Public Engagement

- The proponent develops a consultation plan
- Consultation: is a two-way communications process between the proponent and affected or interested stakeholders
- Mandatory Contact: Phase 2 (alternative solutions), Phase 3 (design concepts or preferred solution), notice of completion
- 30-day review period of EA document



# Appeal Mechanism

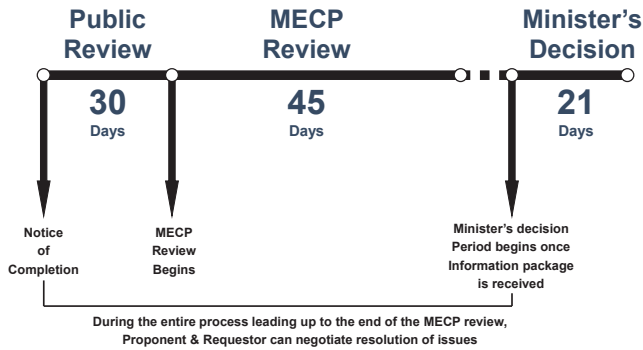
- During the 30 day review period the public can request the Ministry of Environment, Conservation and Parks (MECP) make a **Part II Order Request** to the municipality

### Minister can:

- 1) Deny, with or without Conditions
- 2) Refer matter to mediation
- 3) Order proponent to comply with Part II



## Part II Order – Timeline



## TAC Engagement

- **Role:** to provide recommendations, advice, and information on those specialized matters which relate to the purpose of the advisory committee
- **Mandate:** to advise and support City Council in the implementation of the City's Transportation Master Plan and London Road Safety Strategy by reviewing master planning studies, implementation projects, long term capital plans, land use plans and other planning studies.



## Resources

- Municipal Class Environmental Assessment, YouTube Training Videos (<https://www.youtube.com/user/municipalengineers>)
- Municipal Engineers Association, <http://www.municipalclassea.ca/>





# TDM ACTIVITIES: INTRODUCTION & UPDATE



Transportation Advisory Committee  
November 26, 2019

Jay Stanford, Director,  
Environment, Fleet & Solid Waste  
Allison Miller  
TDM Coordinator



# WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

- Strategies that result in more efficient use of a transportation system
- Encouraging Londoners to use options other than driving alone or . . . . *driving at all!*
- More than just weekday peak trips
- Part of an active lifestyle

Over the last few years cycling has been a priority and taken up a larger share of time.



# GOALS OF TDM

## ✓ Reduce

- Reliance on single occupancy vehicles (SOV)
- Vehicle kilometres travelled (VKT)
- Capital expenditures
- Maintenance costs
- Traffic congestion
- GHG emissions



## ✓ Improve

- Traffic safety
- Air quality
- Health



# TDM IN SMART MOVES 2030 TMP (AS OF 2013)

## Priority Action Areas:

- *Strengthen Policy Support*
- *Promote Sustainable Travel for all Time Periods*
- *Target Commuter Travel*
- *Target School Travel*
- *Increase Investment in AT Infrastructure*
- *Use Parking to Support Transit, AT, and TDM*

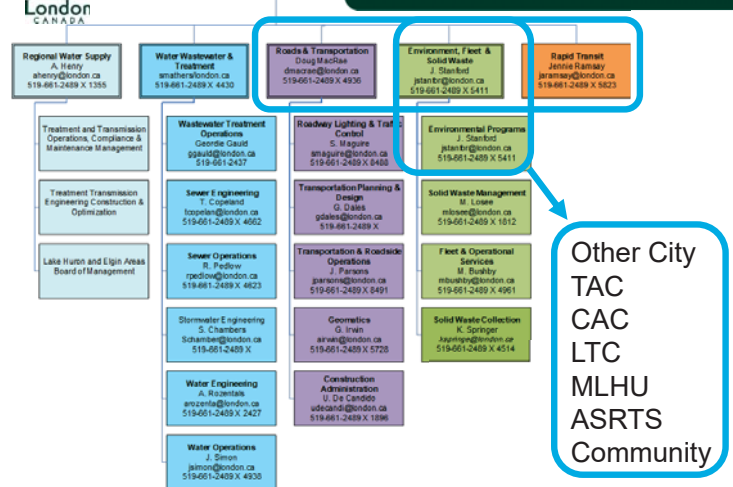


# PAST TAC TDM WORK EXAMPLES

- Developed list of local workplaces to target with Business Travel Wise Program (*early 2000s*)
- Struck an AT/TDM Working Group (*2015*)
- Included TDM projects in committee workplan (*2018-present*)
- Committee asked to participate in specific TDM projects (*ongoing*)
- Committee asked generally how they'd like to be involved in TDM activities (*ongoing*)



# WHERE DOES TDM FIT INTO THE CITY?







# TRANSPORTATION MANAGEMENT ASSOCIATION

## Workplan item 18.11

- TMA is usually a non-profit, member-controlled organization that provides transportation services in a particular area or areas
- Feasibility Study just started; based in part on past work in the Oxford East business area
- Define location(s), governance models, and current context and programming



## Workplan item 18.12

- Ontario Trillium Foundation-funded project
- Lead is SustainMobility – delivers TMA programs in GTA
- 6 other municipalities
- Commuter programs and supports to be Londonized
- Includes a Guaranteed Ride Home Program (stumbling block to more carpooling and cycling)



**BE PART OF THE SOLUTION**  
 ONTARIO'S COMMUNITIES ARE COMING TOGETHER TO REDUCE 20,000,000 KM OF VEHICLE TRAVEL!



# BIKE SHARE BUSINESS CASE

- Supports “1st/last mile” transit trips and extends walk-shed
- Background details and preliminary analysis completed
- Implementing a RFP to obtain pricing and a vendor
- Proposed launch Summer 2020



# REGIONAL RIDESHARE

## Background

- Carpool promotion since 2007
- Expanded regionally in 2015
- Share costs based on population as percentage of the whole
- Developed new brand and coordinated marketing
- Continue to seek more partners and participating employers
- CityStudio project evaluating post-secondary student use

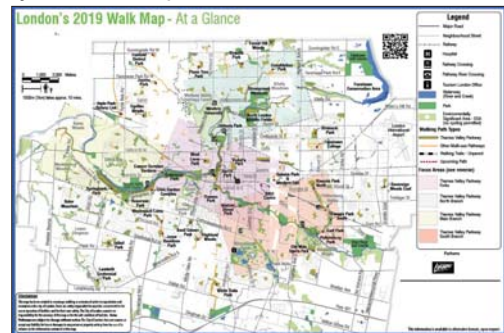


Program is evolving

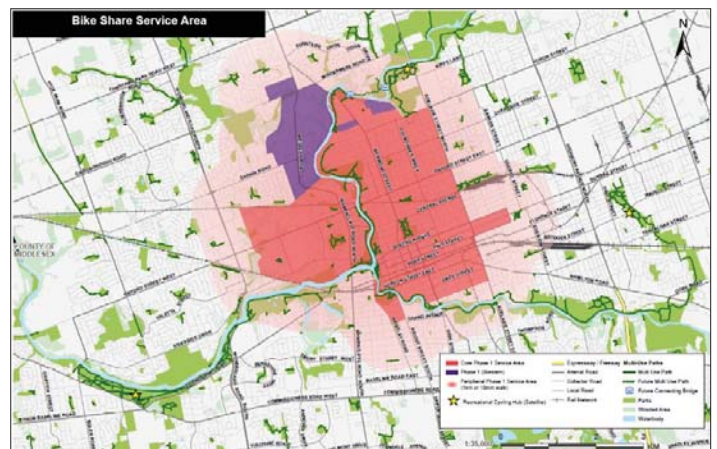


# UPDATED BIKE & WALK MAPS

- Worked with Fanshawe College
- Wide distribution through Libraries, Tourism London, employers and shops



# BIKE SHARE – SERVICE AREA





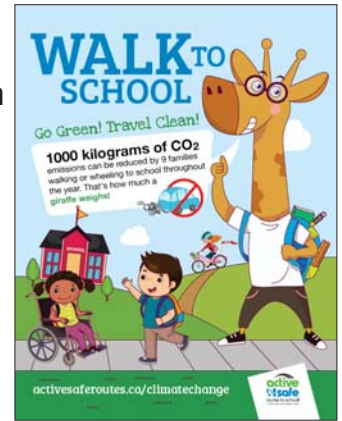
# MEASURING

- For Cycling: Listed in the Strategic Plan - Prepare background methodology, an approach to monitoring and implement
- We need more information in these areas:
  - GHGs
  - # of pedestrians, desire lines, and who is walking/wants to walk
  - More surveys (cycling and introduce walking survey)
  - TMA measurement



# PARTNER SUPPORT - WALKING

ELMO ASRTS active member and support for Climate Change campaign



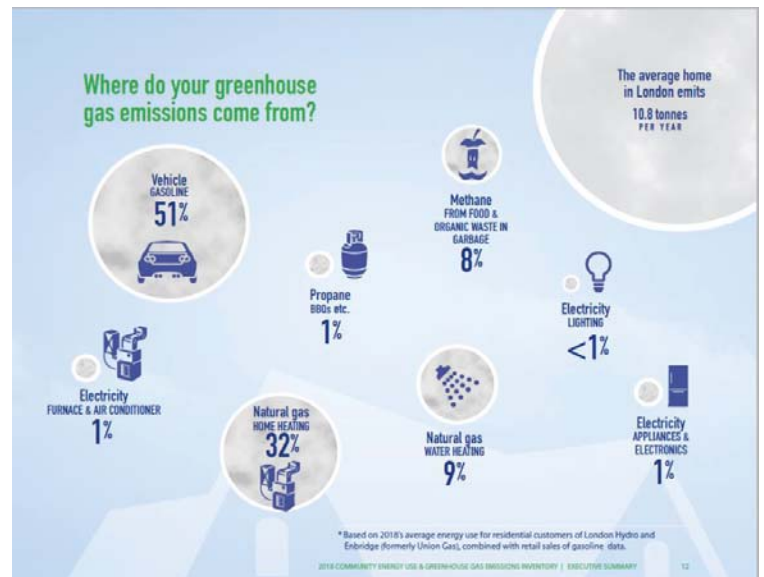
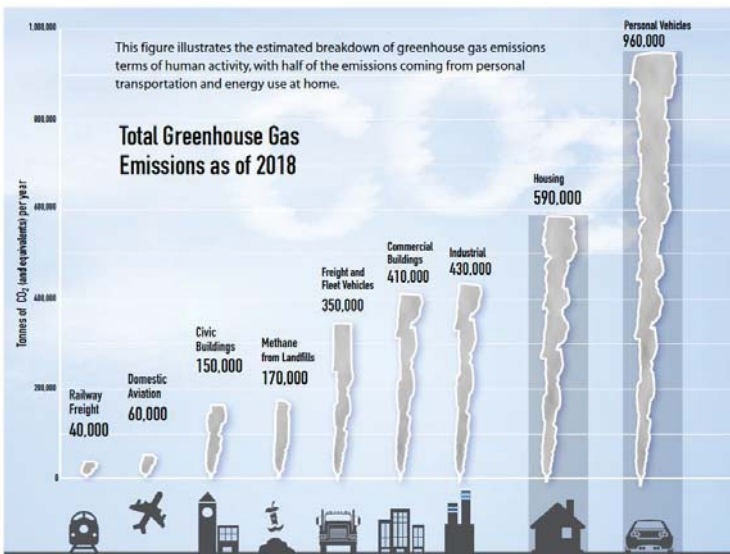
# PARTNER SUPPORT - CYCLING

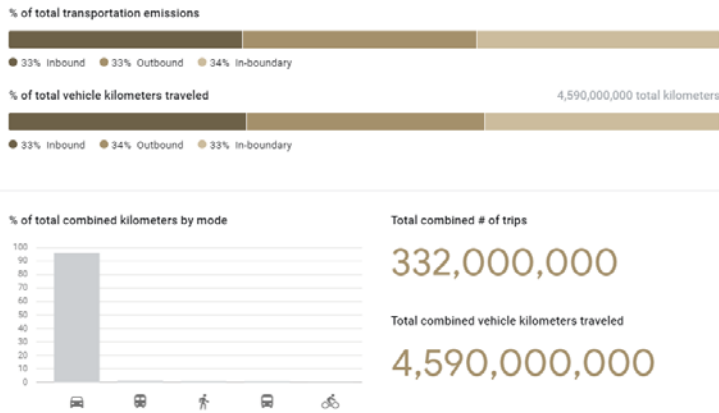
- London Celebrates Cycling
- CAN Bike
- Big Bike Giveaway



# PARTNER SUPPORT - TDM

- MLHU
- LTC
- Businesses





## GHG REDUCTION ACTIONS - CLIMATE EMERGENCY

### What can London's Businesses & Employers do immediately?

- Invest in energy efficiency measures for buildings and processes
- Apply green procurement strategies to the supply chain
- Invest in **green fleet measures**
- Reduce business travel, especially by air, through webinars and video conferences. If business travel is required, consider carbon offsetting
- Reduce employee commuting – promote cycling, **transit, carpooling, telework (Commute Ontario)**



## GHG REDUCTION ACTIONS - CLIMATE EMERGENCY

From 2018 Community Energy Use & GHG Inventory Report to CWC, October 22/19

### What can Londoners do immediately?

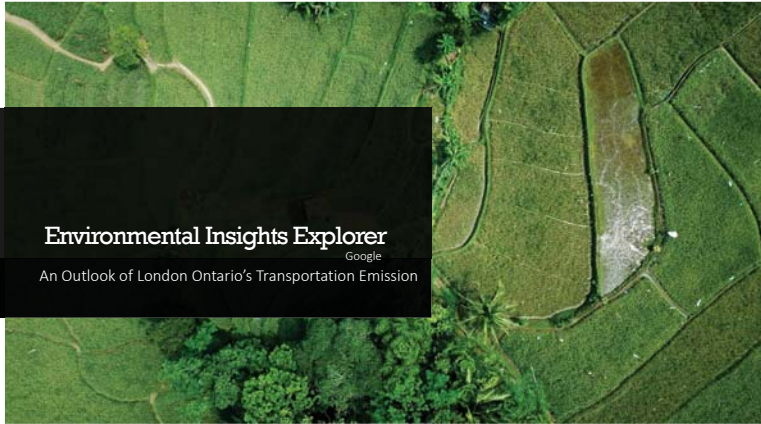
- **Drive less (or not at all)** – make more trips by **walking, cycling, transit, carpooling (Commute Ontario)**
- If you must own a vehicle, own an electric or hybrid vehicle, or a very fuel efficient one
- Make your home more energy efficient – and work towards net-zero energy
- Reduce food waste, especially for high-impact foods such as red meat and dairy
- Go local – for food, for products, for vacations



## QUESTIONS

- Now
- January TAC Meeting
- At a Sub-committee or Working Group meeting





## Outline

- 2018 GHG Measurements strategies
- London's Climate Emergency
- EIE Data for London
- How We Compare & Recommendation



Ayo Daniel Abiola, P.Eng



City of London GHG Inventory Report  
Environmental Insights Explorer

Ayo Daniel Abiola, P.Eng

## Strategies for 2018 data

### GHG Inventory Report

- London 2018 Inventory Report Reference (released Oct. 2019)
- Sums emissions based on:
  - Fuel sold at gas stations
  - Road freight transport
  - Corporate fleets
  - London Transit
  - Railway freight transport
  - Domestic aviation

### Environmental Insights Explorer

- Trips across 4 modes that are locally and continuously measured by Google
  - Taken within a city boundary
  - Crossing the city boundary,
- Then applies the CURB tool's regional estimate for fuel use to measure emissions.
- Zero (0) emissions for walking and cycling
- Car and Transit trips have emission numbers

Ayo Daniel Abiola, P.Eng

## Emission Values for 2018

GHG Inventory Report

**1380** KtCO<sub>2</sub>e

- Includes fuel sold at gas stations, that may be burned outside city boundaries
- Domestic aviation included

Environmental Insights Explorer

**1200** ktCO<sub>2</sub>e

- Trips within boundary only
- Domestic aviation not measured

Ayo Daniel Abiola, P.Eng

## Environmental Insights Explorer



- We can be comfortable with the EIE emission report values
- The EIE data validated well with Ground Truth Road Sensors sampling 120,000 vehicles in Boulder, CO and Mountain View, CA (0.91 – 0.99 Correlation)
- More cities are getting added – a great basis for comparison

Ayo Daniel Abiola, P.Eng



## Climate Emergency

London, Ontario is one of over 1,200 jurisdictions across the world that have declared a climate emergency

The Climate Emergency declaration  
The Climate Emergency aligns with the TAC Mandate

Ayo Daniel Abiola, P.Eng 

Photo Credit: Scott Web Photography

## The Climate Emergency



- “WHEREAS climate change is currently contributing to billions of dollars in property and infrastructure damage...
- BE DECLARED by the City of London for the purposes of naming, framing, and **deepening our commitment to protecting** our economy, our eco systems, and our community from climate change.

Ayo Daniel Abiola, P.Eng 

## Climate Emergency Declaration Aligned with TAC Mandate



- Mandate is to advise and support City Council in the implementation of the City's Transportation Master Plan (TMP)
- The 5 TMP smart moves:
  - **Rethinking Growth** to Support the Transportation Master Plan
  - Taking **Transit** to the Next Level
  - Actively **Managing Transportation Demand**
  - Greater **Investment in Cycling and Walking Infrastructure**
  - More **Strategic Program of Road Network Improvements**
- The 5 Smart Moves provides overall environmental benefits towards our Climate Emergency Declaration Goals

Ayo Daniel Abiola, P.Eng 

# CO<sub>2</sub>



## The EIE Data for London

London, Ontario is the first city in Ontario and one of few in Canada to have emission estimates on the Environmental Insights Explorer.

2018 Transportation Emission Data from the EIE

Ayo Daniel Abiola, P.Eng 

## 2018 Transportation Emissions

### Transportation emissions

1,200,000  
Total CO<sub>2</sub>e per year

Total combined # of trips  
332,000,000

Total combined vehicle kilometers travelled  
4,590,000,000

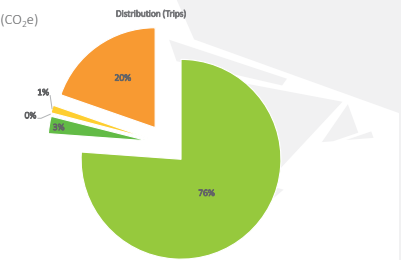
In-boundary emissions			
Google estimate			
412,000 Total CO <sub>2</sub> e per year			
Mode	Total distance travelled* Total km	Average vehicle efficiency km/L	Average city emissions factor CO <sub>2</sub> e/L
Automobile	142000000	8.8	0.002
Bus	4530000	2.2	0.002
Cycling	1220000	-	0
On foot	1930000	-	0

Ayo Daniel Abiola, P.Eng 

## 2018 EIE Data - Trips and Emissions

Breakdown of trips across modes and associated emission (CO<sub>2</sub>e)

	Number of trips	Emission CO <sub>2</sub> e	% of Emissions
Automobile	252,175,533	1,135,444.14	95%
Transit	9,278,506	47,086.03	4%
Rail*	388,581	14,952.72	< 1%
Cycling	4,168,745	0	0%
Walking	65,140,316	0	0%



70% of trips (Automobile) responsible for 95% of Transportation emissions.  
 \* Make fewer automobile trips  
 \* Increase share of zero or lower emission modes  
 \* Adopt greener automobile options

\* Freight only

Ayo Daniel Abiola, P.Eng 



## What else?

A look at opportunities from the EIE data and my recommendations for this TAC

How we compare Recommendation



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Photo Credit: Scott Web Photography

## Victoria, BC, Calgary, AB and Saskatoon, SK

London 2018 Emission Data compared to select Canadian Cities

	All Trips (All Modes)			In-boundary Trips			
	Trips	Emissions kCO <sub>2</sub> e	Largest Emission Mode/%/Value	Trips (All modes)	Emissions kCO <sub>2</sub> e	Automobile Emission / %	% Emissions
London ON	332,000,000	1,200	Auto / 95% / 1,135	283,000,000	412	365 / 89%	34%
Victoria BC	150,000,000	4,900	Ferry / 95% / 4,662	86,200,000	32.7	25 / 77%	< 1%
Calgary AB	1,150,000,000	3,410	Auto / 95% / 3,240	1,040,000,000	2,040	1,870 / 92%	60%
Saskatoon SK	241,000,000	800	Auto / 98% / 784	204,000,000	295	278 / 94%	37%

Ayo Daniel Abiola, P.Eng 15

## Boulder, USA, Dublin, Ireland, and Melbourne, Australia

London 2018 Emission Data compared to select US and International Cities

	All Trips (All Modes)			In-boundary Trips			
	Trips	Emissions kCO <sub>2</sub> e	Largest Emission Mode/%/Value	Trips (All modes) /%	Emissions kCO <sub>2</sub> e	Automobile Emission / %	% of Total Emissions
London ON	332,000,000	1,200	Auto / 95% / 1,135	283,000,000	412	365 / 89%	34%
Boulder, USA	199,000,000	741	Auto / 97% / 721	118,000,000	91	86.5 / 96%	12%
Dublin, Ireland	859,000,000	1,480	Auto / 59% / 877	614,000,000	240	150 / 63%	16%
Melbourne, Australia	538,000,000	1,010	Auto / 64% / 651	281,000,000	38	38 / 100%	4%

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Photo Credit: Scott Web Photography

## London, Ontario v Melbourne, Australia

	Trips	Emissions kCO <sub>2</sub> e	Largest Emission Mode/%/Value	Automobile Emission / %	Population	Area (sq. miles)	Density
London ON	332,000,000	1,200	Auto / 95% / 1,135	365 / 89%	380,000	803	6,180/sq mi
Melbourne, Australia	538,000,000	1,010	Auto / 64% / 651	38 / 100%	4,970,000	162	2,365/sq mi

Other Transport Modes in Melbourne:

- In-Tram: 0% Direct Emissions
- Rail: 35% of Emissions
- Bus: 4% of emissions

Ayo Daniel Abiola, P.Eng 17

## Emerging Questions

1. What level of reduction in transportation related emissions best meets the city's overall targets under the Climate Emergency?
2. What mix of transportation modes best help to meet the objectives of current and future transportation master plans?
3. How can the Transportation Advisory Committee aid Council and the city to answer the first two questions?



Ayo Daniel Abiola, P.Eng 18

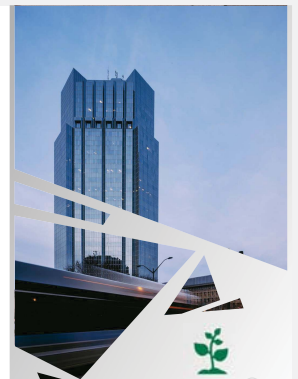
Photo Credit: Scott Web Photography

## Recommendation

Establish a **collaborative working group** together with the other committee(s) having direct/indirect interests on transportation-related greenhouse gas emissions



- **Timeframe**  
Current time until the next TMP
- **Strategic Alignment**  
Building a Sustainable City



Ayo Daniel Abiola, P.Eng 19

Photo Credit: Scott Web Photography

## **Transportation Advisory Committee Working Group 19.10**

1<sup>st</sup> Meeting of Working Group 19.10 – Street Parking Review

November 6<sup>th</sup>, 2019

12:15pm

Committee Room #1

**Attended:** Brian Gibson – Member TAC

Cat Dunne – Vice-President University Students Council

Dan Foster – Chair TAC

Shawn Lewis – Councillor Ward 2

### **Discussion of Issues Presented:**

- S. Lewis discussed the proposal he put forward to London City Council’s Civic Works Committee and the goals that were included in the proposal.
- It was noted that the City hosts a parking ban on streets City Wide from 3am-5am year-round; but only issues overnight parking passes from Labour Day – Victoria Day each year.
- It was mentioned that the 12-hour maximum of consecutive street parking in the same space (within the same block) is too short.
- It was mentioned that the maximum allotment of overnight parking passes from September – May (15 passes) is not enough.
  - o It was proposed about entertaining the possibilities of introducing additional passes on a cost-recovery basis.
- It was discussed about the neighbourhood roads in the immediate Western University area where street parking is prohibited in its entirety or during peak hours.
- It was presented that the Labour Day – Victoria Day overnight street parking ban is too long of a time frame.

### **Scope of Working Group**

Working Group 19.10 determined that the scope of this sub-committee will focus on:

- o Reviewing and providing advice on expanding the 12-hour street parking maximum on streets where permitted.
- o Reviewing restricted street-parking on the following streets in the immediate Western University Area:
  - Beaufort Street
  - Bernard Avenue
  - Brescia Lane
  - Canterbury Road
  - Cedar Avenue
  - Coombs Avenue
  - Corley Drive
  - Edgar Drive
  - Essex Street
  - Fox Avenue
  - Gunn Street

- Hollywood Crescent
- Irwin Street
- Kininvie Drive
- Neville Drive
- McDonald Avenue
- Parkdale Crescent
- Ramsay Road
- Raymond Avenue
- Saunby Street
- Stirrup Court
- Tamblyn Drive
- The Parkway
- Trott Drive
- Westchester Drive
- Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
- Reviewing and providing advice on providing overnight parking passes year-round instead of during the Overnight Parking Ban period.
- Reviewing and providing advice on providing additional overnight parking passes (beyond the allotted 15) on a cost-recovery basis.
- Reviewing and providing advice on shorting the overnight parking ban period from Labour Day-Victoria Day.

**Motion:**

Through the Chair of the Transportation Advisory Committee, TAC Working Group 19.10 requests for a motion that the following statistics be provided by City Staff to the Transportation Advisory Committee (and ultimately TAC Working Group 19.10) through the Civic Works Committee.

TAC Working Group 19.10 requests for the following statistics on:

- How many Parking Tickets have been issued each year from 2015 to the current day in 2019 for exceeding the maximum 12-hour parking timeframe within city limits.
- How many Parking Tickets have been issued AND complaints have been filed each year from 2015 to the current day in 2019 for parking where prohibited on the following streets:
  - Beaufort Street
  - Bernard Avenue
  - Brescia Lane
  - Canterbury Road
  - Cedar Avenue
  - Coombs Avenue
  - Corley Drive
  - Edgar Drive
  - Essex Street
  - Fox Avenue



- Gunn Street
  - Hollywood Crescent
  - Irwin Street
  - Kininvie Drive
  - Neville Drive
  - McDonald Avenue
  - Parkdale Crescent
  - Ramsay Road
  - Raymond Avenue
  - Saunby Street
  - Stirrup Court
  - Tamblyn Drive
  - The Parkway
  - Trott Drive
  - Westchester Drive
  - Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
- How many Parking Tickets have been issued AND complaints have been filed each year from 2015 to the current day in 2019 for parked motor vehicles on both Front Yards and City Boulevards (as defined in the Residential Front Yard and Boulevard Parking Policy) on the following streets:
- Beaufort Street
  - Bernard Avenue
  - Brescia Lane
  - Canterbury Road
  - Cedar Avenue
  - Coombs Avenue
  - Corley Drive
  - Edgar Drive
  - Essex Street
  - Fox Avenue
  - Gunn Street
  - Hollywood Crescent
  - Irwin Street
  - Kininvie Drive
  - Neville Drive
  - McDonald Avenue
  - Parkdale Crescent
  - Ramsay Road
  - Raymond Avenue
  - Saunby Street
  - Stirrup Court
  - Tamblyn Drive
  - The Parkway
  - Trott Drive
  - Westchester Drive

- Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
- How many individual License Plates have registered for an overnight parking pass each year from 2015 to the current day in 2019 AND
  - How many of these individual license plates maxed out at 15 passes each year from 2015 to the current day in 2019.
  - How many passes have been issued in total each year from 2015 to the current day in 2019.
- How much each overnight parking pass costs the City of London to be issued.

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON TUESDAY, JANUARY 7, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>APPOINTMENT OF CONSULTING ENGINEER RFP 19-56: SUPERVISORY CONTROL AND DATA ACQUISITION SYSTEM INTEGRATION FOR THE GREENWAY ORGANIC RANKINE CYCLE ENGINE SYSTEM</b>

<b>RECOMMENDATION</b>
-----------------------

That, on the recommendation of the Managing Director of Environmental and Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the assignment of consulting services for the Supervisory Control and Data Acquisition Integration of the Organic Rankine Cycle Engine System:

- a) Stantec Consulting Ltd., **BE APPOINTED** Consulting Engineers for the SCADA Integration and PLC Programming services for the Greenway Organic Rankine Cycle system, in the amount of \$245,823.00, including a \$25,000.00 contingency, excluding HST, in accordance with Section 15.2 d) of the 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.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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Civic Works Committee, August 12, 2019, Item 2.7 – Contract Award: Tender T19-36 Greenway Organic Rankine Cycle Engine Installation

Civic Works Committee, May 14, 2019, Item 2.10 – Greenway Wastewater Treatment Plant Organic Rankine Cycle Equipment Installation Budget Allocation.

<b>2019-2023 STRATEGIC PLAN</b>
---------------------------------

**Strategic Plan**

The following report supports the 2019 – 2023 Strategic Plan through the strategic focus area of *Building a Sustainable City: Infrastructure is built, maintained and operated to meet the long-term needs of our community.*

## BACKGROUND

### Purpose

The purpose of this report is to seek Council approval to award Stantec Consulting Ltd. a contract for consulting services related to the Supervisory Control and Data Acquisition system integration for the Organic Rankine Cycle (ORC) system at the Greenway Wastewater Treatment Plant.

### Context

Previous reports to Council have requested and received approval to purchase and install technology that can convert waste heat from the Greenway Incinerator into electrical energy. This assignment includes the professional services required to integrate the ORC with the City's overall Supervisory Control and Data Acquisition system. A Supervisory Control and Data Acquisition system provides computerized controls for major industrial equipment. These controls run processes, provide monitoring, and alarm notifications. The integration of the ORC system into the existing City system is integral to the successful commissioning and the safe, effective operation of the waste heat power generation system. The value of this assignment was included in the previous budget amounts approved by Council.

## DISCUSSION

The Greenway ORC system for generating power from waste heat includes a complex system of electrical controls and status monitoring that will allow City staff to monitor performance and operation of the new system.

The Wastewater Treatment Operations division has a very comprehensive Supervisory Control and Data Acquisition system to provide process monitoring and alarm notifications. The integration of the Organic Rankine Cycle system into the existing City system is integral to the successful commissioning and the safe, effective operation of the waste heat generation system.

The requirement for Supervisory Control and Data Acquisition system integration services was identified and budgeted at the start of the project and has been approved in previous reports to Council. The importance of these services to the overall success of the project warranted a separate consultant selection process to ensure that a qualified firm with a demonstrated ability to meet the City's timelines and technical requirements was retained to complete the work, rather than leaving it as a component within the construction contract.

### Procurement Process

Request for Proposal RFP19-56 was issued by the City and three consulting engineering firms submitted proposals as follows:

- Eramosa Engineering Inc.
- Stantec Consulting Ltd.
- NLS Engineering

The submissions were reviewed by staff from Wastewater Treatment Operations and Purchasing and Supply to ensure compliance with the City's Procurement of Goods and Services Policy. All three proposals met the City's requirements for submission

acceptance, and were evaluated via a weighted scoring system by the review team. The proposal from Stantec Consulting Ltd. scored the highest based on this scoring system and offered the best overall value to the City.

**Project Schedule and Budget Implications**

Construction of the ORC is currently underway and is expected to be complete by August 2020. Supervisory Control and Data Acquisition integration will commence immediately. These engineering services were identified in a report to Civic Works Committee on May 14, 2019, and as such the budget is already approved and available.

<b>CONCLUSIONS</b>
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Stantec received the highest score through the request for proposal selection process for RFP19-56 Supervisory Control and Data Acquisition integration and PLC programming of ORC System project. Stantec has shown competence and expertise with infrastructure projects of this type and has specific experience at this facility through multiple previous projects. Stantec demonstrated a good understanding of the project and significant project management experience in their proposal, and has provided good performance in the past on City projects. It is recommended that Stantec be awarded this assignment.

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

Attachment: Appendix "A" Sources of Financing

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

APPENDIX 'A'

#20005

Chair and Members  
Civic Works Committee

January 7, 2020  
(Appoint Consulting Engineer)

**RE: RFP 19-56: SCADA Integration & PLC Programming for the Greenway ORC System  
(Subledger FS16GW01)  
Capital Project ES5272 - Greenway WWTP Organic Rankine Cycle Equipment  
Stantec Consulting Ltd. - \$245,823.00 (excluding HST)**

**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:

<b>SUMMARY OF ESTIMATED EXPENDITURES</b>	<b>Approved Budget</b>	<b>Committed to Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
Engineering	\$1,168,771	\$839,612	\$250,149	\$79,010
Construction	9,829,767	9,829,767		0
City Related Expenses	1,462	1,462		0
<b>NET ESTIMATED EXPENDITURES</b>	<b>\$11,000,000</b>	<b>\$10,670,841</b>	<b>\$250,149 1)</b>	<b>\$79,010</b>

<b>SUMMARY OF FINANCING:</b>				
Drawdown from Sewage Works Reserve Fund	\$5,770,000	\$5,770,000		\$0
Federal Gas Tax	4,500,000	4,170,841	250,149	79,010
Other Contributions (Independent Electricity System Operating Grant)	730,000	730,000		0
<b>TOTAL FINANCING</b>	<b>\$11,000,000</b>	<b>\$10,670,841</b>	<b>\$250,149</b>	<b>\$79,010</b>

1) **Financial Note:**

Contract Price	\$245,823
Add HST @13%	31,957
Total Contract Price Including Taxes	277,780
Less: HST Rebate	27,631
Net Contract Price	\$250,149

JG

Jason Davies  
Manager of Financial Planning & Policy

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 7, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>REQUEST FOR PROPOSAL 19-57 UTILITY LOCATE SERVICE CONTRACT AWARD</b>

<b>RECOMMENDATION</b>
-----------------------

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

- a) The proposal submission by G-Tel Engineering for the three (3) years as the initial term, and two (2) optional additional terms of one (1) year each, at the sole discretion of the City, **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy;
- b) Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this purchase;
- c) Approval herein **BE CONDITIONAL** upon the Corporation entering into a formal contract record relating to the subject matter of this approval; and,
- d) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract, statement of work or other documents, if required, to give effect to these recommendations.

<b>2019-23 STRATEGIC PLAN</b>
-------------------------------

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by efficiently managing water, wastewater and transportation infrastructure while supporting the public and private construction activities across the city.

<b>BACKGROUND</b>
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The *Ontario Underground Infrastructure Notification System Act, 2012, S.O. 2012, c. 4*, requires that upon notice of excavation being given by Ontario One Call, owners and operators of buried infrastructure must either provide a proper locate of their buried infrastructure or provide a statement in writing that their infrastructure is clear of the excavation area. The City has been contracting out locate services since 2005. Continuing with that practice, this report recommends the award of a contract for the provision of locate services for the three year term from March 1<sup>st</sup> 2020 to February 28<sup>th</sup> 2023. The locate service provider will be responsible for interfacing with Ontario One Call and for providing all labour, equipment materials, facilities, accommodations, transportation, traffic control, and supervision to perform underground municipal services location and marking services on behalf of the City. Currently, the City of London receives approximately 27,000 requests for locates annually.

## DISCUSSION

On October 3, 2019, on behalf of Geomatics, Environmental and Engineering Services, the Purchasing & Supply Management department issued a formal Request For Proposal (RFP 19-57) for a Locate Service Provider on bids&tenders website to source a qualified and experienced proponent to do this work. After the RFP was posted, there was one Addendum issued to respond to questions, inquiries and clarification requests. When the RFP closed, four submissions were received and all four are compliant.

A two-envelope RFP process was employed – one envelope contained the technical project proposal and the second contained the pricing proposal. Four evaluation committee representatives from the Environmental and Engineering Services Department evaluated the four submissions based on the technical criteria outlined in the document. The technical evaluation of submissions meeting minimum scoring requirements was subsequently combined with the content of the corresponding pricing envelope to determine best value.

At the end of the process, the proponent with the highest score, demonstrating their ability to fully meet with the City's requirements was G-Tel Engineering.

The approximate annual cost of the service provided in this contract is \$1.16 M (excluding HST). This estimate is based on 2018 locate volumes. The actual cost of the service will be based on upcoming actual volumes. Funding for this ongoing service contract is included in the Water Operations, Sewer Operations, Traffic Signal and Roadside Lighting operating budgets, and is subject to annual budget approval.

### **Regulatory Coordination**

In connection with the locate contract and to maintain compliance with the Ontario Underground Infrastructure Notification System Act, 2012, the City is required to continue to use the services of Ontario One Call which provides mandatory one-call services to utility owners in Ontario. As required by the locate contract, G-Tel will interface with Ontario One Call's communication system and will fully comply with all aspects of the *Ontario Underground Infrastructure Notification System Act, 2012* and associated regulations.

## CONCLUSION

The City is obliged to provide a utility locate service for the underground infrastructure it owns. Upon completion of a request for proposal procurement process with established service providers, civic administration recommends that the highest scoring proponent, G-Tel Engineering, be awarded the service contract.



<b>PREPARED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>A. GARY IRWIN, OLS, OLIP CITY SURVEYOR AND DIVISION MANAGER, GEOMATICS</b>	<b>DOUG MACRAE, P.ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>	

c: S. Mathers, J. Simon, R. Pedlow, S. Maguire, EES  
M. Ma Purchasing & Supply Management  
G-Tel Engineering, 1150 Frances St, London, ON

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 07, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>DOWNTOWN LOOP AND MUNICIPAL INFRASTRUCTURE IMPROVEMENTS APPOINTMENT OF CONSULTING ENGINEER</b>

<b>RECOMMENDATION</b>
-----------------------

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 Downtown Loop and Municipal Infrastructure Improvements:

- a) AECOM Canada Ltd. **BE APPOINTED** Consulting Engineers for the Downtown Loop and Municipal Infrastructure Improvements at an upset amount of \$3,345,245 (including contingency, excluding HST) in accordance with Section 15.2 (e) of the Procurement of Goods and Services policy;
- b) The financing for this appointment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A';
- c) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this appointment;
- d) The approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and
- e) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan;
- Civic Works Committee – October 7, 2013 – Bus Rapid Transit Strategy;
- Civic Works Committee – July 21, 2014 – Rapid Transit Corridors Environmental Assessment Study Appointment of Consulting Engineer;
- Civic Works Committee – June 2, 2015 – Rapid Transit Funding Opportunities;
- Civic Works Committee – August 24, 2015 – Shift Rapid Transit Initiative Appointment of Survey Consultants;
- Strategic Priorities and Policy Committee – November 9, 2015 – Shift Rapid Transit Update;
- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination;
- Strategic Priorities and Policy Committee – May 5, 2016 – Shift Rapid Transit Business Case;
- Strategic Priorities and Policy Committee – September 12, 2016 – Rapid Transit Implementation Working Group;
- Strategic Priorities and Policy Committee – May 3, 2017 – Rapid Transit Alternative Corridor Review;
- Strategic Priorities and Policy Committee – May 15, 2017 – Rapid Transit Corridors;
- Civic Works Committee – July 17, 2017 - Shift Rapid Transit Additional Engineering and Legal Survey;

- Strategic Priorities and Policy Committee – July 24, 2017 – Rapid Transit Master Plan and Business Case;
- Strategic Priorities and Policy Committee – September 18, 2017 – Project Management Plan, Communications Plan and Consulting Fees Amendment;
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2018 – The History of Rapid Transit;
- Strategic Priorities and Policy Committee – March 25, 2018 – Investing in Canada Infrastructure Program - Public Transit Stream Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission; and
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects.

## 2019-2023 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 riders, automobile users, pedestrians, and cyclists.

This report also supports the Strategic Plan through the strategic focus area of “Growing Our Economy” by supporting revitalization of London’s downtown and urban areas.

## BACKGROUND

### Purpose

This report seeks the approval of Council to retain engineering consultant services to undertake the design and tendering for the Downtown Loop and Municipal Infrastructure Improvements. Figure 1 depicts the approximate limits of the works.

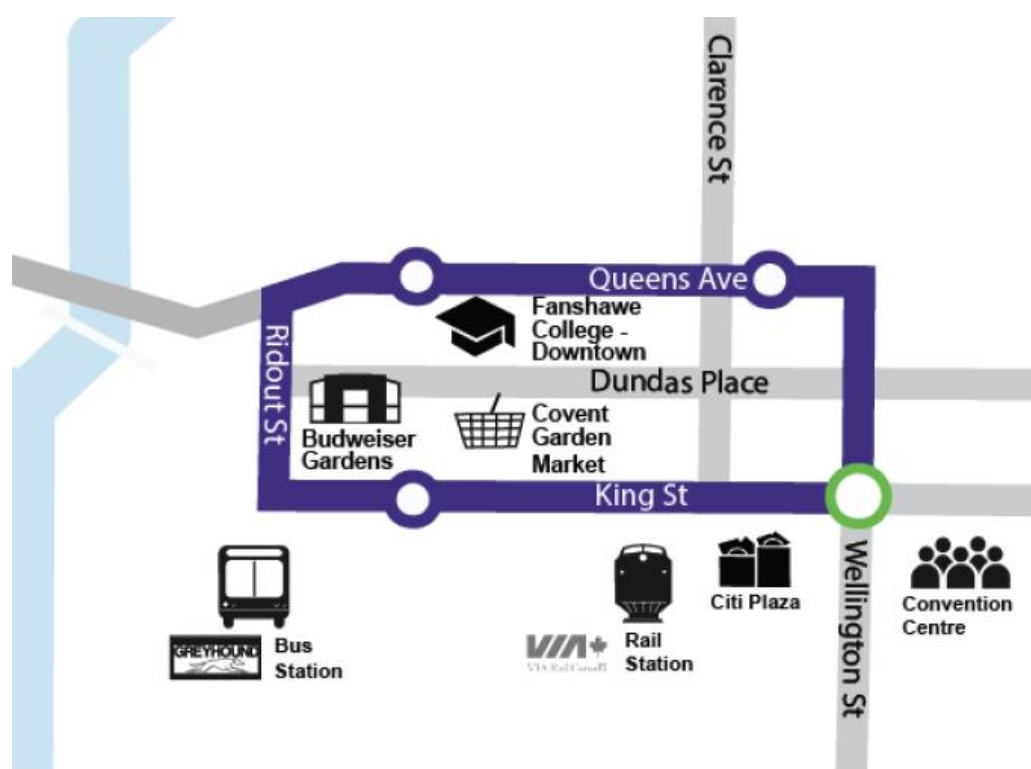


Figure 1: Approximate Limits of Project

## Context

On March 20, 2019, a public participation meeting was held to provide background information to aid Council in selecting projects to submit an application for provincial and federal funding through the Public Transit Infrastructure Stream (PTIS) program. On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the PTIS program, including the Downtown Loop.

On June 25, 2019, the Province pledged \$103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced \$123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program.

Approximately 51,000 people travel to the Downtown core every day for work, and roughly 11,800 people call the Downtown home. Today, there is, on average, a bus every 90 seconds running along the Downtown Loop.

In addition to being a planned rapid transit corridor, the Downtown Loop contains aging municipal infrastructure. There is a need to separate sanitary and storm sewers in select areas, and update water and private utility services to support infrastructure renewal, population growth, redevelopment and revitalization in the city core. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment that covers approximately 2km of roadway in the downtown.

## DISCUSSION

### Existing Conditions

With the recent construction of Dundas Place, London's first flex street, all east-west buses in the core have already been rerouted to operate along the proposed Downtown Loop. This loop frames Dundas Place, circling buses along Queens Avenue, King Street, Ridout Street and Wellington Street.

Constructing the Downtown Loop will formalize the transit operations already in place, improving capacity in general traffic lanes by keeping buses in transit lanes. While rebuilding the roads, the project would address necessary underground work, including replacing aging sewers and watermains in addition to revitalizing 2km of roadway surrounding Dundas Place. The municipal underground works within this project have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

### Work Description

This is a large and complex project that involves significant reconstruction of major arterial roadways in the downtown and establish design standards for other rapid transit projects to follow. The primary tasks in this detailed assignment include:

- Updating and confirming the EPR geometric design layout;
- Designing sewer and water replacements;
- Designing stop architecture and platforms;
- Consulting and engaging with the public and stakeholders including; individual businesses, BIA's, Advisory Committees, adjacent land owners, and interested individuals;
- Designing roadway lighting, traffic signals, and ITS infrastructure;
- Preparing construction/traffic staging and access management plans;
- Coordinating private utility relocations and upgrades;

- Securing all necessary approvals and permits; and
- Preparing tender packages.

Construction is scheduled for 2021 to 2023. Over the next year, as more technical and other specific details are better understood, the City will work with the consultant to better refine the staging plans.

### **Consultant Selection**

The consultant selection process has been undertaken in accordance with the Procurement of Goods and Services Policy using a two (2) stage process with the first stage being an open, publicly advertised prequalifications stage (RFQUAL) and the second being Request for Proposal (RFP) of the short-listed firms. The first stage of the process received five (5) proposals of which four (4) teams were shortlisted to submit a detailed RFP. After an open posting, AECOM, Jacobs, IBI, and Stantec, were asked to submit detailed proposals and work plans. All firms responded with written comprehensive proposals including a detailed summary of the project tasks, schedule, and costs. A comprehensive evaluation committee, comprised of the City project team and London Transit Commission (LTC), reviewed the submissions for the project.

Based on the evaluation criteria and selection process identified in the request for proposal, the evaluation committee determined the proposal from AECOM Canada Ltd. provides the best overall value to the City. AECOM's proposal was the highest technical score and lowest bid that met the technical requirements criteria. In addition to the resources and experience AECOM brings, they have partnered with Dillon Consulting to establish a project team that has significant experience in municipal infrastructure renewal, rapid transit projects, and construction work in downtown London. The submitted proposal exhibited a clear understanding of the project scope and requirements. Their experience on similar projects of this nature in the downtown core, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, illustrated their expertise for this undertaking.

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, the civic administration is recommending the AECOM Canada Ltd. be appointed as the consulting engineer for the Detailed Design and Tendering.

## **CONCLUSION**

Replacing infrastructure at the end of its lifecycle is essential to building a sustainable City. The recommendation of an engineering consultant assignment for the Downtown Loop and Infrastructure Improvements takes another step forward in replacing London's aging infrastructure while improving local transit operations and setting the foundation and framework for the future Rapid Transit works to come.

AECOM has demonstrated that they offer an experienced project team with a clear understanding of the project scope and requirements. Based on the thorough consultant procurement process, it is recommended that the AECOM Canada Ltd. be awarded the consulting assignment for the Downtown Loop and Municipal Infrastructure Improvements. The consultant assignment is valued at an upset amount of \$3,345,245 (including contingency excluding HST).

<b>PREPARED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>ASHLEY RAMMELOO, MMSC, P.ENG. DIVISION MANAGER, ENGINEERING - MAJOR PROJECTS</b>	<b>JENNIE DANN, P. ENG. DIRECTOR, MAJOR PROJECTS</b>
<b>RECOMMENDED BY:</b>	
<b>For:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>	

Attach: Appendix 'A' – Sources of Financing

cc. Kelly Paleczny, London Transit Commission  
 Scott Mathers, Director Water and Wastewater  
 Tom Copeland, Sewer Engineering  
 Aaron Rozentals, Water Engineering  
 John Freeman, Purchasing and Supply  
 Marta Semeniuk, Financial Planning and Policy  
 Gary McDonald, Tangible Capital Assets  
 AECOM Canada Ltd, 410 – 250 York Street, Citi Plaza, N6A 6K2

**APPENDIX 'A'**

Chair and Members  
Civic Works Committee

#20001  
January 7, 2020  
(Appoint Consultant)

**RE: Appointment of Consulting Engineer  
Downtown Loop and Municipal Infrastructure Improvements  
(Subledger RD190021)  
Capital Project RT1430-7A - Downtown Loop - Rapid Transit (PTIS)  
Capital Project TS1430-7 - Downtown Loop - Rapid Transit (PTIF)  
Capital Project TS1430-1 - RT1: Wellington Gateway - (PTIF)  
Capital Project TS1430-3 - RT3: East London Link - Rapid Transit (PTIF)  
Capital Project EW376519 - Water Infrastructure Lifecycle Renewal  
Capital Project ES241419 - Sewer Infrastructure Lifecycle Renewal  
AECOM Canada Ltd. - \$3,345,245 (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:

<b>SUMMARY OF ESTIMATED EXPENDITURES</b>	<b>Approved Budget</b>	<b>Committed to Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b><u>RT1430-7A - Downtown Loop - RT (PTIS)</u></b>				
Consulting	\$1,500,000		\$1,466,384	\$33,616
Construction	800,000			800,000
	<u>2,300,000</u>	<u>0</u>	<u>1,466,384</u>	<u>833,616</u>
<b><u>TS1430-7 - RT7: Downtown Loop - RT (PTIF)</u></b>				
Engineering	1,037,734	537,734	429,427	70,573
City Related	25,491	25,491		0
	<u>1,063,225</u>	<u>563,225</u>	<u>429,427</u>	<u>70,573</u>
<b><u>TS1430-1 - RT1: Wellington Gateway (PTIF)</u></b>				
Engineering	2,200,000	2,189,338		10,662
Construction	250,000	233,373		16,627
Traffic Signals	1,108,592	755,588	328,279	24,725
City Related	750,000	684,335		65,665
	<u>4,308,592</u>	<u>3,862,634</u>	<u>328,279</u>	<u>117,679</u>
<b><u>TS1430-3 - RT3: East London Link (PTIF)</u></b>				
Engineering	1,141,103	1,132,443		8,660
Construction	200,000	138,567		61,433
Traffic Signals	668,000	609,752	56,671	1,577
City Related	859,227	545,556		313,671
	<u>2,868,330</u>	<u>2,426,318</u>	<u>56,671</u>	<u>385,341</u>
<b><u>EW376519 - Water Infrastructure Lifecycle Renewal</u></b>				
Engineering	1,600,000	1,097,389	449,343	53,268
Construction	7,899,464	5,231,864		2,667,600
City Related	536	536		0
	<u>9,500,000</u>	<u>6,329,789</u>	<u>449,343</u>	<u>2,720,868</u>
<b><u>ES241419 - Sewer Infrastructure Lifecycle Renewal</u></b>				
Engineering	2,500,000	1,413,474	674,017	412,509
Construction	11,934,780	10,360,761		1,574,019
City Related	20,000	819		19,181
	<u>14,454,780</u>	<u>11,775,054</u>	<u>674,017</u>	<u>2,005,709</u>
<b>NET ESTIMATED EXPENDITURES</b>	<b><u>\$34,494,927</u></b>	<b><u>\$24,957,020</u></b>	<b><u>\$3,404,121</u></b> 1)	<b><u>\$6,133,786</u></b>
<b>SUMMARY OF FINANCING:</b>				
<b><u>RT1430-7A - Downtown Loop - RT (PTIS)</u></b>				
Capital Levy	\$49,686	\$0	\$31,678	\$18,008
Drawdown from City Services - Roads Reserve Fund (Development Charges)	2) 563,724		359,407	204,317
Federal PTIS (Public Transit Infrastructure Stream)	920,000		586,554	333,446
Provincial PTIS (Public Transit Infrastructure Stream)	766,590		488,746	277,844
	<u>2,300,000</u>	<u>0</u>	<u>1,466,384</u>	<u>833,616</u>

**APPENDIX 'A'**

Chair and Members  
Civic Works Committee

#20001  
January 7, 2020  
(Appoint Consultant)

**RE: Appointment of Consulting Engineer  
Downtown Loop and Municipal Infrastructure Improvements  
(Subledger RD190021)  
Capital Project RT1430-7A - Downtown Loop - Rapid Transit (PTIS)  
Capital Project TS1430-7 - Downtown Loop - Rapid Transit (PTIF)  
Capital Project TS1430-1 - RT1: Wellington Gateway - (PTIF)  
Capital Project TS1430-3 - RT3: East London Link - Rapid Transit (PTIF)  
Capital Project EW376519 - Water Infrastructure Lifecycle Renewal  
Capital Project ES241419 - Sewer Infrastructure Lifecycle Renewal  
AECOM Canada Ltd. - \$3,345,245 (excluding H.S.T.)**

	<b>Approved Budget</b>	<b>Committed to Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b><u>TS1430-7 - RT7: Downtown Loop - RT (PTIF)</u></b>				
Capital Levy	45,450	25,200	17,392	2,858
PTIF (Public Transit Infrastructure Fund)	502,111	252,111	214,714	35,286
Drawdown from City Services - Roads	515,664	285,914	197,321	32,429
Reserve Fund (Development Charges)				
	<u>1,063,225</u>	<u>563,225</u>	<u>429,427</u>	<u>70,573</u>
<b><u>TS1430-1 - RT1: Wellington Gateway (PTIF)</u></b>				
Capital Levy	274,605	245,252	17,070	12,283
PTIF (Public Transit Infrastructure Fund)	1,668,159	1,504,443	163,716	0
Drawdown from City Services - Roads	2,365,828	2,112,939	147,493	105,396
Reserve Fund (Development Charges)				
	<u>4,308,592</u>	<u>3,862,634</u>	<u>328,279</u>	<u>117,679</u>
<b><u>TS1430-3 - RT3: East London Link (PTIF)</u></b>				
Capital Levy	111,915	92,979	1,983	16,953
PTIF (Public Transit Infrastructure Fund)	1,269,542	1,098,054	28,336	143,152
Drawdown from City Services - Roads	1,486,873	1,235,285	26,352	225,236
Reserve Fund (Development Charges)				
	<u>2,868,330</u>	<u>2,426,318</u>	<u>56,671</u>	<u>385,341</u>
<b><u>EW376519 - Water Infrastructure Lifecycle Renewal</u></b>				
Capital Water Rates	7,692,100	6,329,789	449,343	912,968
Drawdown from Capital Water Reserve Fund	1,246,900			1,246,900
Federal Gas Tax	561,000			561,000
	<u>9,500,000</u>	<u>6,329,789</u>	<u>449,343</u>	<u>2,720,868</u>
<b><u>ES241419 - Sewer Infrastructure Lifecycle Renewal</u></b>				
Capital Sewer Rates	8,978,000	8,978,000	0	0
Federal Gas Tax	4,400,000	1,720,274	674,017	2,005,709
Other Contributions (Bell, London Hydro)	849,180	849,180		0
Cash Recovery from Property Owners (PDC portion)	227,600	227,600		0
	<u>14,454,780</u>	<u>11,775,054</u>	<u>674,017</u>	<u>2,005,709</u>
<b>TOTAL FINANCING</b>	<b><u>\$34,494,927</u></b>	<b><u>\$24,957,020</u></b>	<b><u>\$3,404,121</u></b>	<b><u>\$6,133,786</u></b>
<b>1) FINANCIAL NOTE:</b>	<b><u>RT1430-7A</u></b>	<b><u>TS1430-7</u></b>	<b><u>TS1430-1</u></b>	<b><u>TS1430-3</u></b>
Contract Price	\$1,441,022	\$422,000	\$322,601	\$55,691
Add: HST @13%	187,333	54,860	41,938	7,240
Total Contract Price Including Taxes	1,628,355	476,860	364,539	62,931
Less: HST Rebate	161,971	47,433	36,260	6,260
Net Contract Price	<u>\$1,466,384</u>	<u>\$429,427</u>	<u>\$328,279</u>	<u>\$56,671</u>
		<b><u>EW376519</u></b>	<b><u>ES241419</u></b>	<b><u>Total</u></b>
		\$441,572	\$662,359	\$3,345,245
		57,404	86,107	434,882
		498,976	748,466	3,780,127
		49,633	74,449	376,006
		<u>\$449,343</u>	<u>\$674,017</u>	<u>\$3,404,121</u>

2) Development Charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2019.

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Alan Dunbar  
Manager of Financial Planning & Policy



<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 7, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>APPOINTMENT OF CONSULTING ENGINEER FOR DETAILED DESIGN AND CONTRACT ADMINISTRATION FOR THE GORDON SANITARY TRUNK SEWER REHABILITATION PROJECT</b>

<b>RECOMMENDATION</b>
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That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the appointment of a consulting engineer for the Gordon Sanitary Trunk Sewer Rehabilitation project:

- (a) Dillon Consulting Limited **BE APPOINTED** Consulting Engineers for the detailed design and contract administration at an upset amount of \$189,200.00 (excluding HST), in accordance with Section 15.2 (g) of the 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;
- (d) The approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the work to be completed; and
- (e) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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CWC Report of 2017-05-09: Gordon Trunk Sewer Rehabilitation Project No: ES2473, RFP No. 17-02.  
CWC Report of 2014-06-16: Gordon Sanitary Trunk Sewer Rehabilitation Project No: ES2473, RFP No. 14-26.  
CWC Report of 2014-03-24: Appointment of Consulting Engineer Gordon Sanitary Trunk Sewer Rehabilitation Project No: ES2473.  
CWC Report of 2013-07-22: Gordon Sanitary Trunk Sewer Rehabilitation Project No: ES2473, RFP No. 13-21 – Irregular Result.  
CWC Report of 2013-03-18: Appointment of Consulting Engineer Gordon Sanitary Trunk Sewer Rehabilitation Project No: ES2473.  
BNE Report of 2011-07-18: Gordon Sanitary Trunk Sewer Rehabilitation Project No: ES2473 RFP No. 11-24.  
BNE Report of 2011-04-11: Appointment of Consulting Engineer Gordon Sanitary Trunk Sewer Rehabilitation Project No: ES2473.  
BOC Report of 2010-07-21: Gordon Sanitary Trunk Sewer Rehabilitation Project No: ES2473 RFP No. 10-20.  
ETC Report of 2010-05-10: Appointment of Consulting Engineer Gordon Sanitary Trunk Sewer Rehabilitation Project No. ES2473  
BOC Report of 2009-09-16: Life Cycle Repairs to Sewer System – South/Old South London, Gordon Trunk Sewer Rehabilitation Project No. ES2692-487/497, ES5140/ES3085.

## 2019-2023 STRATEGIC PLAN

The following report supports the 2019-2023 Strategic Plan through the strategic focus area of *Building a Sustainable City: Infrastructure is built, maintained, and operated to meet the long-term needs of our community.*

## BACKGROUND

### Purpose

The purpose of this report is to seek approval of engineering and contract administration services to complete the final phase of the multi-phase, Gordon Sanitary Trunk Sewer rehabilitation project. A location map is included for reference in Appendix 'B'.

### Context

The Gordon Sanitary Trunk Sewer system is comprised of large diameter pipe that services a significant portion of the southern part of the City of London. Since 2009, several rehabilitation projects have taken place to renew this critical trunk sewer system. This consultant appointment will provide the engineering services required to complete pipe rehabilitation in two locations.

## DISCUSSION

Constructed in the 1960's, this vital piece of sewer infrastructure has been damaged over the years by corrosion caused by hydrogen sulfide gas. Hydrogen sulfide gas is produced when organic material within the sewage breaks down. Years of exposure to hydrogen sulfide gas has resulted in the corrosion of the concrete sewer pipe and metal components within the adjoining maintenance hole structures.

Over the last decade, rehabilitation efforts on pipe sections and maintenance holes have taken place to mitigate harmful levels of hydrogen sulfide gas that have deteriorated the Gordon Sanitary Trunk Sewer system. Successful full pipe replacement and cured-in-place lining projects have taken place in an effort to fully rehabilitate the Gordon Sanitary Trunk Sewer system, with the first phase completed in 2009. There are two isolated sections remaining over the entire length of the Gordon Sanitary Trunk Sewer system requiring full rehabilitation.

This consultant assignment will include selecting the method of rehabilitation. The consultant will consider whether a trenchless technology is an option or whether the traditional open-cut replacement approach is more appropriate. This decision will be based on a number of considerations including the condition of the current pipe, depth of the pipe, proximity of adjacent utility services, and the resulting magnitude of surface (road, boulevard, or open space) restoration. The Gordon Sanitary Trunk Sewer conveys significant sewage flows. Special consideration must be given with respect to managing these flows appropriately, including the possibility of extensive and complex temporary bypass pumping.

Through a number of successfully completed rehabilitation projects on the Gordon Sanitary Trunk Sewer, Dillon has gained specific knowledge relating to this system's unique attributes. As such, it is recommended that Dillon continue their long-term work on this project and provide design engineering and contract administration services through the provisions of the Procurement of Goods and Services Policy. Approval of this recommendation will enable Dillon to commence immediately with a detailed design, undertake the production of engineering drawings and a tender document, initiate a competitive bidding process, recommend a qualified contractor and assume the role of contract administrator to ensure project objectives are met within prescribed budget limits and timelines.

**CONCLUSIONS**

Through the successful completion of rehabilitation projects, specific to the Gordon Sanitary Trunk Sewer, Dillon has gained specific knowledge and work experience relating to this critical sanitary sewer infrastructure and its unique attributes. Under provisions of the Procurement of Goods and Services Policy, it is recommended that Dillon be appointed to undertake the design and contract administration of the Gordon Sanitary Sewer Trunk rehabilitation project.

<b>SUBMITTED BY:</b>	<b>REVIEWED &amp; CONCURRED BY:</b>
<b>RICK PEDLOW, C.E.T. DIVISION MANAGER SEWER OPERATIONS DIVISION</b>	<b>SCOTT MATHERS, MPA, P. ENG. DIRECTOR WATER &amp; WASTEWATER</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>	

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

C.c.    John Freeman      Chris Ginty      Gary McDonald  
          Dillon Consulting Limited

APPENDIX 'A'

#20004

Chair and Members  
Civic Works Committee

January 7, 2020  
(Appoint Consulting Engineer)

**RE: Detailed Design and Contract Administration for the Gordon Sanitary Trunk Sewer Rehabilitation Project  
(Subledger WW200002)  
Capital Project ES3074 - Trunk Sewer Upgrades  
Dillon Consulting Limited - \$189,200.00 (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:

<b>SUMMARY OF ESTIMATED EXPENDITURES</b>	<b>Approved Budget</b>	<b>Committed to Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
Engineering	\$350,000	\$44,717	\$192,530	\$112,753
Construction	1,450,000	170,531		1,279,469
<b>NET ESTIMATED EXPENDITURES</b>	<b>\$1,800,000</b>	<b>\$215,248</b>	<b>\$192,530</b> 1)	<b>\$1,392,222</b>
<b>SUMMARY OF FINANCING:</b>				
Capital Sewer Rates	\$1,300,000	\$215,248	\$192,530	\$892,222
Drawdown from Sewage Works Reserve Fund	500,000			500,000
<b>TOTAL FINANCING</b>	<b>\$1,800,000</b>	<b>\$215,248</b>	<b>\$192,530</b>	<b>\$1,392,222</b>

1) **Financial Note:**

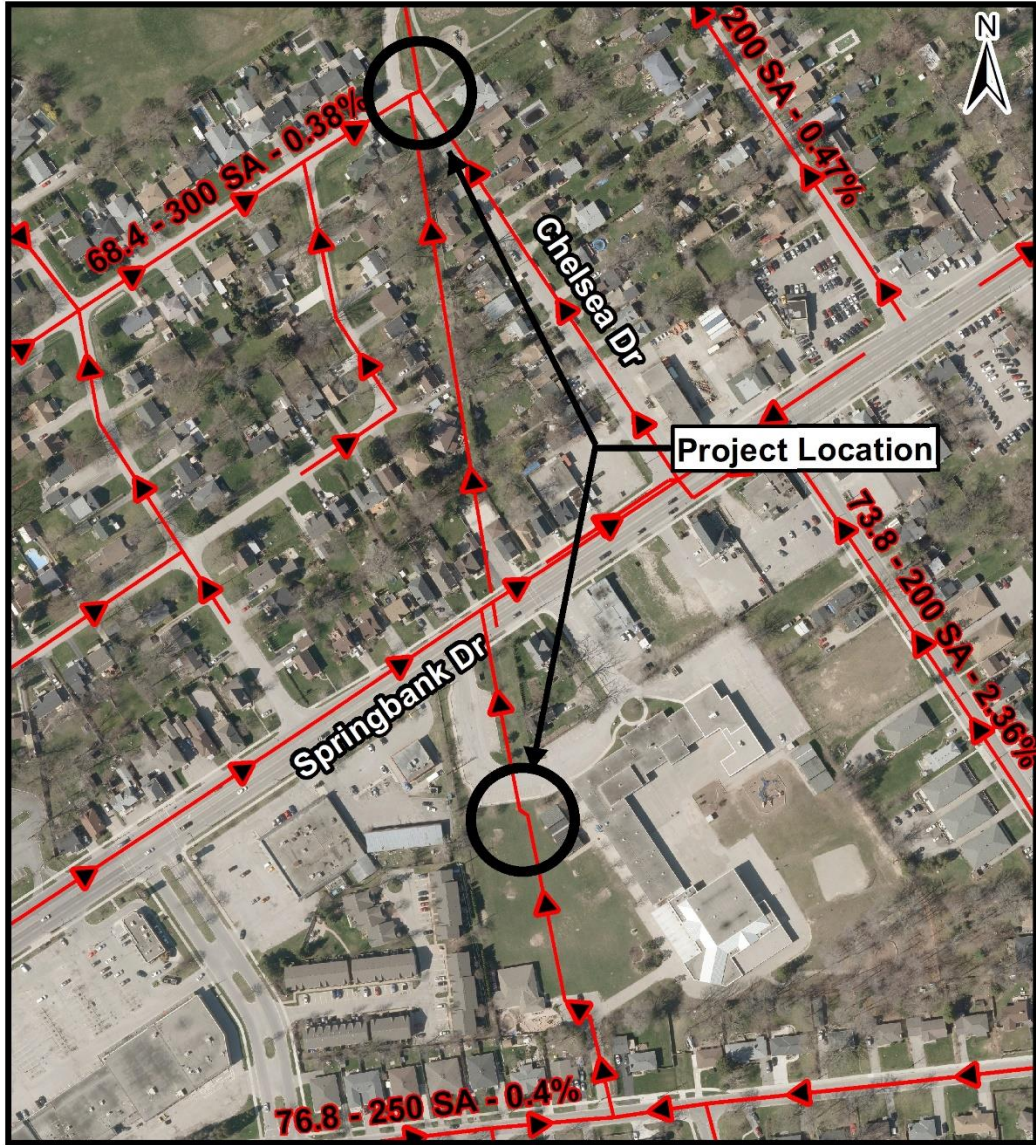
Contract Price	\$189,200
Add: HST @13%	24,596
Total Contract Price Including Taxes	213,796
Less: HST Rebate	21,266
Net Contract Price	<u>\$192,530</u>

JG

Jason Davies  
Manager of Financial Planning & Policy

APPENDIX B

LOCATION MAP



<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 7, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW RELATED SCHOOL COMMUNITY SAFETY ZONES</b>

**RECOMMENDATION**

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on January 14, 2020, for the purpose of amending the Traffic and Parking By-law (PS-113).

**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

For additional information, please refer to the following committee report:

- Civic Works Committee – September 24, 2019, [Automated Speed Enforcement Contract Award](#)

**COUNCIL’S 2019-23 STRATEGIC PLAN**

The following report supports the Strategic Plan through the strategic focus area of **Building a Sustainable City** by improving safety in London’s neighbourhoods.

**DISCUSSION**

At the October 1, 2019 session, Municipal Council passed the following:

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Automated Speed Enforcement Program:

- g) the Civic Administration BE DIRECTED to bring forward the necessary Traffic and Parking By-law amendments to designate Automated Speed Enforcement areas as Community Safety Zones; (2019-T08) (2.6/13/CWC)

It should be noted that speeding in school zones is of a particular safety concern with many vulnerable road users travelling to and from schools. This is consistent with the Vision Zero London goal of eliminating all fatal and serious collisions. To accomplish this, a new Traffic and Parking By-law sub-section is required and the 40 km/h school zones listed in Schedule 17.1 (Lower Speed Limits) should be included in the new Schedule 17.2 (School Community Safety Zones) (Appendix A).

<b>PREPARED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>SHANE MAGUIRE, P. ENG. DIVISION MANAGER, ROADWAY LIGHTING AND TRAFFIC CONTROL</b>	<b>DOUG MACRAE, P.ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>	

\\cfile2\estr\$\Shared\Administration\COMMITTEE REPORTS\Civic Works\2020\DRAFT\01-07\CWC - Traffic Parking By-law Amendments ASE-ASL-CSZ (2020-01-07) v1.docx

December 10, 2019/sm

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

**APPENDIX A**

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

Bill No.

By-law No. PS-113

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

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

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

AND WHEREAS subsection 214.1(1) of the Highway Traffic Act, as amended, provides that the council of a municipality may by by-law designate a part of a highway under its jurisdiction as a community safety zone if, in the council’s opinion, public safety is of special concern on that part of the highway.

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

1. PS-113 By-law is hereby amended by **adding** the following row:

35.2 The highways set out in Column 1 of Schedule 17.2 (School Community Safety Zones) of this by-law between the points set out in Column 2 thereof and the points set out in Column 3 thereof are hereby designated as Community Safety Zones, all-year round.

2. Schedule 17.2 (School Community Safety Zones) of the PS-113 By-law is hereby amended by **adding** the following rows:

Ashbury Avenue	Surrey Crescent (north intersection)	A point 67 m west of Barrett Crescent
Ashley Crescent	Jalna Boulevard (north intersection)	257 m east of Jalna Boulevard (south intersection)
Askin Street	Wharncliffe Road S	A point 35 m east of Cynthia Street
Baker Street	Belgrave Avenue	Langley Street
Barker Street	Huron Street	Monsarrat Avenue
Base Line Road W	Robin Road	Southcrest Drive
Beaufort Street	Wharncliffe Rd N	East limit of Beaufort Street



Belfield Street	Kipps Lane	39 m south of Norwood Avenue
Biscay Road	Sherene Terrace	A point 225 m north of Sherene Terrace
Blackacres Boulevard	Edgehill Road	Hawthorne Road
Bonaventure Drive	Admiral Drive	A point 38 m south of Simpson Crescent (south intersection)
Bow Street	Bancroft Road	Marconi Boulevard
Braesyde Avenue	Hamilton Road	Dengate Crescent (north intersection)
Briscoe Street E	Cathcart Street	Wortley Road
Buroak Drive	West limit of Buroak Drive	A point 110 m east of Denview Avenue
Byron Avenue E	Wharncliffe Rd S	Birch Street
Cairn Street	Burlington Crescent	Cleveland Avenue
Carrick Lane	Bracebridge Court	Sunnyside Drive
Cartwright Street	Princess Avenue	Central Avenue
Cedarhollow Boulevard	Cedarpark Crescent	Killarney Road
Chalfront Road	North limit of Chalfront Road	Hartson Road
Chambers Avenue	Hastings Drive	Sandybrook Drive
Charles Street	Mount Pleasant Avenue	Wharncliffe Road N
Cheapside Street	A point 50 m west of Harley Street	Barker Street
Cheapside Street	McNay Street	A point 560 m east of Highbury Avenue N
Chelton Road	Meadowgate Boulevard	Emerald Road
Chiddington Avenue	Huntingdon Drive	Chiddington Place
Chippendale Crescent	King Edward Avenue	280 m west of King Edward Avenue
Chippewa Drive	A point 104 m west of Pawnee Road	A point 105 m north of Oakville Avenue

Classic Drive	A point 150 m west of Quail Ridge Crescent	A point 69 m east of River Run Terrace
Colborne Street	Dufferin Avenue	King Street
Concord Crescent	Blue Forest Drive (south intersection)	Blue Forest Drive (north intersection)
Coronation Drive	South Carriage Way	Lawson Road
Cramston Crescent	Adevon Avenue	Valetta Street
Crane Avenue	Old Garrison Boulevard (north intersection)	64 m south of Old Garrison Boulevard (south intersection)
Curry Street	Mornington Avenue	Oxford Street E
Danielle Crescent	River Run Terrace (south intersection)	River Run Terrace (north intersection)
Dawn Drive	A point 87 m north of Moffatt Avenue	Trafalgar Street
Denlaw Road	Lawson Road	Blue Forest Drive
Deveron Crescent	Pond Mills Road	Frontenac Road
Devos Drive	Grenfell Drive	Stackhouse Avenue
Duchess Avenue	Cathcart Street	Wortley Road
Dudley Crescent	A point 168 m west of Millbank Drive (south intersection)	Millbank Drive (north intersection)
Dufferin Avenue	Wellington Street	150 m east of Waterloo Street
Dulaney Drive	Ferndale Avenue	Alston Road
Dumont Street	Merlin Crescent	Avondale Road
East Street	Hamilton Road	Flora Street
Edmonton Street	Wavell Street	Hilton Avenue
Elm Street	Hamilton Road	Trafalgar Street
Elmwood Avenue E	Cathcart Street	Wortley Road
Empress Avenue	Argyle Street	Wharncliffe Road N
Ernest Avenue	Fennell Crescent (south intersection)	Bradley Avenue

Ernest Avenue	Patience Crescent (north intersection)	Rosamond Crescent (north intersection)
Evans Boulevard	Meadowgate Boulevard (south intersection)	Jackson Road
Fairlane Avenue	Ski Valley Crescent	Griffith Street
Fallons Lane	Chippewa Drive	Huron Street
Ford Crescent	Coombs Avenue	Neville Drive
Frontenac Road	Silverdale Crescent (west intersection)	Deveron Crescent
Fuller Street	McNay Street	A point 80 m east of Vesta Road
Gammage Street	Cheapside Street	Traverse Street
Gardenwood Drive	Berkshire Drive	Ridgewood Crescent
Gatewood Boulevard	Huron Street	Monsarrat Avenue
Glasgow Street	Mornington Avenue	Oxford Street E
Glenora Drive	Glengarry Avenue	A point 304 m west of Glengarry Avenue
Glenora Drive	McLean Drive	Rideau Gate (south intersection)
Glenwood Avenue	Hamilton Road	Flora Street
Grey Street	Adelaide Street N	100 m west of William Street
Griffith Street	Dearborn Avenue	A point 150 m north of Fairlane Avenue
Griffith Street	Somerset Crescent	85 m north of Comox Crescent
Grosvenor Street	Gammage Street	Sterling Street
Guildwood Boulevard	Royal York Road	Cedarwood Road
Hastings Drive	A point 71 m east of Lindbrook Court	Hastings Gate
Hastings Drive	Chambers Avenue	Jennifer Road
Hawthorne Road	Coronation Drive	Blackacres Boulevard
Herkimer Street	Whetter Avenue	Alexandra Street

Hillview Boulevard	Hillside Drive	Richmond Street
Howard Avenue	Sunray Avenue	David Stree
Hudson Drive	Bancroft Road	A point 94 m east of Saddy Avenue
Hunt Club Drive	A point 35 m east of Radcliffe Crescent (west intersection)	Royal York Road
Jacqueline Street	Thompson Street	A point 33 m north of Edna Street
James Street	South Routledge Road	150 m east of Duffield Street
Jensen Road	Highbury Avenue	Webster Street
Jellicoe Crescent	A point 150 m south of Lola Street	Blake Street
Kains Road	Jim Allen Way	A point 150 m east of Riverbend Road
Kinburn Crescent	Osgoode Drive (west intersection)	Osgoode Drive (east intersection)
King Street	Ashland Avenue	A point 55 m east of Oakland Avenue
Landor Street	Clemens Street	Kenwood Crescent (east intersection)
Langarth Street E	Cathcart Street	Wortley Road
Langley Street	North limit of Langley Street	Baker Street
Lawson Road	Blanchard Road	A point 40 m north of Banting Crescent (west intersection)
Lenore Street	Glendale Avenue	North limit of Lenore Street
Limberlost Road	Lawson Road	Fairfax Court
Locust Crescent	Jalna Boulevard (north intersection)	Jalna Boulevard (south intersection)
Lyle Street	York Street	Dundas Street
Lynden Crescent	Glenrose Drive	Commissioners Road W

Maitland Street	Bathurst Street	Dufferin Avenue
Maitland Street	Princess Avenue	Central Avenue
Maitland Street	Grosvenor Street	Cheapside Street
Marigold Street	South Wenige Drive	A point 50 m east of Marigold Court
McLean Drive	Glenora Drive	Tweed Crescent (east intersection)
Mendip Crescent	Osgoode Drive (south intersection)	Osgoode Drive (north intersection)
Meridene Crescent W	A point 136 m south of Ridge Road	Stoneybrook Crescent
Merlin Crescent	Park Avenue	Dumont Street
Millbank Drive	Southdale Road E	120 m north of Haymarket Place
Montebello Drive	Manitoulin Drive	Rockwyn Crescent
Mornington Avenue	Curry Street	Connaught Avenue
Mountsfield Crescent	Mountsfield Drive	Ridout Street S
Mountsfield Drive	Wortley Road	Commissioners Road E
Muriel Crescent	Ernest Avenue (north intersection)	Ernest Avenue (south intersection)
Nicole Avenue	South Wenige Drive	Stackhouse Avenue
Oak Park Drive	Kelly Street	Valetta Street
Oakville Avenue	Chippewa Drive	Pawnee Road
Old Garrison Boulevard	Settlement Trail (north intersection)	Settlement Trail (south intersection)
Oliver Street	Terrence Street	Trafalgar Street
Osgoode Drive	Breckenridge Crescent (east intersection)	Antrim Crescent (south intersection)
Osgoode Drive	Dow Road	A point 223 m east of Adelaide Street S (north intersection)
Patience Crescent	Ernest Avenue (north intersection)	Ernest Avenue (south intersection)

Pawnee Road	Chippewa Drive	Oakville Avenue
Piccadilly Street	Wellington Street	Colborne Street
Pinetree Drive	Oban Crescent	North limit of Pinetree Drive
Ponderosa Crescent	Jalna Boulevard (north intersection)	Jalna Boulevard (south intersection)
Princess Avenue	Colborne Street	Maitland Street
Quebec Street	Mornington Avenue	Oxford Street E
Quinton Road	Quinton Road (south leg)	Quinton Road (east leg)
Repton Avenue	Phillbrook Drive	Sandybrook Drive
Ridgewood Crescent	Gardenwood Drive	Greenwood Avenue
Riverbend Road	Kains Road	Shore Road
Royal Crescent	Castle Drive	Wexford Avenue
Saddy Avenue	Hudson Drive	Dartmouth Drive
Santa-Monica Road	Naomee Crescent (south intersection)	South limit of Santa-Monica Road
Second Street	Dale Street	Oxford Street E
Settlement Trail	Gristmill Lane	69 m south of Old Garrison Boulevard
Sherene Terrace	Valetta Street	Biscay Road
Sherwood Forest Square	Wonderland Road North	West limit of Sherwood Forest Square
Shore Road	Westdel Bourne	A point 90 m east of Riverbend Road
Silverfox Crescent	Silverfox Drive (south intersection)	Silverfox Drive (north intersection)
Sleightholme Avenue	Rollingwood Circle	Sarnia Road
Sorrel Road	A point 86 m north of Perth Avenue	Tewksbury Crescent
South Wenige Drive	McCallum Road	Sunningdale Road E
St Andrew Street	Empress Avenue	Oxford Street W
St. Croix Avenue	Guildwood Crescent (west intersection)	Guildwood Crescent (east intersection)

St. Lawrence Boulevard	South limit of St. Lawrence Boulevard	Belmont Drive
St Patrick Street	Argyle Street	Wharncliffe Road N
Stackhouse Avenue	Grenfell Drive	Nicole Avenue
Steeple Chase Drive	Fox Mill Crescent	Viscount Road
Stephen Street	Commissioners Road W	Springbank Avenue
Stoneybrook Crescent	A point 69 m south of Roland Crescent (west intersection)	Geary Avenue
Sunnyside Drive	Shetland Crescent (west intersection)	Doon Drive
Sunray Avenue	Colonel Talbot Road	Howard Avenue
Tecumseh Avenue E	Belgrave Avenue E	Langley Street
Tennent Avenue	Horseshoe Crescent (west intersection)	A point 53 m east of North Vernon Avenue
Tewksbury Crescent	Perth Avenue	Sorrel Road
Third Street	193 m north of Cluver Drive	100 m south of Oxford Street E
Thompson Road	A point 150 m west of Adelaide Street S	Chesterfield Avenue
Tokala Trail	Dalmagarry Road	A point 110 m east of Couldridge Way
Trafalgar Street	Lansdowne Avenue	Smith Street
Trafalgar Street	Smith Street	Hamilton Road
Trevithen Street	Whetter Avenue	Alexandra Street
Tweedsmuir Avenue	50 m north of Arcadia Crescent (south intersection)	Montebello Drive
Tweedsmuir Avenue	Manitoulin Drive (west intersection)	Laurentian Drive North
Valetta Street	Oak Park Drive	Sherene Terrace
Vancouver Street	Moffat Avenue	Wavell Street
Victoria Drive	McNay Street	West limit of McNay Street

Victoria Street	West limit of Victoria Street	A point 46 m west of Northdale Street
Viscount Road	A point 130 m west of Notre Dame Drive	A point 94 m north of Tavistock Road
Viscount Road	Farnham Road	Wonderland Road S
Waterloo Street	Queens Avenue	Wolfe Street
Waterloo Street	St James Street	Oxford Street East
Waterloo Street	Cheapside Street	Victoria Street
Waterloo Street	Pall Mall Street	Oxford Street E
Wavell Street	Clarke Road	A point 225 m east of Castle Drive
Wavell Street	Graydon Street	Winnipeg Boulevard
Webster Street	Huron St	Jensen Street
Whisperwood Avenue	September Place	Summerdale Crescent (south intersection)
William Street	Bathurst Street	Queens Avenue
Wortley Road	Garfield Avenue	Tecumseh Avenue E
Wychwood Park	Lawson Road	Sleightholme Avenue

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

PASSED in Open Council on January 14, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – January 14, 2020  
 Second Reading – January 14, 2020  
 Third Reading – January 14, 2020



<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 7, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>PROPOSED APPROACH TO REVIEW E-SCOOTERS IN LONDON</b>

### RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the potential role of electric kick-style (e-scooters) in London:

- a) The following report containing preliminary details on e-scooters and the new provincial pilot program, announced November 27, 2019, permitting their use **BE RECEIVED** for information;
- b) Civic Administration **BE DIRECTED** to prepare a plan and initiate a process to determine how a Pilot Project might be undertaken in London including the advantages and disadvantages of a program, key stakeholder input (e.g., Middlesex London Health Unit, London Police Services), potential restrictions on where scooters may be used, amendments that would be required to City by-laws, how this would apply to a personal (owned) scooter versus a scooter-sharing program, and seek community input; and
- c) Civic Administration **BE AUTHORIZED** to modify the Bike Share Request for Proposal (RFP) process to also obtain the most current details from scooter-sharing system operators and separate pricing and/or operating arrangements to potentially implement a Pilot Project in London; it being noted that Bike Share and scooter-sharing details will be handled separately and reviewed during the RFP process.

### PREVIOUS REPORTS PERTINENT TO THIS MATTER

Relevant reports that can be found at [www.london.ca](http://www.london.ca) under City Hall (Meetings) include:

Bike Share System for London: Update and Next Steps (August 12, 2019 meeting of the Civic Works Committee (CWC), Item # 2.5)

### COUNCIL'S 2019-2023 STRATEGIC PLAN

Municipal Council has recognized the importance of active transportation, cycling, overall mobility and climate change in its 2019-2023 - Strategic Plan for the City of London as follows:

#### **Strengthening our Community**

Londoners have access to the supports they need to be successful and Londoners have access to the services and supports that promote well-being, health, and safety in their neighbourhood and across the city:

- Improve the health and well-being of Londoners
- Promote pedestrian safety and active transportation

### **Building a Sustainable City**

London has a strong and healthy environment and Londoners can move around the city safely; London's growth and development is well planned and sustainable over the long term; and easily in a manner that meets their needs:

- Advance sustainability and resiliency strategies
- Increase community knowledge and action to support the environment
- Increase access to transportation options

### **Growing our Economy**

London is a leader in Ontario for attracting new jobs and investments:

- Increase partnerships that promote collaboration, innovation and investment

### **Leading in Public Service**

Londoners experience exceptional and valued customer service:

- Increase community and resident satisfaction of their service experience with the City

## **BACKGROUND**

### **PURPOSE**

The purpose of this report is to:

- provide Committee and Council with details on the newly released e-scooter pilot program by the Province of Ontario;
- seek Council approval to prepare a plan and initiate a process to determine how a Pilot Project might be undertaken in London including the various parameters associated with such an undertaking; and
- seek Council approval to modify the Bike Share Request for Proposal (RFP) process to also obtain the most current details from scooter-sharing system operators and separate pricing and/or operating arrangements to potentially implement a Pilot Project in London.

### **CONTEXT**

#### **What are e-Scooters?**

An e-scooter is a stand-up scooter powered by an electric motor. They are generally designed with a large deck in the centre on which the rider stands.



They are a new micro-mobility option (along with bike share and e-bike share) that is becoming more popular in many North American cities. These vehicles are generally rented through a mobile app or kiosk, and are picked up and dropped off in the public right-of-way within a designated service area. They are meant for short point-to-point trips.

Anecdotal evidence from the U.S. suggests that scooters have attracted a segment of riders who previously did not use bike share. In other cases, the popularity of e-scooters especially in some of the largest bike share markets in the United States, notably New York, Boston, and Philadelphia, have regulations that to date have restricted scooter companies from launching operations. Within an eighteen month period, e-scooters have been launched in numerous North American cities with a wide range of positive and negative experiences.

### **Are e-Scooters Legal to Ride in Ontario?**

As of January, 2020, the Province of Ontario is permitting e-scooters on Ontario roads ([Province announces e-scooter pilot](#)) as part of a five-year pilot program. This would apply to both privately-owned e-scooters for personal use as well as those used for fleet and micro-mobility systems. Additional details are provided in the Discussion section below and Appendix A.

### **Where Else are e-Scooters?**

E-scooters are still new to Canada. To date, e-scooter use in micro-mobility applications in Ontario has been limited to pilot projects on private property, most notably at the University of Waterloo (Waterloo) and in the Distillery District in Toronto.

Elsewhere in Canada, Kelowna, Edmonton, Calgary, and Montréal have permitted the use of e-scooters as part of their broader micro-mobility system. Their experience is limited, but presents some learnings for London.

The U.S. has seen a proliferation of privately-operated services over the last eighteen months. According to the National Association of City Transportation Officials (NACTO), e-scooters accounted for approximately half of all micro-mobility trips in the U.S. in 2018. This is up from almost zero the year before. The rapid growth in e-scooters is driven by a handful of venture-capital funded start-ups such as Bird, Lime, and Spin, as well as the new e-scooter divisions of Uber and Lyft.

### **Why Include e-Scooters in the Bike Share RFP Process for London?**

The timing of the provincial announcement on piloting the use of e-scooters in Ontario coincided with the pending release of the Council-approved RFP process for a bike share system service provider, which was being planned for early release in December 2019.

Given the recent American experience with the evolution of their micro-mobility systems towards e-scooters, and the fact that many of the potential respondents to the City's bike share RFP also operate e-scooter based systems, City staff believe it is advantageous to include the option for e-scooters within the RFP process. This will allow the opportunity to obtain the most current details from scooter-sharing system operators and separate pricing and/or operating arrangements to potentially implement a Pilot Project in London.

### **Addressing the Need for Action on Climate Change**

On April 23, 2019, the following was approved by Municipal Council with respect to climate change:

*Therefore, a climate emergency be declared by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change.*

An e-scooter share program will help deepen London's progress towards meeting its greenhouse gas (GHG) emission reduction targets through the promotion of e-scooters and the accompanying walking to the scooters as a viable option to driving for short trips, as well as "first/last mile" trips to public transit.

## DISCUSSION

### Ontario E-Scooter Pilot Program

On November 27<sup>th</sup>, 2019, the Province announced details on a five year e-scooter pilot program for Ontario effective January 1, 2020. The pilot is intended to evaluate the use of e-scooters over the pilot period to examine their ability to safely integrate with other vehicle types and determine whether existing provincial rules of the road are adequate. The key elements of the pilot include:

- Municipalities must pass a by-law to allow them on municipal roads
- 5-year pilot
- Maximum speed 24 km/h
- Maximum weight 45 kilograms
- Maximum power output 500 watts
- Minimum operating age 16 years old
- No passengers allowed
- No cargo may be carried
- No baskets allowed
- Riders must stand at all times
- Bicycle helmet required for those under 18 years old
- No pedals or seat allowed
- Must have 2 wheels and brakes
- Must have horn or bell
- Must have one white light on front, one red light on rear and reflective material on sides
- Maximum wheel diameter 17 inches (43 cm)
- All [Highway Traffic Act \(HTA\)](#) rules of the road will apply to the operation of e-scooters like bicycles
- Penalties in [HTA s. 228\(8\)](#) will also apply to violations of pilot regulation (fine of \$250 to \$2,500)
- Not allowed on controlled access highways

### Municipal Role

As part of the pilot, municipalities will need to pass by-laws to allow e-scooter use and determine where they can operate most safely. Municipalities that choose to permit their use would be responsible for deciding such things as allowing or prohibiting them on municipal roads and/or park pathways, expressways, and how e-scooters would be managed in their municipality.

In addition to clearly defining where e-scooters can operate, municipalities must also define where the scooters can be parked (e.g., setting up designated parking locations). This will help prevent them from being left on the road or sidewalk obstructing traffic or pedestrians or being a nuisance on private property. Designated parking locations provide control over their use and reduce interference with the public. Specifically:

- Establish overnight responsibility for e-scooter non-parking compliance,
- Decide who receives the penalty if e-scooter is not parked in a designated location or left stranded, and
- Decide a penalty structure to apply if the e-scooter is not returned to its parking location.

Other 'best practice' details have been listed by the Ministry of Transportation Ontario (Appendix A).

### **Some Opportunities (Advantages) with E-Scooters**

E-scooters continue to increase in popularity due to factors such as a reduction in the user's carbon footprint (i.e., lower greenhouse gas emissions), improved mobility around congested cities, and reduced costs when compared with traditional modes of

transportation such as the car. E-scooters can be purchased privately and most recently there has been a significant growth in scooter-sharing systems. Some advantages with e-scooters include:

- **Quicker commuting times** - one of the biggest appeals of e-scooters is they can take you to a destination faster than walking and in congested areas, depending on facilities, at the same pace or faster than other modes of transportation. E-scooters are filling a void with multi-modal system where they assist with what is known as the 'first/last mile' travel.
- **Lower operational costs** - Compared to a car, e-scooter costs are substantially reduced for fuel, parking, maintenance, etc.
- **More affordable than many other vehicles** – the purchase price is substantially lower than automobiles, is lower than many bicycles and electric bicycles, and from a scooter-sharing system perspective, can be more competitive than bike-sharing.
- **Eco-friendly vehicles** – e-scooters do not burn gasoline, a major contributor to greenhouse gas (GHG).
- **Generally easy to learn** - as long as personal balance is not an issue, e-scooters for many would be easy to learn. There is no need to pedal or shift gears. A person steps on the deck of the e-scooter and twists the throttle to control its speed.
- **Reduced parking challenges** – (if rules are properly followed) as the units are very compact, many can fit into a given space.

### **Some Challenges (Disadvantages) with E-Scooters**

There are a few potential problems that can arise with e-scooter-sharing systems as evidenced in other North American communities. These problems also apply to personal e-scooters.

The rapid growth of scooters initially caught many cities off-guard. Early systems launched with limited regulation and oversight. The scooters themselves have suffered from very high vandalism and theft rates. Moreover, scooters have raised safety concerns. Riders are often unclear on which traffic laws to obey as e-scooters are neither motorized vehicles, bicycles, or pedestrians. Cities have responded by creating new permitting processes for e-scooters that provide greater regulation of the quantity, location, specifications of scooter equipment deployed, etc.

Operators and municipalities continue to address these potential problems as they arise and ensure the evolution of these systems addresses potential problems before launch. Other potential challenges include:

- **Improper parking of scooters** - this applies to dockless systems. E-scooters blocking sidewalks or ending up on private property can lead to community backlash.
- **Safety of rider** – more personal injuries have occurred with e-scooters than bike-share systems. However, the latest generation of scooters are more robust and feature larger wheels in response to injury concerns. The Province of Ontario has set the e-scooter helmet law to apply to those riders under the age of 18 (noting that scooter riders must be 16 or older).
- **Safety of others** - concerns have been raised about the impact on pedestrians including persons with disabilities, joggers, cyclists, and motorists from riders that do not follow e-scooter rules. Further, e-scooters being driven in areas that are already congested with other forms of active transportation can create additional challenges.
- **Theft and vandalism** - this varies extensively by system. If scooters are seen strewn about or broken, it invites additional damage or theft.

- **E-scooter maintenance** - equipment being regularly broken, non-functioning, or dirty. E-scooter systems have a small window of opportunity to leave a good impression on riders. Systems that fail to meet the expectation of users will struggle to build or maintain ridership.
- **Ineffective rebalancing** - operators have to constantly move scooters around to ensure they do not all end up in one part of the service area. Some systems have zone based goals (e.g., during a 24 hour period, at least 10% of the fleet should be available in one of four areas). Rebalancing is a big cost driver, so it's a balancing act between setting strict standards and ensuring a program can actually operate in a cost effective manner.

## SUMMARY

### Request for Proposal Process

City staff recommend modifying the bike share RFP to allow proponents to submit details, operational requirements and pricing for up to three separate categories:

1. Bikes exclusively
2. E-scooters pilot project exclusively
3. A combination of both bikes and e-scooters (pilot project)

This presents the advantage of potentially having more operators submit proposals. City staff will keep these categories separate in the scoring process (i.e., bike share, e-scooter share, and a combination bikes and e-scooters).

This approach will allow City staff to both complete the Business Case for a Bike Share System in London, including a recommended vendor, and also provide thorough details on the potential for e-scooters in London following the provincial government's pilot program details and any additional changes Council wishes to make for local operations.

The actual implementation process for a Bike Share system will be a function of the Business Case, the actual pricing of the service, the outcome of the multi-year budget process and Council's decision on next steps.

### E-scooter Pilot Project Scope Review

As e-scooters will be new to London, City staff will complete a thorough engagement with internal service areas and divisions (e.g., Transportation Planning & Design, Parks & Recreation, Risk, Legal, By-law Enforcement, Information Technology, etc.) as well as local partners and stakeholders (e.g., Middlesex-London Health Unit, London Police Services, Advisory Committees) for their input into the scope of a proposed e-scooter pilot project in London.

A plan will be developed to determine how a e-scooter pilot project could be undertaken to address and/or mitigate the disadvantages noted earlier in this staff report, what data will need to be collected and by whom, potential restrictions and/or limitations on where scooters may be used during the proposed e-scooter pilot project, and identify the current City by-laws that would need to be amended to permit the use of e-scooters.

The plan will also determine how the local e-scooter pilot project would apply to a personally-owned e-scooters versus a scooter-sharing program.

The plan will allow City staff to gather best practice and advice to arrive at an e-scooter pilot project that suits the context of London and all modes of transportation sharing the rights-of-way.

To accomplish both items above, the current timetable needs to be adjusted as follows

<b>Activity</b>	<b>Tentative Timeframe</b>
Modify RFP	January 2020
Release RFP	Early February 2020
Start E-scooter Pilot Project Scope Review	Early February 2020
RFP Closing Date	Late March 2020
Complete Bike Share Business Case and Potential Implementation Strategy	Late April/Early May
Prepare Update on E-Scooter Pilot Program Scope Review	May/June 2020
CWC & Council review of Business Case, RFP recommendation and E-scooter Review	May/June 2020
Complete E-scooter Pilot Project Scope Review and submit to CWC & Council	Fall
Tentative Implementation	Late summer/fall 2020 or spring 2021

<b>PREPARED BY:</b>	<b>PREPARED BY:</b>
<b>ALLISON MILLER, M.C.P., MCIP, RPP COORDINATOR, TRANSPORTATION DEMAND MANAGEMENT</b>	<b>JAMIE SKIMMING, P.ENG. MANAGER, COMMUNITY ENERGY INITIATIVES</b>
<b>PREPARED AND SUBMITTED BY:</b>	<b>RECOMMENDED BY:</b>
<b>JAY STANFORD, M.A., M.P.A. DIRECTOR, ENVIRONMENT, FLEET, &amp; SOLID WASTE</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR - ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>

#### Appendix A Best Practices Ontario E-scooter Pilot Program – Increasing Mobility Options

- c Scott Stafford, Managing Director, Parks & Recreation
- Andrew MacPherson, Division Manager, Parks Planning & Operations
- Doug MacRae, Director, Roads & Transportation
- Garfield Dales, Division Manager, Transportation Planning & Design

## APPENDIX A

### Best Practices – Ontario E-scooter Pilot Program – Increasing Mobility Options

Pilot framework for permitting the use of electric kick-style scooters (e-scooters) on Ontario roads. Municipalities that want to allow e-scooters to operate on their roads must pass by-laws to permit their use and to determine what is best for their communities.

Provincial Requirements	<p><b>Vehicle and Safety Requirements:</b></p> <ul style="list-style-type: none"> <li>• Must be electric</li> <li>• No pedals or seat allowed</li> <li>• Must have horn or bell</li> <li>• Must have front and back light</li> <li>• Must have 2 wheels and brakes</li> <li>• Maximum wheel diameter 17 inches</li> <li>• Maximum weight 45 kg</li> <li>• Maximum power output 500W that can provide a maximum speed of 24 km/h</li> <li>• Must be parked in municipally approved parking area(s)</li> </ul> <p>Municipalities are required to remit incident/collision and injury-related data to the province upon request.</p>	<p><b>Operator and Safety Requirements:</b></p> <ul style="list-style-type: none"> <li>• No drugs or alcohol permitted when operating an e-scooter (consequences under the Criminal Code of Canada may apply)</li> <li>• Must be age 16 or older</li> <li>• Bicycle helmet required for those under age 18</li> <li>• Riders must stand at all times</li> <li>• No passengers allowed</li> <li>• No cargo may be carried</li> <li>• No baskets</li> <li>• Must not be operated on sidewalks</li> <li>• Not for commercial use</li> </ul>
Municipal Considerations	<p>Municipalities that want to allow e-scooters to operate within their boundaries may wish to consider the points outlined below:</p>	
Parking	<p>Municipalities should clearly define where e-scooters can park (e.g. setting up designated parking locations, using corrals). This will help prevent them from being left on the road obstructing traffic or being a nuisance on private property. Designated parking locations provides control over their use and reduces interference with the public.</p> <p>E-scooter parking locations should not block access to businesses, fire doors, or be located outside of restaurants and bars, etc. This will help prevent a hazardous situation.</p> <p><b>Municipalities should:</b></p> <ul style="list-style-type: none"> <li>• Establish overnight responsibility for e-scooter non-parking compliance.</li> <li>• Decide who receives the penalty if e-scooter is not parked in a designated location or left stranded.</li> <li>• Decide a penalty structure to apply if e-scooter is not returned to its parking location.</li> <li>• Establish overnight responsibility for e-scooter non-parking compliance.</li> <li>• Decide who receives the penalty if e-scooter is not parked in a designated location or left stranded.</li> <li>• Decide a penalty structure to apply if e-scooter is not returned to its parking location.</li> </ul>	
Operating Parameters	<p>Based on experiences in other jurisdictions, municipalities should develop operating parameters for e-scooter companies and riders. E-scooters should not be allowed to operate on sidewalks – sidewalks are for pedestrians, including persons with disabilities. Municipalities should clearly communicate with companies about their expectations and requirements around contracts, permits, licences, operating agreements, etc.</p> <p><b>Municipalities to decide:</b></p> <ul style="list-style-type: none"> <li>• Should a permit be required for an e-scooter business? If yes, clearly define performance standards that companies must adhere to and violation terms.</li> <li>• Where should e-scooters be allowed to travel (e.g. bike paths, parks, trails, etc.)?</li> <li>• Who is responsible for removing e-scooters that are left stranded, damaged or deemed unsafe?</li> <li>• Should there be a limit on the number of e-scooters allowed in certain areas to combat congestion?</li> <li>• How will e-scooters integrate with other road users (e.g. pedestrians, cyclists, and people using personal mobility devices)?</li> </ul>	
Interoperability/Synergies	<p><b>Municipalities should:</b></p> <ul style="list-style-type: none"> <li>• Consider how e-scooters can enhance connectivity, mode choice and multimodal access to jobs, housing, goods and services.</li> <li>• Identify ways for e-scooters to help reduce local vehicular congestion and improve air quality.</li> <li>• Where feasible, ensure safe, convenient and adequate e-scooters access/storage at transit stops and stations.</li> </ul>	
Liability	<ul style="list-style-type: none"> <li>• Municipalities should require e-scooter companies to indemnify the municipality and hold appropriate insurance requirements.</li> <li>• Municipalities should determine the appropriate insurance coverage - the type and coverage amounts.</li> </ul>	
Offences	<p>Similar to bicycles, Ontario Highway Traffic Act (HTA) rules of the road apply to the operation of e-scooters in Ontario. Penalties in HTA s. 228(8) also apply to violations of pilot regulation (fine of \$250 to \$2,500). By-law offences may also apply. There are serious consequences for an e-scooter operator impaired by drugs, alcohol or both. Additional consequences under the Criminal Code of Canada may apply.</p>	
More information	<p>This document is a guide only. For official purposes, please refer to the Ontario Highway Traffic Act and regulations. For more information, please visit <a href="https://ontario.ca/transportation">Ontario.ca/transportation</a>. You may also refer to the American Association of Motor Vehicle Administrators' (AAMVA) Electric Dockless Scooters Whitepaper, and the National Association of City Transportation Officials' (NACTO) Guidelines for Regulating Shared Micromobility.</p>	



<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 7, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>REQUEST FOR PROPOSAL (RFP) 19-55 AWARD - REPLACEMENT OF WATERWORKS CLAM TRUCKS WITH DUMP BODIES</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN**:

- a) The submission from FRF Hydraulic Incorporated, 431 Henry Street, Brantford Ontario, N3S 7V6, **BE ACCEPTED**; for the supply and delivery of two (2) Waterworks Clam Trucks with Dump Bodies at a total purchase price of \$427,690.00 (\$213,845.00 per unit) excluding HST;
- b) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this purchase;
- c) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval; and
- d) That the funding for this purchase **BE APPROVED** as set out in the Source of Financing Report attached hereto as Appendix "A".

<b>COUNCIL'S 2019-2023 STRATEGIC PLAN</b>
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### **Leading in Public Service**

The City of London is a leader in public service as an employer, a steward of public funds and an innovator of service, resulting in Londoners experiencing exceptional and valued benefits.

### **Building a Sustainable City of London**

London's infrastructure is built maintained and operated to meet long-term needs of our community.

<b>BACKGROUND</b>
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### **PURPOSE**

The purpose of this report is to provide the necessary background information and seek approval to award RFP 19-55 for two (2) Waterworks Clam Trucks (Figure 1) to FRF Hydraulic Incorporated, the bidder that scored the highest in the RFP evaluation process based on the City of London's selection criteria.



**Figure 1 – 2006 Clam Dump Truck**

## CONTEXT

On an annual basis, Fleet Services reviews and replaces vehicles and equipment that have reached the end of their optimum life cycle. This RFP was initiated to replace two (2) waterworks single axle trucks with dump bodies, cranes and clam buckets.

Crane trucks with clam buckets and dump boxes are utilized by the Water Operations Division in a wide variety of material handling tasks year round. The units are critical for service delivery as they haul waste material away from multiple project sites and place new aggregate and materials in specified quantities at specified locations. The crane is also used for various rigging applications and to move and manipulate water system chattels so they can be placed safely and accurately.

As part of the replacement process, Water Operations staff were required to identify and discuss the pros and cons of the current units and also to review new safety and regulatory standards. During this review several new requirements and upgrades were identified in order to meet regulatory compliance and new safety standards including:

1. Heavier cab and chassis with a higher Gross Vehicle Weight (GVW) and carrying capacity to meet Ministry of Transportation (MTO) requirements.
2. Remote control for crane operation to ensure worker safety and enhance site-line visibility.
3. Crane safety systems to ensure the crane is safely secured prior to road travel.
4. Enhanced out rigging equipment to ensure truck stability and reduced manual outrigger positioning.
5. Enhanced truck and cab features, including hydraulic tool cabinets and smart idling systems to enhance productivity, efficiency and safety.

The costs required to upgrade these units for larger cabs and chassis were estimated at \$30,000. In addition the cost for a larger crane, mobile controls and upgraded out rigging gear and safety requirements was estimated at \$25,000. Units that will be replaced are two (2) 2006 Freightliner M2 clam dump trucks. These retiring assets had a 10-year life cycle but were extended to help offset additional funding required for the new class of trucks and upgrading required.

<b>DISCUSSION</b>
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### Purchasing Process

Due to the complexity and various configurations/designs available in this class of equipment, it was decided to purchase these units through an RFP process to encourage bidders to be creative and ensure the best overall value for the service area and the City.

Fleet Planning, through Purchasing and Supply, initiated the proposal process for two (2) clam dump trucks on October 4, 2019. The RFP closed on November 5, 2019, and resulted in three compliant bids to evaluate. The evaluation team was chaired by a Purchasing and Supply official and made up of representatives from Water Operations, Fleet Maintenance and Fleet Planning. The evaluation criteria, weighting and the scoring is shown in the table below:

Evaluation Category	Sub weighting	Weighting
Company Certification, Experience and Past Performance		10
Specifications - Cab and Chassis	25	40
Specifications - Dump Body, Crane and Bucket	15	
Safety and Regulatory Compliance		10
Service Agreement, Delivery, Training and Warranty		10
Options and Innovation		10
<b>SUBTOTAL</b>		<b>80</b>
Pricing		20
<b>Total</b>		<b>100</b>

### Results

The selection team reviewed the three compliant bid submissions and scored them based on the value criteria set out in the RFP. The results were tabulated from each member on the five evaluation areas and consensus was reached on ratings for experience/performance, specifications, safety, service/warranty and options/innovation.

Following completion of the ratings for each evaluation category, the bid prices were examined and added to the overall score. FRF Hydraulics Incorporated scored the highest overall evaluation and is recommended by the selection team.

Bidders were asked to provide details on trade-in options of the retiring units; however, none of the bidders submitted trade-in options so the retiring units will be sold at public auction.

### Financial Impact

Funding to replace two waterworks clam crane trucks was originally budgeted and approved in the 2016-2019 Multi-Year Budget for \$150,000 per unit (excluding HST) for a total cost of \$300,000 via capital project ME201801.

The required upgrades to these units for larger cabs and chassis (\$30,000) and a larger crane, mobile controls and upgraded out rigging gear and safety requirements (\$25,000) increased the estimated replacement cost to \$205,000 per unit (excluding HST). As noted previously, the additional funds for upgrades were secured because the lifecycle of existing trucks was extended after truck assessment was completed.

The recommended bid from FRF Hydraulics Inc. is \$213,845 per unit (excluding HST). This higher than anticipated cost, at 4% above the estimate, can be attributed to increases in the heavy truck market and the rising costs of materials and supplies.

The additional funding is available in ME201801 per the Source of Financing attached as Appendix “A”. The ongoing operating cost for internal rental rates will be adjusted based on the new asset requirements and lifecycle and will be budgeted in the program area.

<b>CONCLUSION</b>
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Based on the discussion and analysis above, Fleet Services, in conjunction with Purchasing and Supply, recommend that RFP 19-55 – Supply and Delivery of Waterworks Clam Trucks with Dump Bodies be awarded to FRF Hydraulics Incorporated, 431 Henry Street, Brantford Ontario N3S 7V6.

The FRF Hydraulics Incorporated submission scored the highest in the RFP evaluation based on the specified value criteria categories, and staff from both the service areas have confidence in the selection and believe the recommended vendor and product provide the best overall value for the City of London.

<b>SUBMITTED BY:</b>	<b>REVIEWED &amp; CONCURRED BY</b>
<b>MIKE BUSHBY, BA DIVISION MANAGER, FLEET &amp; OPERATIONAL SERVICES</b>	<b>JAY STANFORD, MA, MPA DIRECTOR, ENVIRONMENT, FLEET &amp; SOLID WASTE</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>	

Appendix “A” - Source of Financing

- C: John Freeman, Manager of Purchasing & Supply
- Steve Mollon, Manager of Fleet Planning
- Barrie Galloway, Manager of Fleet Maintenance
- Sarah Denomy, Procurement Officer

**APPENDIX 'A'**

**#20002**  
January 7, 2020  
(Award Contract)

Chair and Members  
Civic Works Committee

**RE: RFP 19-55 Replacement of Waterworks Clam Trucks with Dump Bodies  
(Work Order 2483479 & 2483480)  
Capital Project ME201801 - Vehicle and Equipment Repl- TCA  
FRF Hydraulic Inc. - \$427,690.00**

**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 approval of the recommendations of the Managing Director, Environmental & Engineering Services & City Engineer, the detailed source of financing for this project is:

<b><u>ESTIMATED EXPENDITURES</u></b>	<b><u>Approved Budget</u></b>	<b><u>Committed to Date</u></b>	<b><u>This Submission</u></b>	<b><u>Balance for Future Work</u></b>
Vehicles & Equipment	\$6,469,253	\$3,992,430	\$435,218	\$2,041,605
<b>NET ESTIMATED EXPENDITURES</b>	<b><u>\$6,469,253</u></b>	<b><u>\$3,992,430</u></b>	<b><u>\$435,218</u></b> 1)	<b><u>\$2,041,605</u></b>

**SUMMARY OF FINANCING:**

Capital Levy	\$250,000	\$250,000		\$0
Drawdown from Vehicle & Equipment Repl R.F.	6,165,891	3,689,068	435,218	2,041,605
Drawdown from Self Insurance Reserve Fund	42,500	42,500		0
Funded from Operations	10,862	10,862		0
<b>TOTAL FINANCING</b>	<b><u>\$6,469,253</u></b>	<b><u>\$3,992,430</u></b>	<b><u>\$435,218</u></b>	<b><u>\$2,041,605</u></b>

1) **FINANCIAL NOTE:**

Contract Price	\$427,690
Add: HST @13%	55,600
Total Contract Price Including Taxes	483,290
Less: HST Rebate	48,072
Net Contract Price	<u>\$435,218</u>

kw

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Jason Davies  
Manager of Financial Planning & Policy

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 7, 2020</b>
<b>FROM:</b>	<b>GEORGE KOTSIFAS, P. ENG MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES &amp; CHIEF BUILDING OFFICIAL</b>
<b>SUBJECT:</b>	<b>AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW RELATED LOT 10</b>

**RECOMMENDATION**

That, on the recommendation of the Managing Director, Development & Compliance Services & Chief Building Official, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on January 14, 2020, for the purpose of amending the Traffic and Parking By-law (PS-113).

**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

Amendments to the Traffic and Parking By-law, Civic Works Committee – February 20, 2019

**COUNCIL’S 2019-2023 STRATEGIC PLAN**

Building a sustainable City by improving safety, traffic operations and residential parking needs in London’s neighbourhoods.

**DISCUSSION**

In March 2019, an amendment to the Traffic and Parking By-law was approved for a City managed private parking lot at 175-193 Mill Street, 52-64 St. George Street and 174-192 John Street. The intent of the amendment was for the City to begin discussions with the property owner on entering into an agreement for a City managed parking lot. No zoning amendments are required for municipal parking lots as municipal parking lots are recognized as a public use in the Zoning By-law. Prior to finalizing a municipal parking lot agreement, there are a number of prerequisites including: site plan control ( landscaping, access, storm-water management) , lot administration and enforcement protocol which would need to be completed before finalizing an agreement. Discussions have not resulted in substantive actions being undertaken to work towards an agreement and in December 2019, the property owner was notified that Civic Administration was abandoning the municipally operated commercial parking lot at this location.

In November 2019, the subject property owner requested assistance from the City due to unauthorized parking at this location. The subject area is surrounded by three sides

of residential uses, many of which have been converted to multiple unit structures. Several structures have been demolished, creating vehicular access points from Mill Street and John Street. There has been a long standing problem of unauthorized parking in this area. The City could assist in a solution to the unauthorized parking via the Private Parking Enforcement Program (issuance of municipal penalties for unauthorized parking). This would resolve the issue of vehicles parking in tenant parking spots, particularly during evening hours (give the proximity to the entertainment area along Richmond Street).

In summary, the purpose of the amendment is to rescind the municipal operated parking lot and further engage the services of parking enforcement in assisting to address unauthorized parking.

<b>PREPARED BY:</b>	<b>RECOMMENDED BY:</b>
<b>OREST KATOLYK, MLEO (C) CHIEF MUNICIPAL LAW ENFORCEMENT OFFICER</b>	<b>GEORGE KOTSIFAS, P. ENG MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES &amp; CHIEF BUILDING OFFICIAL</b>

Attach: Appendix A: Proposed Traffic and Parking By-Law Amendments  
Appendix B: Lot 10 Location Map

**APPENDIX A**

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

Bill No.

By-law No. PS-113

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

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

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

AND WHEREAS subsection 214.1(1) of the Highway Traffic Act, as amended, provides that the council of a municipality may by by-law designate a part of a highway under its jurisdiction as a community safety zone if, in the council’s opinion, public safety is of special concern on that part of the highway.

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

**1. Metered Off-street Municipal Parking Lots**

Schedule 22 (Metered Off-street municipal Parking Lots) of the said By-law PS-113 is hereby amended by **deleting** attached in Appendix B.

**2. Metered Municipal and Public Parking Lots**

Schedule 30 (Metered Municipal and Public Parking Lots) of the PS-113 By-law is hereby amended by **deleting** the following row:

10	Mill Street	The premises bounded by 175-193 Mill Street, 52-64 St. George Street and 174-192 John Street	130
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Schedule 30 (Metered Municipal and Public Parking Lots) of the PS-113 By-law is hereby amended by **adding** the following row:

10



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

PASSED in Open Council on January 14, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – January 14, 2020

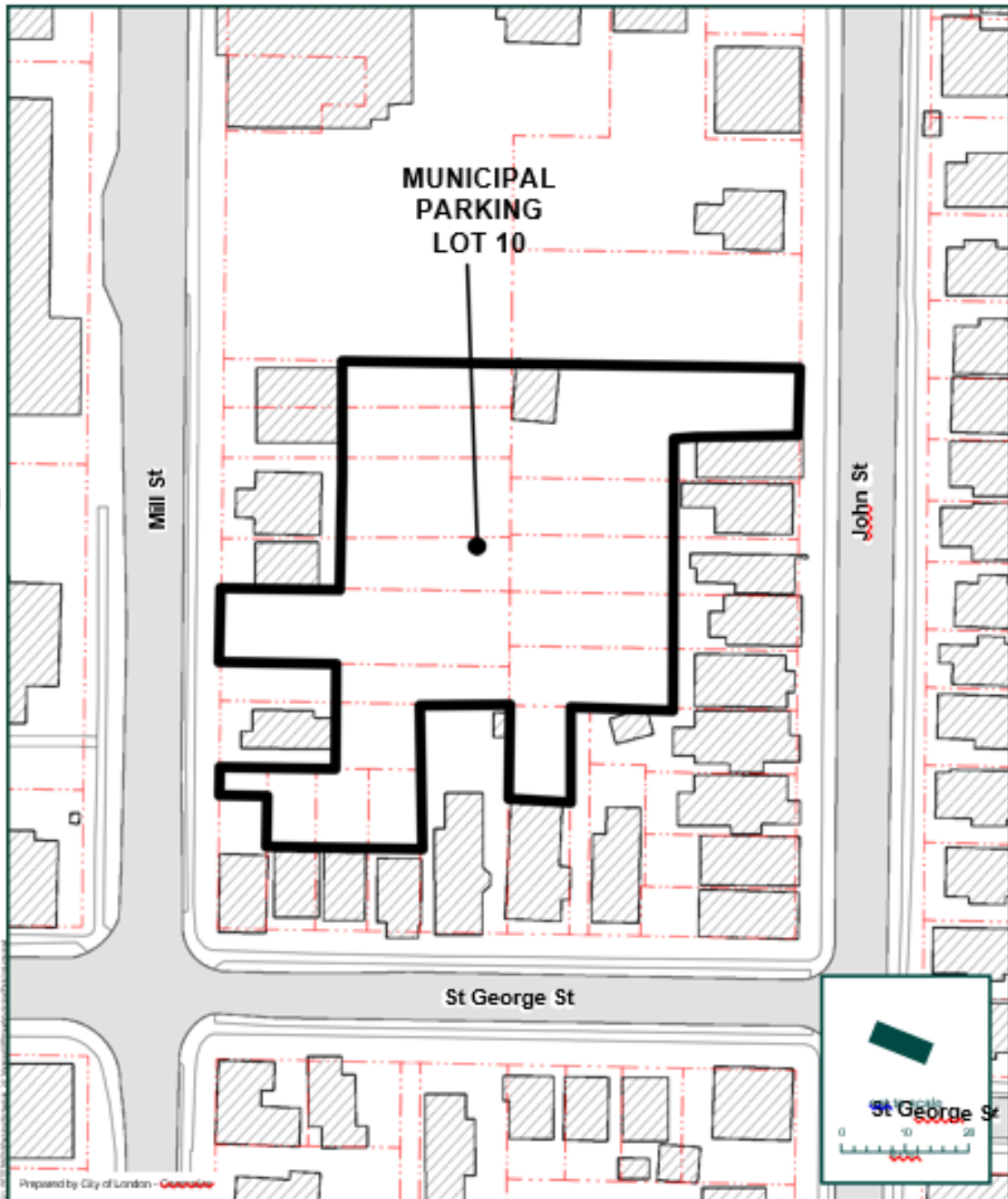
Second Reading – January 14, 2020

Third Reading – January 14, 2020

APPENDIX B  
LOT 10 LOCATION MAP

SCHEDULE 22  
of  
TRAFFIC & PARKING BY-LAW

METERED  
OFF-STREET MUNICIPAL PARKING LOTS

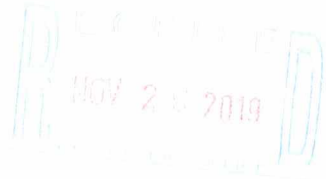


 200 Adelaide Avenue, PO Box 5030 London, Ontario N6J 1S0 General Inquiries: 215-601-4000 www.london.on.ca	Parking Lot for: 175-193 Mill Street, 52-64 St. George Street, & 174-192 John Street	Date: Nov 06, 2018
		<b>Lot 10</b>



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

London  
CANADA



## Petition for Traffic Calming Measures

### What is traffic calming?

The purpose of traffic calming is to alter driver behaviour so that vehicles travel at appropriate speeds on Neighbourhood Connectors (Collectors) and Neighbourhood Streets (Locals) that have a posted speed limit of 50 km/h or lower. Speed cushions are the most common form of traffic calming measures, because they are the most effective at reducing vehicle speeds.

Traffic calming is successful at reducing vehicle speeds where the majority of traffic is driving inappropriately. It is not intended for locations where there is ongoing construction and changing traffic patterns, or where only a few motorists are speeding. Police enforcement is the best solution in those cases.

### What are the disadvantages of traffic calming?

Please be aware that traffic calming may increase both noise and air pollution, as vehicles slowdown in advance of a cushion and speed up upon traversing it.

**We, the undersigned, request a traffic calming assessment on our street as detailed below:**

Street: Tillbank from Tillbank to Shaftsbury

### Description of concerns:

speeding

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Hello Members of the Civic Works Committee!

I grant the City permission to publish the following communication on the next CWC agenda!

**Topic** - Ill planned construction will cost more money than waiting for a more appropriate time

**History** - The following is a photo taken along Oxford Street East, between Industrial Road and Veterans Memorial Parkway.



It was around 1 1/2 years ago, when the sidewalk was installed along the south side of Oxford Street.

It is easy to see the 'joint' made on Oxford Street where the road was 'cut-back' to allow for the installation of sidewalk concrete forms!

I see two major problems here....

1) The 'joint' on the road surface runs exactly parallel with the right side tires of motor vehicles. If drivers try to avoid this 'joint' they are risking hitting the sidewalk or driving outside of their lane. Because of this, the 'joint' is receiving a lot of continuous stress. There are already many potholes along this stretch of road.... this photo is of the largest one!

2) The new road (that is from the 'joint' to the sidewalk) has so much stress on it that it has already warped along the entire road. This warping of the asphalt collects water that freezes in the winter (making the road a greater hazard for drivers) and this collecting water also helps to create more potholes!

**Discussion** - I may not be a supporter of sidewalks in areas where there is so little foot traffic that the sidewalk seems to be a waste of money and resources, but I am a supporter of better planning. Because the construction happened when it did, unnecessary stresses have been added to Oxford Street and this can only mean that this stretch of road will need maintenance sooner... costing Londoners more money! As mentioned.... there are already potholes in the road surface and therefore maintenance is already needed!

This sidewalk installation would have been more appropriately timed if it was scheduled to be built at the same time as this road was scheduled for repair or upgrading. It's that simple!

**Support** - Several months ago, I was communicating with a city staff member who wrote "As a Transportation Design Engineer, I would prefer to not see the road cut into anywhere!"

## Item 4.2

**Motion** - I would like the CWC to investigate this matter, more completely, with the hopes that a motion could be made, or a policy changed, that would ensure that road cuts for construction purposes are minimized. I would also like to see planning and construction schedules changed so that projects like this are embarked upon when the neighbouring road is in need of repair or maintenance thus eliminating all unnecessary road cuts!

Thanks for your time and consideration

Jim Kogelheide

## Item 4.3

### Points of Presentation

Rescinding Municipal Parking Lot #10 from the Traffic and Parking By-Law.

The parking lot had been operating illegally for several years. Residents complained but enforcement took no action.

On Feb. 20 2019, CWC endorsed the private parking lot at 175-193 Mill Street, 52-64 St. George Street and 174-192 John Street and it was added to the list of parking lots managed by the City for the property owner. This item was approved as a Consent Item.

Regardless as to whether it was listed under the Traffic and Parking By-law, the land was not zoned for a commercial parking lot and a zoning amendment and public notice and meeting was required under Section 34(10.7) of the Ontario Planning Act, R.S.O. 1990, CP.13.

The boundaries of the parking lot encompassed private property that did not belong to the parking lot owner, yet it was still approved by this committee.

The by-law and the parking lot was made legal before the property owner fulfilled all requirements of the private / public agreement.

The owner of the parking lot proceeded to grade the surface area, removing all backyards, trees and caused property damage to neighbouring properties.

Complaints were filed with by-law enforcement by residents regarding the bulldozing of trees and backyards and again no action was taken.

While blame is being placed on the property owner for proceeding to clear the interior area of the mentioned block, and not comply with the guidelines of the agreement, residents believe it was the sole failure of enforcement and parking staff and this committee and council for failing to:

- enforce resident's long standing and immediate complaints;
- recognize gross errors in the mapping of the boundaries of the parking lot;
- question the appropriateness of approving a public parking lot whose boundaries abutt private residences;
- understand that a zoning amendment was required under the Planning Act
- uphold the legal rights of residents to be notified of any pending zoning change and denying their right to appeal.

The property owner was just taking advantage of a bad system and a lack of enforcement.

The responsibility lies with this committee.

A request for a review of how parking lots are approved: request that the city take court action rather than simply ask for fines to remedy violations: restore green space and property damage the was bulldozed.

Thank You

AnnaMaria Valastro

133 John Street, Unit 1

Item 4.3



Item 4.3





Item 4.3



Item 4.3





## **Private Property Parking Enforcement Program**

The City of London has a By-law to allow for ticketing of vehicles on private property under **certain criteria**. In accordance with City of London Traffic and Parking By-laws P.S. 111, Part 8

**Section 79.1** No person shall permit a vehicle to be parked in a privately-owned parking lot or other parking facility without the authorization of the owner of the parking lot or parking facility prohibiting such unauthorized parking.

**Section 79.2** No person shall permit a vehicle to be parked or left on privately-owned land not used as a parking lot or other parking facility without the authorization of the owner or occupant of that land.

Enforcement of this portion of the By-law can be accomplished by enrolling in the program which uses existing City resources (Parking Enforcement Officers). This process is accomplished by Phases.

### **Phase 1 – Initial site Inspection**

In order to join the program to allow unauthorized vehicles to be ticketed on private property, property owners must apply to City for inclusion in the program. Property owners can apply by phone, or email the Parking Coordinator. Certain criteria must be met by the property owner in order to participate in the program and this will be discussed with the property owner at the initial site visit.

At the initial site inspection the Parking Coordinator will meet with the property representative and present a Consent Agreement to allow the application of the Traffic and Parking by-law to privately owned land under Section 100(a) if the Municipal Act, S.O. 2001, c.25. This consent form must be executed by the property owner or occupant and registered and held on file with the City Clerk.

While on site the Parking Coordinator will determine signs locations for the property under the Ontario Municipal Act requires that all vehicular access points to the property be signed in such a manner as to be visible to all motorists as they enter the property in order for the municipal by-law to be in effect. The Parking Coordinator would indicate to the property representatives where to place the Official signs as authorized by the Parking and Traffic Signal Division the signs must be posted at the entrance ways and throughout the property in locations approved by the Parking Coordinator. After indicating the location where to place signs on the property I would discuss additional wording to be placed on the sign to indicate the property requirements for vehicles that are come onto the property prior to purchasing. When the property is not totally contained and other properties have access into or through the lot, it is necessary for each parking stall be clearly marked with pavement markings and have an official sign posted in the center of each space. The onus is on the property to purchase the approved signs through a sign supplier, the Parking Coordinator would like to review the artwork prior to the signs being purchased to make sure they wording is accurate on signs as stated on the site visit.

In order to participate in the Private Property Parking Enforcement Program all Fire Route and Disabled spaces must be up to current Provincial and Municipal standards which may require additional signage as advised by the Parking Coordinator at the site visit. Any parking occurring on the City Boulevard must be covered by a valid Boulevard Parking Agreement.

### **Phase 2 – Warning Notice**

At the initial site inspection the Parking Coordinator and the property representative will discuss the property parking rules and regulations.

As part of the education component of the program, a Designated Representative of the property must issue an official warning notice to unauthorized vehicles indicating “in future parking tickets will issued”. This notice will provide

## Item 4.3



**London**  
CANADA

contact information specific to the property in order that the driver may discuss the reason the warning was issued. This should result in compliance to the parking rules without the necessity of having a ticket issued and benefit the property owner to ensure that valid residents and visitors do not leave with a negative experience associated with having received a ticket. The Designated Representative must provide a copy of the prior warning notice the officer and be in attendance while the parking ticket is being issued. The City's enforcement staffs are available more or less 24/7 and can respond to complaints in a reasonable time frame.

There are properties that would like to opt out of the warning notice and would like to strictly issue tickets on the premise. In this case we would make sure the property has a record of all the authorized vehicles that are supposed to be on the property. Some examples are making sure vehicles are registered with property management, property management can issue vehicles a parking pass and a letter to residents to indicate the new parking guidelines on the property. A designated rep must Designated Representatives must be appointed meet with the Officer, and point out to the Parking enforcement officer the unauthorized vehicle. The designated rep must remain with the officer until the ticket has been severed on the vehicle.

This program is enforced on a complaint basis only, and Designated Representatives must be appointed to issue warning notices, request enforcement and meet the officer at the time of enforcement to convey the reasons the vehicle in question is not authorized, therefore providing the officer with the personal knowledge required to issue a valid parking infraction notice.

### **Phase 3 – Final Site Inspection**

Once Phase 1 and 2 has been satisfied I would then check to ensure that the property has the items below satisfied:

- Signage has been placed in the appropriate location that was indicated at the initial site inspection.
- Signed Consent form from the property owner
- Copy of the warning notice that the designated rep will be issued to the unauthorized vehicle ( if required on site visit)
- Copy of a parking pass and letter of new parking guidelines. (if required on site visit)

### **Phase 4 – Approval of Property**

List of designated reps for the Parking Enforcement Officers to meet on site, if the name is that is requesting enforcement is not on the list the Officer will not attend. Property owners can add or delete names on the list at any time. The approved property will then be passed on to the Parking Enforcement Supervisor and internal staff in the office and we can go out to the property upon a request by the designated rep.

### **Phase 5 – On-site Parking Enforcement**

For large commercial property that would like to hire an onsite parking enforcement officer to issue tickets on the property. Phases 1, 3, and 4 is conducted with the addition of training and appoint the person to be by-lawed. There is a fee to the property owner in which is \$200 for training and the bylaw designation.

Once you are interested we can go ahead and set up a date and time to schedule an appointment for the initial visit for your property.

Should you have any further questions or concerns, please do not hesitate to contact me at (519) 661-2500 ext 4635.

Regards,



**Murzeena Shemsdeen**

Supervisor/ Parking Coordinator  
Development and Compliance Service

City of London  
824 Dundas Street London ON N5W 5R1

P: 519-661-2500 x 4635 | Fax: 519-661-2413

[mshemsed@london.ca](mailto:mshemsed@london.ca) | [www.london.ca](http://www.london.ca) | [parkingenforcement@london.ca](mailto:parkingenforcement@london.ca)

**10. Metered Municipal and Public Parking Lots**

The private parking lot at 175-193 Mill Street, 52-64 St. George Street and 174-192 John Street has been added to the list of parking lots managed by the City for the property owner.

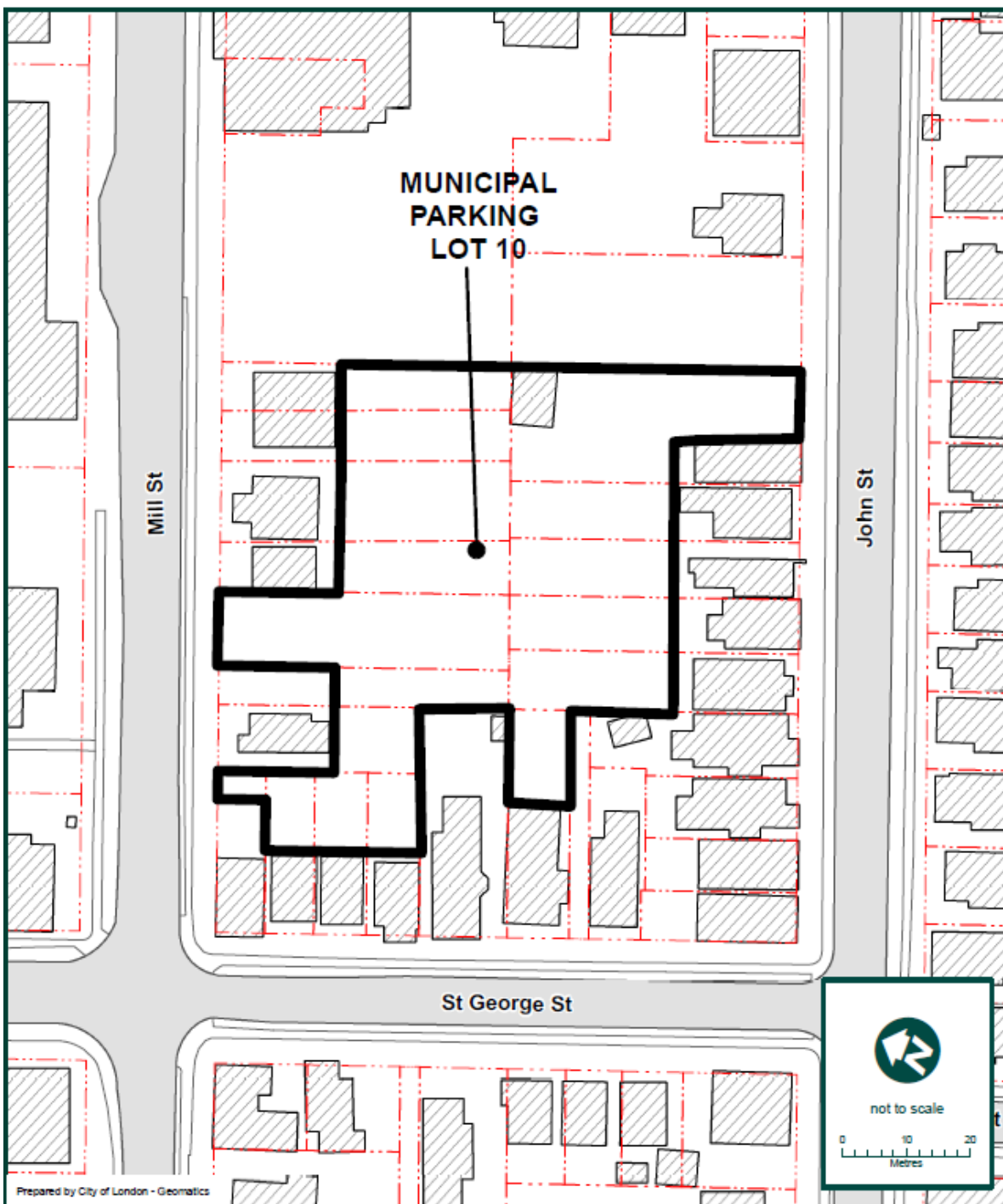


Figure 18: Municipal Lot 10

Amendments are required to Schedule 22 (Metered Off-street Municipal Parking Lots) and Schedule 30 (Metered Municipal and Public Parking Lots) to address the above change.

**Pages 34 & 35 of Staff Report dated October 28, 2019, "Amendments to Consolidated Fees and Charges"**

**Social and Health Services**

*Long Term Care – Dearness Home*

The proposed fee increase for staff escort is required as a result of increases to salaries and benefits of staff providing this service.

Service/Activity	Current Fee	2020 PROPOSED		
		Effective Date	Fee	% Change
Staff Escort to Medical Clinics up to 3 hours	\$100.00	Jan.1/20	\$106.00	6.0%
After 3 hours (per hour for a nursing escort)	\$34.00	Jan.1/20	\$35.00	2.9%

**Transportation Services**

*Parking Services*

**Increase in Private MLEO training & appointment** – The proposed increase in the rate is being recommended to help cover the staff costs associated with training service providers to issue parking tickets on private lots. This rate has not been increased since 2015.

**Admin Fee Bulk Lot Passes** – This proposed new fee is being recommended to assist with covering administrative and staff costs associated with the preparation of a bulk parking for City of London Parking Lots. Bulk parking refers to a large volume of parking passes purchased in a single order for a municipal lot which applies to a large number of vehicles parking in a lot.

**Increase in rate for Municipally Owned/Operated Parking Lots** – This proposed increase is being recommended to ensure that City of London rates are competitive with other off street parking providers. The proposed increased fees will help cover the costs of infrastructure maintenance in off street parking lots including parking meters, paving, snow clearing, line painting and more. These rates have not been increased since 2012.

**Increase in on-street parking rates** – This proposed increase has been recommended as a method of establishing a parking reserve fund. This specific parking reserve fund would be exclusively dedicated to the development of future downtown parking spaces/structure as per the 2017 BA Consulting Downtown Parking Strategy.

**Municipal Parking Lot 10** – This fee is being proposed as a new municipally managed parking lot approved by Municipal Council earlier in 2019 is being established.

**Municipal Parking Lot 13** – This fee is being proposed as a new municipally managed parking lot has been established.

Service/Activity	Unit of Measure	Current Fee	2020 PROPOSED			2022 PROPOSED		
			Effective Date	Fee	% Change	Effective Date	Fee	% Change
<b>Parking Control</b>								
i) Private MLEO Training & Appointment		\$200.00	Jan. 1/20	\$250.00	25.0%			
ii) Administrative Fee Bulk Lot Passes			Jan. 1/20	\$25.00	New			
<b>Parking Meters</b>								
i) Parking Meter Fees								
Outlying 1 hour	Hour	\$1.50	Jan. 1/20	\$2.25	50.0%	Jan. 1/22	\$2.50	11.1%
Outlying 2 hour	Hour	\$1.50	Jan. 1/20	\$2.25	50.0%	Jan. 1/22	\$2.50	11.1%
Outlying 4 hour	Hour	\$1.50	Jan. 1/20	\$2.25	50.0%	Jan. 1/22	\$2.50	11.1%
10 Hour Metered Zone	Hour	\$1.50	Jan. 1/20	\$2.25	50.0%	Jan. 1/22	\$2.50	11.1%
	Maximum	\$3.00	Jan. 1/20	\$5.00	66.7%			
Downtown 1 hour	Hour	\$1.50	Jan. 1/20	\$2.25	50.0%	Jan. 1/22	\$2.50	11.1%

## Pages 34 &amp; 35 of Staff Report dated October 28, 2019, "Amendments to Consolidated Fees and Charges"

Service/Activity	Unit of Measure	Current Fee	2020 PROPOSED				
			Effective Date	Fee	Effective Date	Fee	% Change
<b><u>Parking Lots - Municipally Operated</u></b>							
Lot # 3 North - 743 Richmond Street	Hour	\$2.00	Jan. 1/20	\$2.00	Aug. 1/20	\$2.50	25.0%
Lot # 6 - Kent Street, North Side of Kent Street between Richmond & Talbot Streets	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
	Day	\$8.00	Jan. 1/20	\$8.00	Mar. 1/20	\$10.00	25.0%
Lot #9 78 Riverside Dr. Kiwanis Senior Centre	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
<b>Lot #10 - Mill Street/John Street/St.George</b>	Hour				Oct. 1/20	\$2.50	New
	Day				Oct. 1/20	\$10.00	New
	Evening				Oct. 1/20	\$8.00	New
	Monthly				Oct. 1/20	\$100.00	New
Lot # 12 - 199 Ridout Street N., PUC Parking Lot North Side of Horton Street between Thames & Ridout Streets	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
	Day	\$5.00	Jan. 1/20	\$5.00	Mar. 1/20	\$6.00	20.0%
	Evening	\$4.00	Jan. 1/20	\$4.00	Mar. 1/20	\$5.00	25.0%
	Monthly	\$70.00	Jan. 1/20	\$70.00	Mar. 1/20	\$80.00	14.3%
Lot #13 - 189 King Street	Hour				Oct. 1/20	\$2.50	New
	Day				Oct. 1/20	\$10.00	New
	Evening				Oct. 1/20	\$8.00	New
	Monthly				Oct. 1/20	\$120.00	New
Lot # 15 - London Convention Centre, South Side of King Street between Wellington & Waterloo Street	Day	\$7.00	Jan. 1/20	\$7.00	Mar. 1/20	\$8.00	14.3%
	Evening	\$5.00	Jan. 1/20	\$5.00	Mar. 1/20	\$6.00	20.0%
Lot # 16 - 205 Oxford St (Rear), West of Richmond Street between Oxford & Piccadilly Street	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
	Monthly	\$50.00	Jan. 1/20	\$50.00	Mar. 1/20	\$60.00	20.0%
Lot # 19 - Museum London	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
Lot # 20 - 155 Kent Street	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
Lot # 21 - 558 Talbot Street	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
	Day	\$8.00	Jan. 1/20	\$8.00	Mar. 1/20	\$10.00	25.0%
	Evening	\$5.00	Jan. 1/20	\$5.00	Mar. 1/20	\$8.00	60.0%
	Night		Jan. 1/20	\$15.00			New
	Monthly	\$80.00	Jan. 1/20	\$80.00	Mar. 1/20	\$100.00	25.0%
Lot # 22 - 695 Richmond Street	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
	12 hr max	\$8.00	Jan. 1/20	\$8.00	Mar. 1/20	\$10.00	25.0%
	24 hr max	\$14.00	Jan. 1/20	\$14.00	Mar. 1/20	\$15.00	7.1%
	Monthly	\$70.00	Jan. 1/20	\$70.00	Mar. 1/20	\$80.00	14.3%
<b><u>Parking Lots Municipally Owned</u></b>							
Lot # 1 - East London, North of Dundas Street between English & Elizabeth Street	Hour	\$0.75	Jan. 1/20	\$0.75	Mar. 1/20	\$1.00	33.3%
Lot # 2 - East London, North of Dundas Street between Elizabeth & Adelaide Street	Hour	\$0.75	Jan. 1/20	\$0.75	Mar. 1/20	\$1.00	33.3%
Lot # 3 East - East of Richmond Street between Oxford & Piccadilly Street	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
	Monthly	\$50.00	Jan. 1/20	\$50.00	Mar. 1/20	\$60.00	20.0%
Lot # 3 West - Richmond Village West of Richmond Street between Oxford & Piccadilly Street	Hour	\$2.00	Jan. 1/20	\$2.00	Mar. 1/20	\$2.50	25.0%
	Monthly	\$46.00	Jan. 1/20	\$46.00	Mar. 1/20	\$60.00	30.4%
Lot # 4 - Marshall Street, South of Dundas Street between Lyle & Adelaide Streets	Hour	\$0.75	Jan. 1/20	\$0.75	Mar. 1/20	\$1.00	33.3%
Lot # 5 - Queens Ave, North Side of Queens Ave between Clarence & Richmond Streets	Day	\$8.00	Jan. 1/20	\$8.00	Mar. 1/20	\$10.00	25.0%
	Evening	\$6.00	Jan. 1/20	\$6.00	Mar. 1/20	\$8.00	33.3%

Please add this email string to the package of supporting materials for the Jan. 7 delegation.

Thank You

AnnaMaria Valastro

----- Original Message -----

**Subject:**Municipal Lot #10: Re: by-law change

**Date:** 2019-12-12 14:59

Hello Mr. Blazak,

Thank You for your offer to speak with me on the telephone tomorrow re: my questions as to:

\*whether an impact study was done prior to entering into an agreement with the property owner re: Municipal Lot 10, and:

\*why no public notice was issued despite the fact the area in question was not currently zoned for a parking lot. This can be confirmed on the city's zoning map.

Please note I have posed the same questions to every single staff person associated with these file and NONE of them could or would provide me with an answer.

I have spoken to Mr. Lui at the Local Planning Appeal Tribunal and I am asking that you please see the response from the City's Planning Dept. below.

Mr. Lui confirmed that ANY zoning changes requires a formal public notice and public meeting.

A public notice IS required in ALL CASES and there is no exceptions for public use. While the city can discard its own by-laws if the use is for public use, it cannot over ride the Planning Act and deny residents their right to appeal.

It makes NO DIFFERENCE whether it is a parking lot or a highrise, a land use change, is a land use change, is a land use change - period.

And I want to know WHY we were not notified of the change in land use designation from a residential zone to a commercial parking lot zone.

Please remember that while I am looking forward to speaking with you. I expect an official WRITTEN reply so I may share with my neighbours.

Will talk tomorrow.

AnnaMaria Valastro

133 John Street, Unit 1



----- Original Message -----

**Subject:**Re: by-law change

**Date:**2019-12-12 13:47

Good Afternoon Ms. Valastro,

In response to your email below, a change to a land use designation in the Official Plan (an Official Plan Amendment), or a change to zoning in the Zoning By-law (a Zoning By-law Amendment) require public notice be given under Section 22(6.4) and Section 34(10.7) of the Ontario Planning Act, R.S.O. 1990, CP.13 respectively.

Regards,



**Melissa Campbell, MCIP, RPP**

Manager, Development Planning (Current Planning)

Development Services

City of London

P.O. Box 5035, 300 Dufferin Avenue, 6<sup>th</sup> Floor, London, ON N6A 4L9

P: 519.661.CITY(2489)

[www.london.ca](http://www.london.ca)

**DEFERRED MATTERS**

**CIVIC WORKS COMMITTEE  
(as of December 17, 2019)**

Item No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	<p><b><u>Options for Increased Recycling in the Downtown Core</u></b>            That, on the recommendation of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the options for increased recycling in the Downtown core:            b) the Civic Administration BE DIRECTED to report back to the Civic Works Committee in May 2017 with respect to:</p> <ul style="list-style-type: none"> <li>i) the outcome of the discussions with Downtown London, the London Downtown Business Association and the Old East Village Business Improvement Area;</li> <li>ii) potential funding opportunities as part of upcoming provincial legislation and regulations, service fees, direct business contributions, that could be used to lower recycling program costs in the Downtown core;</li> <li>iii) the future role of municipal governments with respect to recycling services in Downtown and Business Areas; and,</li> <li>iv) the recommended approach for increasing recycling in the Downtown area.</li> </ul>	Dec 12/16	3rd Quarter 2019	K. Scherr J. Stanford	
2.	<p><b><u>Rapid Transit Corridor Traffic Flow</u></b>            That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.</p>	Dec 12/16	2nd Quarter 2019	K. Scherr J. Ramsay	

3.	<p><b><u>Garbage and Recycling Collection and Next Steps</u></b></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps:</p> <p>b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with:</p> <ul style="list-style-type: none"> <li>i) <del>a Business Case including a detailed feasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and,</del></li> <li>ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</li> </ul>	Jan 10/17	3rd Quarter 2019	K. Scherr J. Stanford	2 <sup>nd</sup> Quarter 2019
4.	<p><b><u>Public Notification Policy for Construction Projects</u></b></p> <p>That the Civic Administration BE DIRECTED to amend the "Public Notification Policy for Construction Projects" to provide for a notification process that would ensure that property owners would be given at least one week's written notice of the City of London's intent to undertake maintenance activities on the City boulevard adjacent to their property; it being noted that a communication from Councillor V. Ridley was received with respect to this matter.</p>	Nov 21/17	3rd Quarter 2019	U. DeCandido	

5.	<p><b><u>Environmental Assessment</u></b></p> <p>That the Managing Director, Environmental and Engineering Services &amp; City Engineer BE REQUESTED to report on the outstanding items that are not addressed during the Environmental Assessment response be followed up through the detailed design phase in its report to the Civic Works Committee.</p>	July 25, 2018	2nd Quarter 2019	S. Mathers P. Yeoman	
6.	<p><b><u>Bike Share System for London - Update and Next Steps</u></b></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the potential introduction of bike share to London:</p> <p>that Civic Administration BE DIRECTED to finalize the bike share business case and prepare a draft implementation plan for a bike share system in London, including identifying potential partners, an operations plan, a marketing plan and financing strategies, and submit to Civic Works Committee by January 2020; it being noted that a communication from C. Butler, dated August 8, 2019, with respect to the above matter was received.</p>	August 12, 2019	January 2020	K. Scherr	
7.	<p><b><u>Area Speed Limit Program</u></b></p> <p>That the staff report dated September 24, 2019, with respect to an Area Speed Limit Program, BE REFERRED back to the Civic Administration in order to consult with the London Transit Commission and report back at a future meeting of the Civic Works Committee regarding the effect a change to speed limits would have on transit service;</p> <p>it being noted that the <u>attached</u> presentation from S. Maguire, Division Manager, Roadway Lighting and Traffic Control, with respect to this matter, was received;</p> <p>it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the <u>attached</u> public participation meeting record made oral submissions regarding this matter.</p>	September 24, 2019	TBD	K. Scherr S. Maguire	

8.	<p><b><u>Parking Changes</u></b></p> <p>That the Civic Administration BE DIRECTED to bring forward a report to a future meeting of the Civic Works Committee with details on potential impacts and recommendations on implementing the following changes to parking restrictions:</p> <p>a) the overnight parking ban program be amended to be in force from November 1st until April 30th annually;</p> <p>b) the issuing of overnight parking permits during the ban period be expanded to allow residents to purchase additional passes beyond the current 15 free uses for a fee; and,</p> <p>c) the current 12hr limit on occupying a specific on street non metered parking location be amended to 18hrs;</p> <p>it being noted that a communication, dated September 12, 2019, from Councillor S. Lewis, was received with respect to this matter.</p>	September 24, 2019	Q1 2020	K. Scherr	
9.	<p><b><u>745-747 Waterloo Street</u></b></p> <p>That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Y Group Investments and Management Inc., relating to the property located at 745-747 Waterloo Street:</p> <p>b) the Civic Administration BE REQUESTED to review, in consultation with the neighbourhood, the traffic and parking congestion concerns raised by the neighbourhood and to report back at a future Planning and Environment Committee meeting;</p> <p>it being further noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:</p> <ul style="list-style-type: none"> <li>• a communication from B. and J. Baskerville, by e-mail;</li> <li>• a communication from C. Butler, 863 Waterloo Street; and,</li> <li>• a communication from L. Neumann and D. Cummings, Co-Chairs, Piccadilly Area Neighbourhood Association;</li> </ul> <p>it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the <u>attached</u> public participation meeting record made oral submissions regarding these matters;</p>	Oct 2, 2018	Q2 2020	K. Scherr	

<p>it being further noted that the Municipal Council approves this application for the following reasons:</p> <ul style="list-style-type: none"> <li>the recommended Zoning By-law Amendment would allow for the reuse of the existing buildings with an expanded range of office conversion uses that are complementary to the continued development of Oxford Street as an Urban Corridor, consistent with The London Plan policies for the subject site. Limiting the requested Zoning By-law Amendment to the existing buildings helps to ensure compatibility with the surrounding heritage resources and also that the requested parking and landscaped area deficiencies would not be perpetuated should the site be redeveloped in the future. While the requested parking deficiency is less than the minimum required by zoning, it is reflective of the existing conditions. By restricting the office conversion uses to the ground floor of the existing building at 745 Waterloo Street and the entirety of the existing building at 747 Waterloo Street (rather than the entirety of both buildings, as requested by the applicant), the parking requirements for the site would be less than the parking requirements for the existing permitted uses. The applicant has indicated a willingness to accept the special provisions limiting the permitted uses to the ground floor of the existing building at 745 Waterloo Street and to the entirety of the existing building at 747 Waterloo Street.</li> </ul>				
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# Waste Management Working Group

## Report

The 1st Meeting of the Waste Management Working Group  
December 18, 2019  
Committee Room #3

Attendance                   PRESENT: Councillor E. Pelozo (Chair), Councillors S. Lehman, S. Turner and M. van Holst and J. Bunn (Committee Clerk)

ALSO PRESENT: W. Abbott, K. Scherr and J. Stanford

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

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

#### 1.2 Election of Chair and Vice Chair for the term ending in November 30, 2020

That it BE NOTED that the Waste Management Working Group elected Councillor E. Pelozo and Councillor S. Turner as Chair and Vice Chair, respectively, for the term ending November 30, 2020.

### 2. Scheduled Items

None.

### 3. Consent

#### 3.1 1st Report of the Waste Management Working Group

That it BE NOTED that the 1st Report of the Waste Management Working Group, from its meeting held on April 18, 2019, was received.

#### 3.2 Municipal Council Resolution - Waste Management Working Group

That it BE NOTED that the Municipal Council resolution, from its meeting held on November 26, 2019, with respect to the Waste Management Working Group, was received.

#### 3.3 Progress Report #8: Community Engagement Program Update - April 1, 2019 to November 30, 2019

That it BE NOTED that the staff report dated December 18, 2019, from J. Stanford, Director, Environment, Fleet and Solid Waste, with respect to progress report #8 on the Community Engagement Program Update from April 1, 2019 to November 30, 2019, was received.

#### 3.4 Progress Report #9: 60% Waste Diversion Action Plan

That it BE NOTED that the staff report dated December 18, 2019, from J. Stanford, Director, Environment, Fleet and Solid Waste, with respect to progress report #9 on the 60% Waste Diversion Action Plan; it being noted that the attached presentation from J. Stanford, Director, Environment, Fleet and Solid Waste, with respect to this matter, was received.

**4. Items for Discussion**

4.1 Adjustment to Environmental Assessment Project Manager Role - Verbal Update

That it BE NOTED that a verbal update from J. Stanford, Director, Environment, Fleet and Solid Waste, with respect to an adjustment to the Environmental Assessment Project Manager role, was received.

4.2 Decision Report #9: Environmental Assessment Process

That, on the recommendation of the Director, Environment, Fleet and Solid Waste, the three Alternative Methods for the proposed expansion of the W12A landfill, as explained in the attached staff report dated December 18, 2019, BE SUPPORTED IN PRINCIPLE for release to the public for the upcoming Open Houses tentatively scheduled for February 2020; it being noted that the three Alternative Methods are very similar to the ones that have been before the Waste Management Working Group, the Civic Works Committee, Municipal Council and the community as design concepts; it being further noted that the attached presentation from J. Stanford, Director, Environment, Fleet and Solid Waste, with respect to this matter, was received.

**5. Adjournment**

The meeting adjourned at 5:28 PM.



**Why Waste?**

## Background and Status on: 60% Waste Diversion Action Plan

**Waste Management Working Group  
December 18, 2019**




**Why Waste?** **Council Direction(s)**

On October 30, 2017 City Council passed the following resolution:  
*"The W12A Landfill expansion be sized assuming the residential waste diversion rate is 60% by 2022 noting this does not prevent increasing London's residential waste diversion rate above 60% between 2022 and 2050."*

In October 2018, Council passed the following resolution:  
*"...the 60% Waste Diversion Action Plan (Action Plan) containing programs and initiatives to be phased in between 2019 and 2022 to achieve 60% waste diversion ... BE APPROVED..."*

In July 2019, Minister of the Environment, Conservation & Parks:  
*"I am satisfied that an environmental assessment prepared in accordance with the amended terms of reference will be consistent with the purpose of the EA Act"*



**Why Waste?** **Provincial Direction(s)**




To mark our progress and keep on track, we have set three interim goals:

- 30% diversion rate by 2020
- 50% diversion rate by 2030
- 80% diversion rate by 2050

**Many Targets ("must")**

- 70% reduction/recovery of food and organic waste from single family homes by 2025
- 50% reduction/recovery of food and organic waste generated at the multi-residential building by 2025



**Why Waste?** **How much waste and resources in London?**





**Between 425,000 and 450,000 tonnes per year**



**Why Waste?**

- 21 actions
- split into 6 categories
- Operating \$6.5 million
- Capital \$16 million

**60% Waste Diversion Action Plan**

What's in the garbage?

Single Family Homes      Apartments

Waste Management Working Group: July 13, 2018  
 Civic Works Committee: July 17, 2018  
 Municipal Council: July 24, 2018  
 Community Engagement: July 25 - September 27, 2018

[getinvolved.london.ca](http://getinvolved.london.ca)

**Why Waste?**      **MYB 2020 -2023**

**Operating Budget – initially focused on waste reduction including food waste avoidance**

Business Case Tax Levy Impact (\$000's)	2020	2021	2022	2023	2020-2023 TOTAL
Annual Net Requested Tax Levy	\$700	\$3,900	\$6,500	\$6,500	\$17,600
Annual Net Incremental Tax Levy	\$700	\$3,200	\$2,600	\$0	\$6,500
Estimated Tax Levy Impact %	0.12%	0.51%	0.40%	0.00%	0.26% (Average)
Estimated Tax Payer Impact (Dollars) <sup>1</sup>	\$3.28	\$18.27	\$30.46	\$30.46	\$20.62 (Average)

Note 1: Calculated based on the average assessed value of \$241,000 for a residential property (excludes education tax portion and impacts of future tax policy).

**Capital Budget – funded through Federal Gas Tax**

	Life-to-Date	2020-2023 TOTAL
Capital (Project SW6050)	\$500	\$16,400

**Why Waste?**      **Overview of Updates**

**2019 had several adjustments**

- Additional work on a number of items:
  - London Waste to Resources Innovation Centre
  - Provincial Blue Box mediation
  - Provincial organics framework & policies
  - London's Hefty EnergyBag Pilot Project
  - MYB budget items

**Why Waste?**      **Overview of Updates**

**2019 had several adjustments**

- Work that has been delayed:
  - Diverting ceramics, some furniture through the depots
  - Coordinated textile awareness program
  - Detailed implementation plans

### Why Waste? How much Avoidable Food Waste is there?

Diversion/Recovery Opportunities	% of Waste by weight
Avoidable food waste	23%
Unavoidable food waste	12%
Other Organics	15%
Pet waste	10%
<b>Organics</b>	<b>60%</b>

### Why Waste? Lost Value


**Local Research (Western University), London Pilot Projects . . . and experience in Canada, USA and Europe**



• **\$450 to \$600 per household (\$80 to \$100 million/year) in avoidable food**



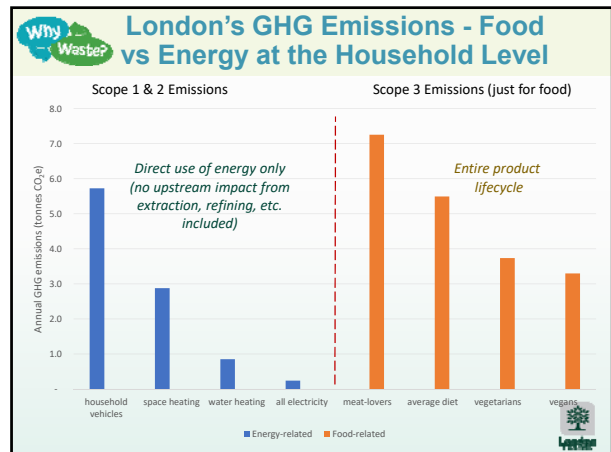
### Why Waste? Food & Climate Change The Global Picture



Food systems emissions contribute **19-29% OF TOTAL GHG EMISSIONS.**

Industry & manufacturing (businesses, factories) contribute about **21% OF TOTAL GHG EMISSIONS**


Sources: CGIAR (formerly the Consultative Group for International Agricultural Research) IPCC, 2014



**Why Waste?** **Green Bin Implementation Decisions**

**What goes in the Green Bin?**

1	2	3	4	5
Food Scraps	Paper Products	Animal Waste	Personal Hygiene Products	Other



**Why Waste?** **Green Bin Implementation Decisions**



- Type of carts
- Single or co-collection vehicles
- Level of automation



**Why Waste?** **Green Bin Implementation Decisions**

**Choices: Aerobic Composting or Anaerobic Digestion (Biogas)**




<b>TO:</b>	<b>CHAIR AND MEMBERS WASTE MANAGEMENT WORKING GROUP MEETING ON DECEMBER 18, 2019</b>
<b>FROM:</b>	<b>JAY STANFORD, M.A., M.P.A. DIRECTOR - ENVIRONMENT, FLEET &amp; SOLID WASTE</b>
<b>SUBJECT:</b>	<b>DECISION REPORT 9: ENVIRONMENTAL ASSESSMENT PROCESS</b>

<b>RECOMMENDATION</b>
-----------------------

That, on the recommendation of the Director - Environment, Fleet and Solid Waste, the following actions **BE TAKEN**:

- a) The Report **BE RECEIVED** for information;
- b) The three Alternative Methods for the proposed expansion of the W12A landfill **BE SUPPORTED IN PRINCIPLE** for release to the public for the upcoming Open Houses tentatively scheduled for February 2020; it being noted that the three Alternative Methods are very similar to the ones that have been before the Waste Management Working Group, Civic Works Committee, Council and the community as design concepts; and
- c) The Minutes from the December 18, 2019 Waste Management Working Group include this entire report as an appendix to ensure that the alternative methods are before the Civic Works Committee on January 7, 2020.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
--

Relevant reports that can be found at [www.london.ca](http://www.london.ca) under City Hall (Meetings) include:

- Proposed Expansion of the W12A Landfill Site: Updated Environmental Assessment Engineering Consulting Costs (October 22, 2019 meeting of the Civic Works Committee (CWC), Item #2.12)
- Proposed Terms of Reference - Environmental Assessment of the Proposed W12A Landfill Expansion (September 25, 2018 meeting of the CWC, Item #3.1)
- Draft Proposed Terms of Reference – Environmental Assessment of the Proposed W12A Landfill Expansion (April 17, 2018 meeting of the CWC, Item #3.3)
- Appointment of Consulting Engineer for Various Technical Studies as part of the Environmental Assessment Process for the Proposed Expansion of the W12A Landfill Site (July 17, 2017 meeting of the CWC, Item #6)
- Update and Next Steps – Resource Recovery Strategy and Residual Waste Disposal Strategy as part of the Environmental Assessment Process (February 7, 2017 meeting of the CWC, Item #10)

Relevant reports that can be found at [www.london.ca](http://www.london.ca) under City Hall (Meetings – Advisory and other Committee Meetings) include:

- Proposed Amended Terms of Reference (April 18, 2019 meeting of the Waste Management Working Group (WMWG), Item #3.2)
- Proposed Terms of Reference (August 15, 2018 meeting of the WMWG, Item #2.1)
- Draft Proposed Terms of Reference (July 13, 2018 meeting of the WMWG, Item #3.2)
- Preliminary Proposed Draft Terms of Reference (March 8, 2018 meeting of the WMWG, Item #2.1)
- Terms of Reference Outline and Next Steps (January 18, 2018 meeting of the WMWG, Item #9)
- General Framework for the Community Engagement Program for the Resource Recovery and Residual Waste Disposal Strategies as part of the Environmental Assessment Process (January 19, 2017 meeting of the WMWG, Item #7)

## COUNCIL'S 2019-2023 STRATEGIC PLAN

Municipal Council has recognized the importance of solid waste management in its 2019-2023 - Strategic Plan for the City of London as follows:

### **Building a Sustainable City**

London has a strong and healthy environment

- Build infrastructure to support future development and protect the environment

### **Growing our Economy**

London is a leader in Ontario for attracting new jobs and investments

- Build infrastructure to support future development and retain existing jobs

### **Leading in Public Service**

Londoners experience exceptional and valued customer service

- Increase community and resident satisfaction of their service experience with the City

## BACKGROUND

### **PURPOSE:**

This report provides the Waste Management Working Group (WMWG) with an update on the status of the Environmental Assessment process and seeks the WMWG support for the proposed three Alternative Methods (landfill expansion alternatives). These three Alternative Methods are very similar to the ones that have been before the Waste Management Working Group (WMWG), Civic Works Committee (CWC), Council and the community as design concepts.

### **CONTEXT:**

An Environmental Assessment (EA) under the EA Act is a planning study that assesses environmental effects and advantages and disadvantages of a proposed project. The environment is considered in broad terms to include the natural, social, cultural and economic aspects of the environment.

There are different classes (types) of EAs depending on the type and complexity of the undertaking (project). The most rigorous EA is an Individual EA. An individual EA is less prescribed than the more common class EAs and is used for large-scale projects like landfill sites.

The first phase of the Individual EA process is the development and approval of a Terms of Reference (ToR) by the Minister of the Environment, Conservation and Parks. The ToR becomes the framework or work plan for the preparation and review of the Individual EA. The ToR allows the proponent to produce an EA that is more direct and easier to be reviewed by interested persons.

The second phase of the Individual EA process is completion and approval of an EA. The proponent completes the EA in accordance with the approved ToR.

### **Addressing the Need for Action on Climate Change**

On April 23, 2019, the following was approved by Municipal Council with respect to climate change:

*Therefore, a climate emergency be declared by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change.*

Both the Resource Recovery Strategy and Waste Disposal Strategy (including the EA) address various aspects of climate change mitigation and climate change adaptation. These elements are also a requirement that must be addressed as part of EA documentation.

## DISCUSSION

### Amended ToR Approval

The Amended ToR was approved on July 30, 2019 (Appendix A). The details on this approval were contained in the Proposed Terms of Reference - Environmental Assessment of the Proposed W12A Landfill Expansion report submitted to the September 25, 2018 meeting of the CWC.

The approved Amended ToR contained over 20 commitments including commitments to consult with Indigenous groups, prepare detailed work plans for certain studies and refine the service area, study areas, criteria and alternative methods.

### Environmental Assessment

The following outlines work that has been completed on the EA now that the Amended ToR has been approved.

#### Development of Detailed Technical Study Work Plans

General work plans for all technical studies were included in the Amended ToR. The Ministry of Environment Conservation and Parks (MECP) requested the Amended ToR include a requirement that detailed work plans be prepared for four technical studies and provided to the appropriate Government Review Team (GRT) agency for review and concurrence at the start of the EA. The studies that required a detailed work plan were atmosphere (air quality, dust, noise and odour) biology, geology & hydrogeology (groundwater) and surface water.

These detailed work plans were submitted to the appropriate GRT agencies in September 2019. Comments received from government agencies have been addressed and the work plans were finalized.

#### Field Component of Technical Studies

Below is a summary of the status of the field work for the various technical studies. It should be noted that field work on many of the technical studies began before final approval of the ToR because of timing constraints. For example, the biology assessment requires a three season (spring, summer and fall) study.

**Table 1 – Status of Field Work**

Environmental Component (Technical Consulting Firm)		% Complete	Comments
Environmental	Atmosphere (Golder Associates)	n.a.	<ul style="list-style-type: none"> <li>No field work required as impacts assessed using standard MECP models.</li> </ul>
	Biology (AECOM)	100%	<ul style="list-style-type: none"> <li>Various aquatic and terrestrial ecosystem assessments completed.</li> <li>Key features within the potential expansion area include two watercourses, cultural meadow vegetation providing species at risk and significant wildlife habitat, unevaluated wetland patches and one forested patch.</li> </ul>
	Geology & Hydrogeology (Dillon Consulting)	95%	<ul style="list-style-type: none"> <li>Field work including additional monitoring wells, collection of soil and water samples and excavation of test pits completed.</li> <li>Waiting for some test results from water and soil samples collected.</li> </ul>
	Surface Water (Dillon Consulting)	100%	<ul style="list-style-type: none"> <li>Existing water features in and around the landfill have been documented</li> </ul>

**Table 1 – Status of Field Work**

Environmental Component (Technical Consulting Firm)		% Complete	Comments
			through field surveys and existing documentation.
Social	Agricultural (MHBC Planning Ltd.)	100%	<ul style="list-style-type: none"> <li>Existing agricultural conditions in and around the landfill have been documented through road site surveys and review of existing information.</li> </ul>
	Archeological Studies (Golder Associates)	100%	<ul style="list-style-type: none"> <li>Stage 2 archeological studies completed on potential expansion lands.</li> <li>First Nation monitors on-site during field work.</li> <li>Discovered one area that required Stage 3 and Stage 4 investigations. The Stage 3 is complete, the Stage 4 work cannot be completed until the preferred expansion alternative is chosen.</li> </ul>
	Cultural (Golder Associates)	100%	<ul style="list-style-type: none"> <li>Existing cultural conditions in and around the landfill have been documented through road site surveys and review of existing information.</li> </ul>
	Land Use (MHBC Planning Ltd.)	100%	<ul style="list-style-type: none"> <li>Existing land use conditions in and around the landfill have been documented through road site surveys and review of existing information.</li> </ul>
	Socio-Economic (Golder Associates)	100%	<ul style="list-style-type: none"> <li>Existing socio-economic conditions in and around the landfill have been documented through road side surveys and review of existing information.</li> </ul>
	Transportation (Golder Associates)	100%	<ul style="list-style-type: none"> <li>Turning movements' counts completed at all key intersections.</li> </ul>
	Visual (RKLA)	100%	<ul style="list-style-type: none"> <li>Road site surveys completed.</li> </ul>
Technical	Design and Operations (Golder Associates)	n.a.	<ul style="list-style-type: none"> <li>No field work required. Assessment is completed using engineering and financial models/principles.</li> </ul>

#### Service Area Update

The MECP requested the Amended ToR include a requirement that the proposed regional service area for the W12A Landfill be confirmed and further assessed. Municipalities within the proposed regional service have been contacted to confirm if they are still interested in being part of the regional service area. The majority of municipalities have responded and all have indicated they still want to be part of the regional service area. Staff will be following up with the municipalities that have not responded.

#### Development of Alternative Methods

'Alternative Methods' are the different ways that the proposed expansion of the W12A Landfill could be implemented to gain an additional 25 years of disposal capacity. The two key factors that were considered in designing the Alternative Methods (expansion alternatives) were:

- the requirements in the Landfill Standards Regulation (O. Reg. 232/98); and
- the existing leachate collection system including the leachate mound in the older section of the landfill.



Accordingly, three Alternative Methods for expansion of the W12A Landfill were developed. These alternatives are referred to as:

- Alternative 1 – Vertical Expansion Over Existing Footprint
- Alternative 2 – Horizontal Expansion to the North and Vertical Expansion Over Part of the Existing Footprint
- Alternative 3 – Horizontal Expansion to the East and Vertical Expansion Over Part of the Existing Footprint

The expansion alternatives are shown in Figures 1, 2 and 3 and land requirements are summarized in Table 2.

**Figure 1 - Alternative 1 – Vertical Expansion Over Existing Footprint**

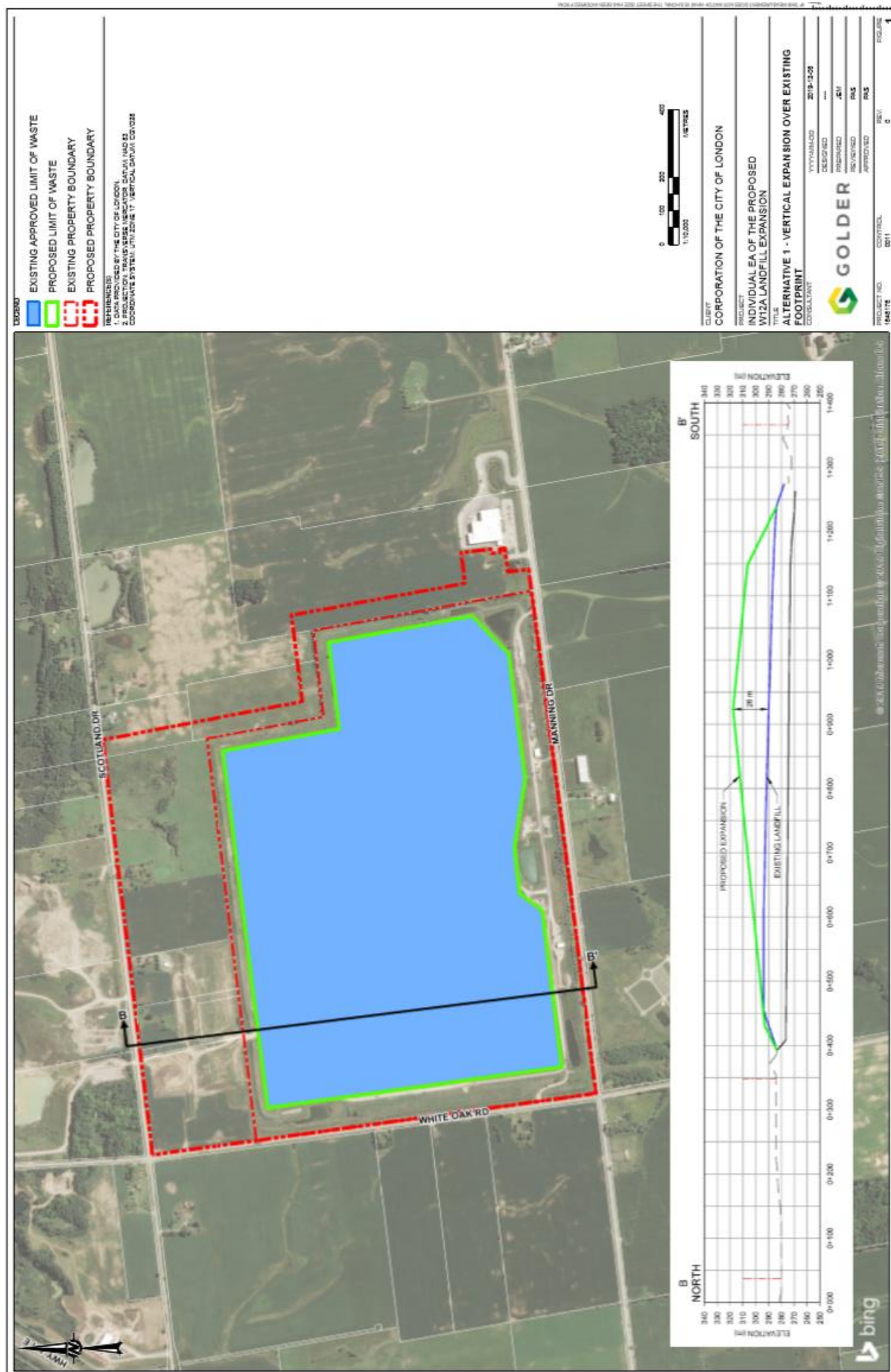


Figure 2 - Alternative 2 – Horizontal Expansion to the North and Vertical Expansion Over Part of the Existing Footprint

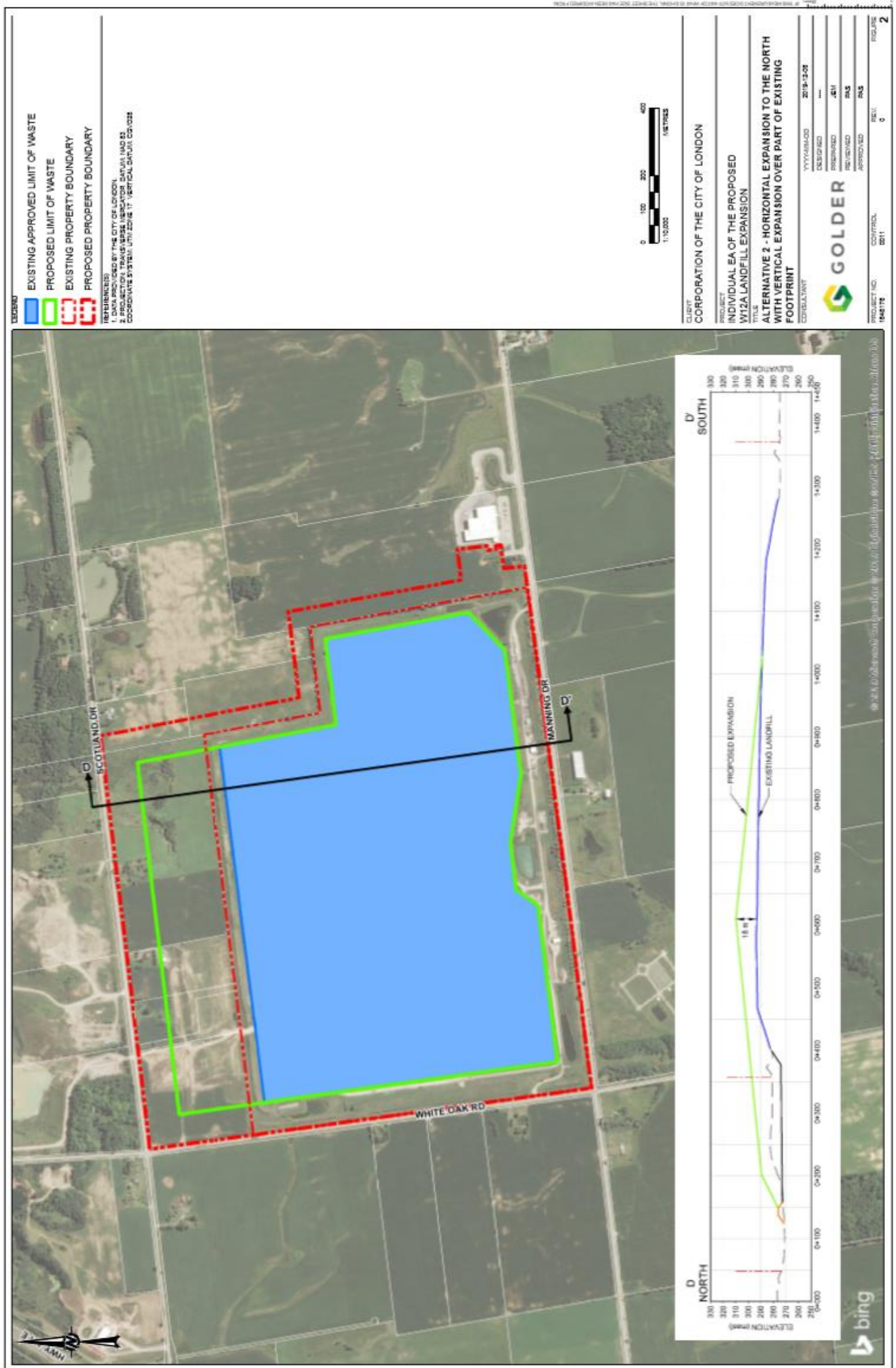
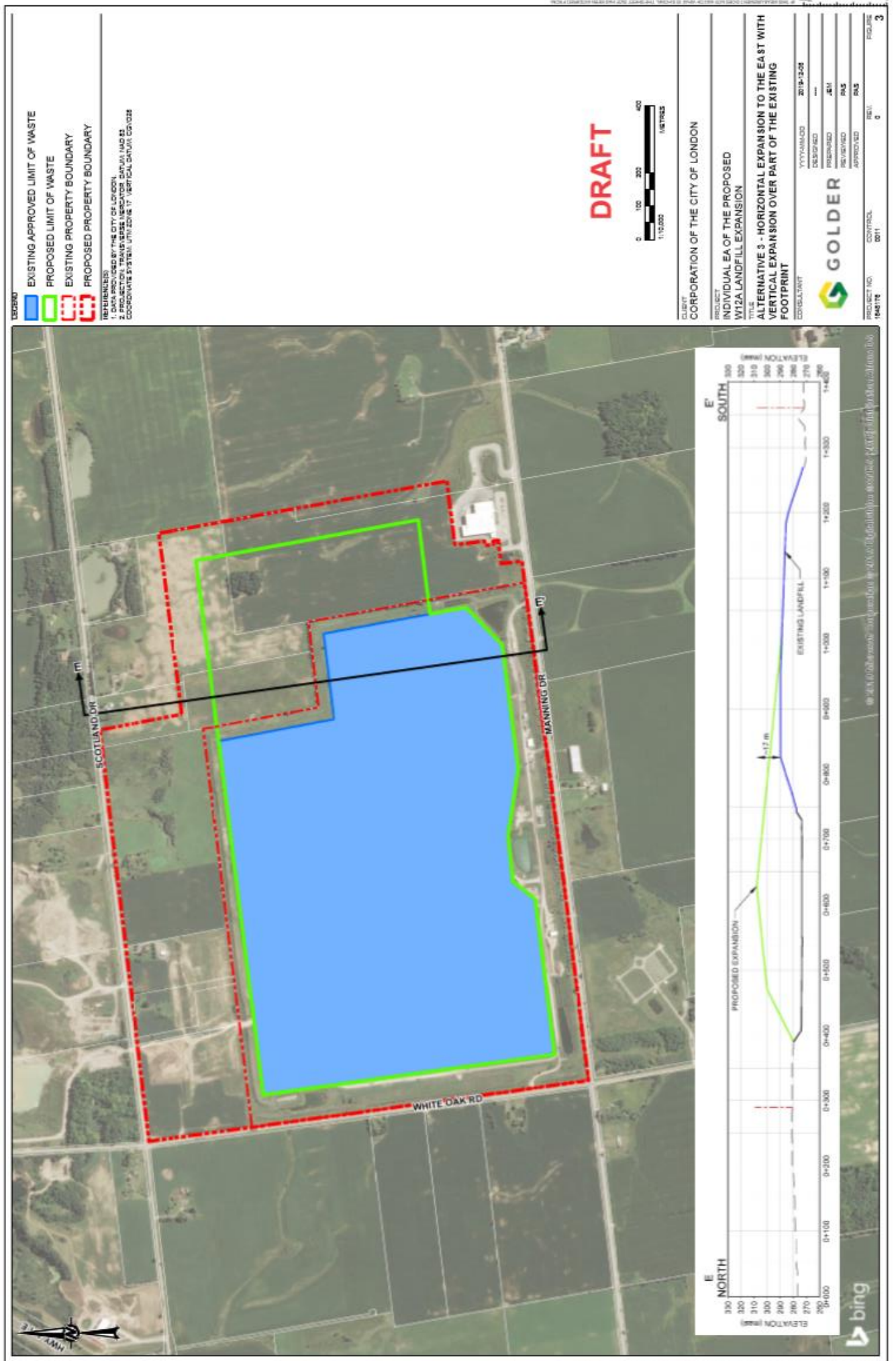


Figure 3 - Alternative 3 – Horizontal Expansion to the East and Vertical Expansion Over Part of the Existing Footprint



**Table 2 – Preliminary Summary of W12A Landfill Expansion Alternative Methods**

<b>Design Concept</b>	<b>Existing Landfill</b>	<b>Alternative 1: Vertical Expansion</b>	<b>Alternative 2: Vertical and Northern Expansion</b>	<b>Alternative 3: Vertical and Eastern Expansion</b>
Total Footprint Area (ha)	107	107	134	136
Average Height of Peak above Ground (m)	9	35	26.5	26
Volume of Excavation (m <sup>3</sup> )	0	0	2,040,000	850,000

**Next Steps**

The remaining tasks and schedule to complete the EA are summarized in Table 3.

**Table 3 – Schedule and Remaining Tasks to Complete EA**

<b>Task</b>	<b>Timeline</b>	<b>Comments</b>
Selection of Preferred Alternative	<ul style="list-style-type: none"> <li>December 2019 to February, 2020</li> </ul>	<ul style="list-style-type: none"> <li>Complete studies and compare alternatives</li> <li>Open house in February to present results</li> <li>2<sup>nd</sup> First Nations Workshop</li> </ul>
Detailed Assessment of Preferred Alternative	<ul style="list-style-type: none"> <li>March to May, 2020</li> </ul>	<ul style="list-style-type: none"> <li>Detailed assessment of landfill and management of leachate</li> <li>Consideration of Climate Change</li> <li>Open house in May to present results</li> </ul>
Prepare Preliminary Draft EA Report	<ul style="list-style-type: none"> <li>June to August 2020</li> </ul>	<ul style="list-style-type: none"> <li>Prepare preliminary draft EA report and send to MECP for comments</li> </ul>
Prepare Draft EA Report	<ul style="list-style-type: none"> <li>September to December 2020</li> </ul>	<ul style="list-style-type: none"> <li>Update report based on comments and prepare Draft EA report</li> <li>Review of Draft by MECP, GRT, Stakeholder</li> <li>Council Approval</li> </ul>
Formal Submission of EA Documentation	<ul style="list-style-type: none"> <li>January 2021</li> </ul>	<ul style="list-style-type: none"> <li>Publish required notices and submit to MECP</li> </ul>
Minister Decision	<ul style="list-style-type: none"> <li>February 2021 to July 2021</li> </ul>	<ul style="list-style-type: none"> <li>The MECP process requires the Minister to make a decision on whether to approve or reject an EA within 30 weeks of submission. This includes the MECP public and agency review period.</li> <li>A decision by the Minister after 30 weeks is still valid.</li> </ul>

<b>PREPARED BY:</b>	
<b>MIKE LOSEE, B.SC., DIVISION MANAGER SOLID WASTE MANAGEMENT</b>	
<b>PREPARED AND RECOMMENDED BY:</b>	<b>CONCURRED BY:</b>
<b>JAY STANFORD, M.A., M.P.A. DIRECTOR, ENVIRONMENT, FLEET &amp; SOLID WASTE</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>

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Appendix A – Amended Terms of Reference Approval

- c Wesley Abbott, Technical Project Manager

**Appendix A  
Amended Terms of Reference Approval**

**TERMS OF REFERENCE - NOTICE OF APPROVAL**

**ENVIRONMENTAL ASSESSMENT ACT**

**SUBSECTION 6(4)**

**APPROVAL OF TERMS OF REFERENCE**

**FOR**

**THE PREPARATION OF AN ENVIRONMENTAL ASSESSMENT**

RE: Proponent: City of London  
Terms of Reference: W12A Landfill Expansion Environmental Assessment  
EA File No.: 18016

As provided for by subsection 6(4) of the Environmental Assessment Act, terms of reference, as submitted for approval to the Ministry of the Environment, Conservation and Parks on October 12, 2018 and revised through the submission of an amended terms of reference dated February 7, 2019 is hereby approved.

Pursuant to subsection 6.1(1) of the Environmental Assessment Act, any environmental assessment for the above-noted undertaking, submitted to the Ministry of the Environment, Conservation and Parks pursuant to subsection 6.2(1) of the Environmental Assessment Act, must be prepared in accordance with the amended terms of reference as hereby approved.

**Reasons:**

I am satisfied that an environmental assessment prepared in accordance with the amended terms of reference will be consistent with the purpose of the Environmental Assessment Act and the public interest for the following reasons:

1. The terms of reference provides that the environmental assessment will include an identification and evaluation of a reasonable range of alternative methods and that these alternative methods will be assessed during the environmental assessment process.
2. The terms of reference requires the proponent to implement a comprehensive consultation plan during the preparation of the environmental assessment. In addition, the Environmental Assessment Act requires consultation and documentation of the consultation during the preparation of the environmental assessment. As well, there will be additional opportunities for public and government agency consultation when the environmental assessment is submitted to the ministry.

- 2 -

3. The terms of reference provides that the environmental assessment will be prepared using a comprehensive public, Indigenous community and government agency consultation process that is open and transparent and in particular will include consultation on the selection and evaluation of alternative methods during the environmental assessment.
4. The terms of reference requires that the proponent meet the intent of the Environmental Assessment Act by providing for the identification of issues and concerns, and the preferred means of addressing them with due regard to adoption of environmental management, protection and mitigation measures.
5. There are no outstanding issues that have not been incorporated into the terms of reference or that cannot be addressed during the preparation of the environmental assessment.


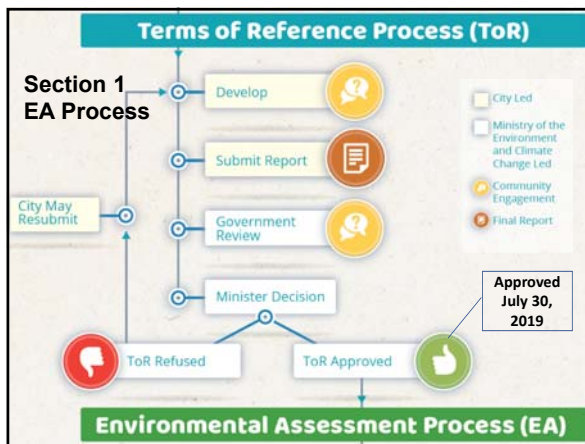
Dated the 30 day of July, 2019 at TORONTO.

  
Minister of the Environment, Conservation and Parks  
777 Bay Street, 5<sup>th</sup> Floor  
Toronto, Ontario  
M7A 2J3

**Why Waste?**

## Background and Status on: Environmental Assessment Process

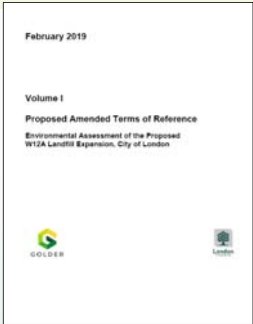

**Waste Management Working Group  
December 18, 2019**

**Why Waste?**

## Proposed Amended ToR


- Key step...
  - Confirms landfill expansion is most appropriate option
  - Establishes waste quantities that need to be managed
- Over 20 commitments during EA

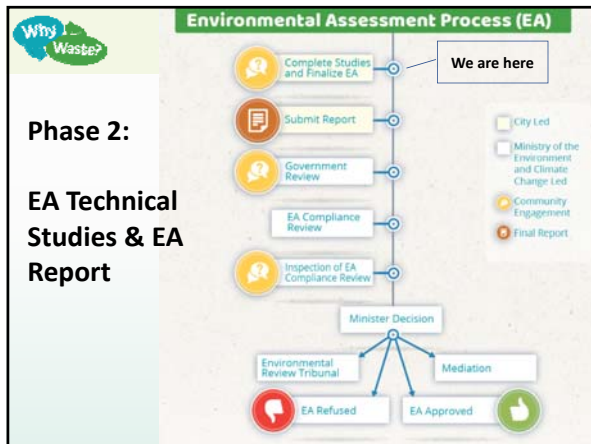
**Why Waste?**

## Sample of Commitments

- 60% residential waste diversion target by 2022
- Prepare detailed work plans for review by appropriate GRT members
- Various community engagement commitments
- Evaluate capability of WTPP to continue to receive leachate
- Consideration of climate change
- Undertake cumulative impact assessment
- Post-closure commitments to be described in the EA Report



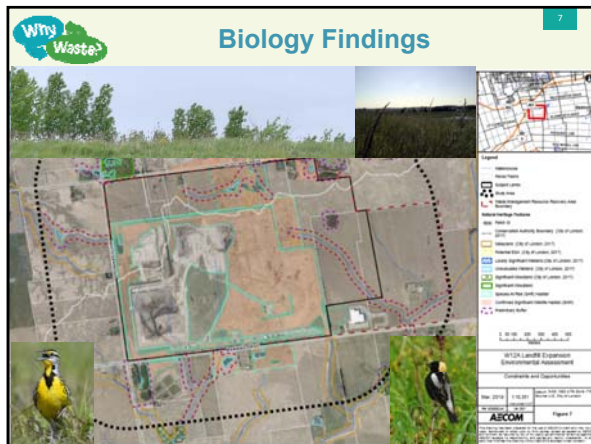




**EA Studies**

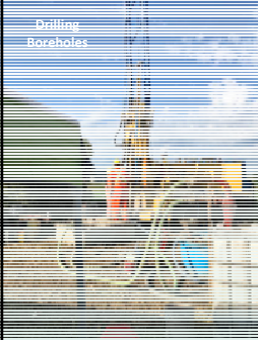
field work nearly complete  
comparison of alternatives underway

Category	Proposed Environmental Components	
	Environmental Component	Environmental Sub-components
Environmental	Atmosphere	<ul style="list-style-type: none"> <li>Air quality (including dust, odour and greenhouse gases)</li> <li>Noise</li> </ul>
	Biology	<ul style="list-style-type: none"> <li>Aquatic ecosystems</li> <li>Terrestrial ecosystems</li> </ul>
	Geology & Hydrogeology	<ul style="list-style-type: none"> <li>Groundwater quality</li> </ul>
	Surface Water	<ul style="list-style-type: none"> <li>Surface water quality</li> <li>Surface water quantity</li> </ul>
Social	Agriculture	<ul style="list-style-type: none"> <li>Agriculture</li> </ul>
	Archaeology	<ul style="list-style-type: none"> <li>Archaeology</li> </ul>
	Culture	<ul style="list-style-type: none"> <li>Cultural heritage landscapes</li> <li>Cultural heritage resources (including built heritage)</li> </ul>
	Land Use	<ul style="list-style-type: none"> <li>Current and planned future land uses</li> </ul>
Technical	Socio-economic	<ul style="list-style-type: none"> <li>Local economy</li> <li>Residents and community</li> </ul>
	Visual	<ul style="list-style-type: none"> <li>Visual</li> </ul>
	Design and Operations	<ul style="list-style-type: none"> <li>Technical Considerations</li> <li>Financial Considerations</li> </ul>
	Transportation	<ul style="list-style-type: none"> <li>Traffic</li> </ul>





**Why Waste?** **Hydrogeology** 9

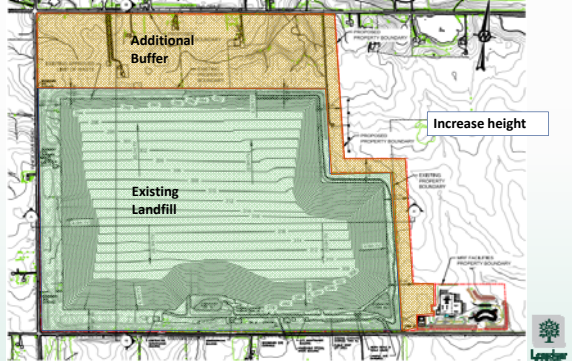
Drilling Boreholes



Excavate Test Pit




**Why Waste?** **Alternative Method 1** 10



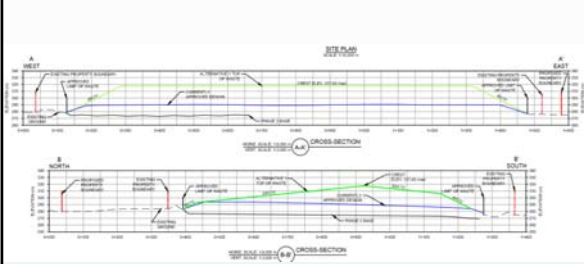
Additional Buffer

Existing Landfill

Increase height




**Why Waste?** **Alternative Method 1** 11

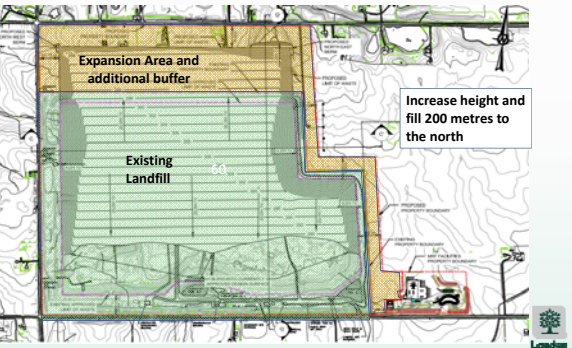


CROSS SECTION

LANDFILL SECTION




**Why Waste?** **Alternative Method 2** 22

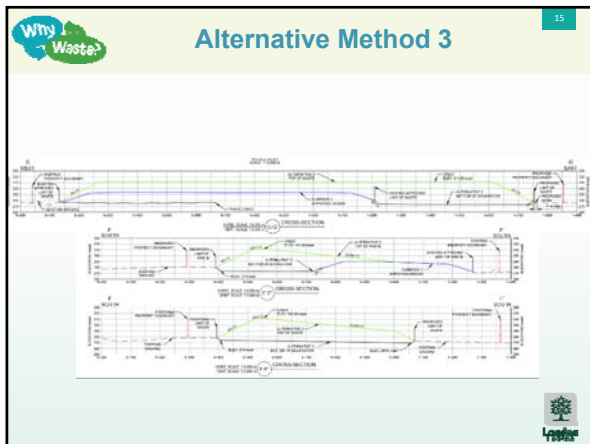
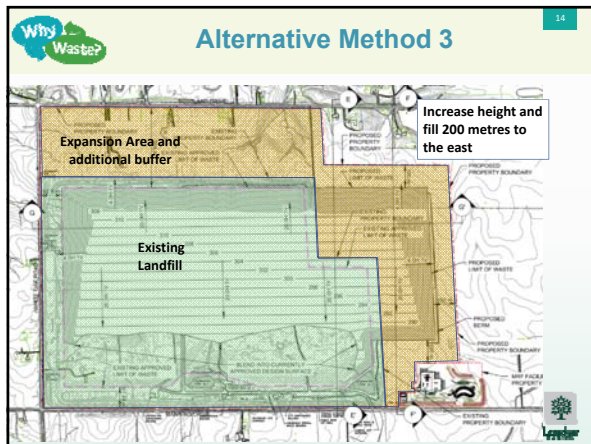
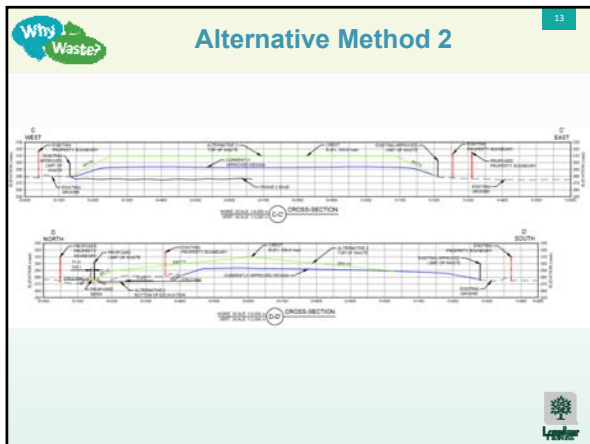


Expansion Area and additional buffer


Existing Landfill

Increase height and fill 200 metres to the north







Time Frame	Task
Dec 2019 to February 2020	Selection of Preferred Alternative (includes open house)
March to May 2020	Detailed Assessment of Preferred Alternative (includes Open House)
June to August 2020	Preliminary Draft EA Report
September to December 2020	Draft EA Report
January 2021	Formal Submission of EA Documentation
February to July 2021	MECP Approval process



## Community Engagement

- Two Open Houses
- Project Website
- Direct Mailings (e.g., residents within 2 km of Landfill, project mailing list, etc.)
- Community requests for meetings
- Waste Management CLC, W12A Landfill PLC, First Nations & GRT
- Traditional & Social Media
- PPM at CWC






## Recommendation

18

- a) The Report **BE RECEIVED** for information;
- b) The three Alternative Methods for the proposed expansion of the W12A landfill **BE SUPPORTED IN PRINCIPLE** for release to the public for the upcoming Open Houses tentatively scheduled for February 2020; it being noted that the three Alternative Methods are very similar to the ones that have been before the Waste Management Working Group, Civic Works Committee, Council and the community as design concepts; an
- c) The Minutes from the December 18, 2019 Waste Management Working Group include this entire report as an appendix to ensure that the alternative methods are before the Civic Works Committee on January 7, 2020.



# Cycling Advisory Committee

## Report

The 1st Meeting of the Cycling Advisory Committee  
December 18, 2019  
Committee Room #4

Attendance                      PRESENT: J. Roberts (Chair), B. Cowie, C. DeGroot, R. Henderson, B. Hill, J. Jordan, C. Pollett, E. Raftis, O. Toth and D. Turner (Committee Clerk)

NOT PRESENT: K. Brawn

ALSO PRESENT: A. Giesen, Sgt. S. Harding, P. Kavcic, T. MacDaniel, L. Maitland, and A. Miller

The meeting was called to order at 4:00 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

#### 1.2 Election of Chair and Vice-Chair for the term ending November 30, 2020

That it BE NOTED that the Cycling Advisory Committee elected J. Roberts and R. Henderson as Chair and Vice Chair, respectively, for the term ending November 30, 2020.

### 2. Scheduled Items

#### 2.1 Dundas Street – Old East Village East-West Bikeway Design

That it BE NOTED that the presentation from M. Pletch, Dillon Consulting, as appended to the agenda, with respect to design of the Dundas Street - Old East Village East-West Bikeway, was received.

#### 2.2 Dundas Street – Cycle Track Detailed Design

That it BE NOTED that the presentation from J. Zunic and S. Tam, WSP, as appended to the agenda, with respect to design of the Dundas Street Cycle Track, 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, 2019, was received.

#### 3.2 Notice of Resignation - C. Linton

That it BE NOTED that the notice of resignation from C. Linton, dated December 6, 2019, was received.

### 4. Sub-Committees and Working Groups

4.1 Sport and Leisure Cycling Sub-Committee

That it BE NOTED that the committee heard a verbal update from C. Pollett with respect to the Sport and Leisure Cycling Sub-Committee; it being further noted that the sub-committee meeting minutes, as appended to the agenda, were received.

4.2 Cycling Master Plan Working Group

That it BE NOTED that the committee heard a verbal update from C. DeGroot with respect to the Cycling Master Plan Working Group.

4.3 2020 Work Plan Sub-Committee

That it BE NOTED that the committee held a general discussion with respect to the 2020 Work Plan Sub-Committee and its upcoming initiatives.

**5. Items for Discussion**

5.1 Municipal Council Resolution - 10th Report of the Transportation Advisory Committee

That the following actions be taken with respect to the Municipal Council resolution from its meeting held on November 26, 2019, regarding the 10th Report of the Transportation Advisory Committee (TAC):

- a) the committee clerk for the TAC BE ADVISED that C. DeGroot and B. Cowie will attend a future meeting of the TAC to present on the Transportation Master Plan implications of the Cycling Master Plan Review document, dated October 16, 2019; and,
- b) given the technical nature of the report, C. DeGroot BE APPROVED as the subject matter expert and main contact for any future staff and/or media inquiries regarding the Cycling Master Plan Working Group report.

**6. Adjournment**

The meeting adjourned at 5:43 PM.