Agenda Including Addeds
Civic Works Committee

The 2nd Meeting of the Civic Works Committee

February 4, 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.

6. Adjournment

Cycling Advisory Committee

Report

The 2nd Meeting of the Cycling Advisory Committee
January 15, 2020
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: G. Dales, A. Dunbar, P. Kavcic, L. Maitland, A. Miller, C. Saunders, and J. Stanford

The meeting was called to order at 4:05 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 Active Transportation Budget

That the Civic Administration BE INVITED to attend a future meeting of the Cycling Advisory Committee to provide updates and information on the development of the climate emergency evaluation tool and how it applies to the budget process; it being noted that the attached presentation from A. Dunbar, Manager III, Financial Planning and Policy, with respect to the City's active transportation budget, was received.

2.2 Connected and Automated Vehicle Strategic Plan - Update and Get Involved Input

That it BE NOTED that the attached presentation from J. Kostyniuk, Traffic and Transportation Engineer, with respect to the Connected and Autonomous Vehicle Strategic Plan updates, was received.

3. Consent

3.1 1st Report of the Cycling Advisory Committee

That it BE NOTED that the 1st Report of the Cycling Advisory Committee, from its meeting held on December 18, 2019, was received.

3.2 Public Meeting Notice - Official Plan and Zoning By-law Amendments - 332 Central Avenue / 601 Waterloo Street

That it BE NOTED that the Public Meeting Notice, dated January 7, 2020, from M. Vivian, Planner I, Development Services, with respect to Official Plan and Zoning By-law Amendments for the properties located at 332 Central Avenue and 601 Waterloo Street, was received.

4. Sub-Committees and Working Groups

4.1 2020 Work Plan

That the attached 2020 Cycling Advisory Committee work plan BE FORWARDED to Council for its consideration and approval.

5. Items for Discussion

5.1 2020 Cycling Advisory Committee Budget

That the following actions be taken with respect to the 2020 Cycling Advisory Committee Budget:

a) a member of the Cycling Advisory Committee (CAC) BE PERMITTED to attend the 2020 Share the Road conference;

b) the expenditure of up to $375.00 + tax from the 2020 CAC budget BE APPROVED to cover the conference fees; and,

c) if selected by the conference organizers to participate, that the above-noted CAC member BE PERMITTED to present at said conference on the topic of "revisiting cycling master plans using a climate emergency lens".

5.2 2020-2023 Multi-Year Budget

That the Chair of the Cycling Advisory Committee (CAC) BE AUTHORIZED to speak on behalf of the CAC at the upcoming Strategic Priorities and Policy Committee budget meetings, with respect to the budget allocations necessary for the City to meet future reduced emissions targets while increasing active transportation and mode sharing initiatives/infrastructure.

5.3 Old East Village Bikeway - Summary Discussion

That a working group BE CREATED to provide formal commentary/feedback on the Old East Village Bikeway presentations, which the Cycling Advisory Committee received at their meeting held on December 18, 2019, from representatives for Dillon Consulting and WSP.

6. Adjournment

The meeting adjourned at 6:39 PM.

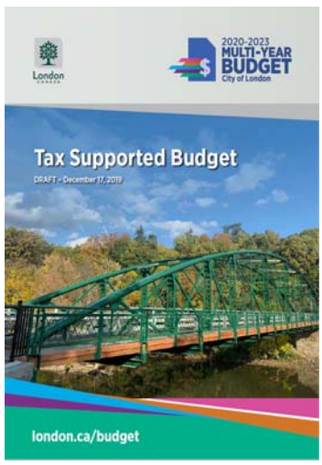
2020-2023 MULTI-YEAR BUDGET
City of London

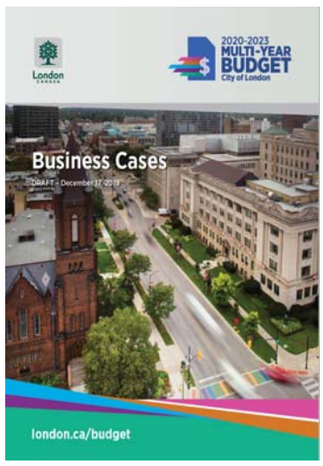
Cycling Advisory Committee

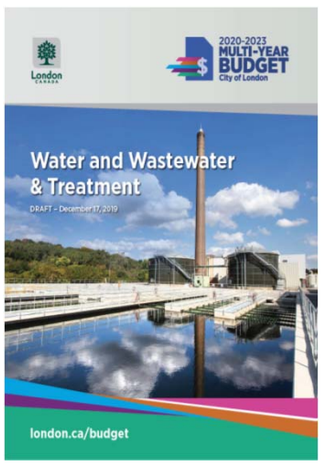
January 1, 2020

2020-2023 MULTI-YEAR BUDGET City of London

Budget Documents







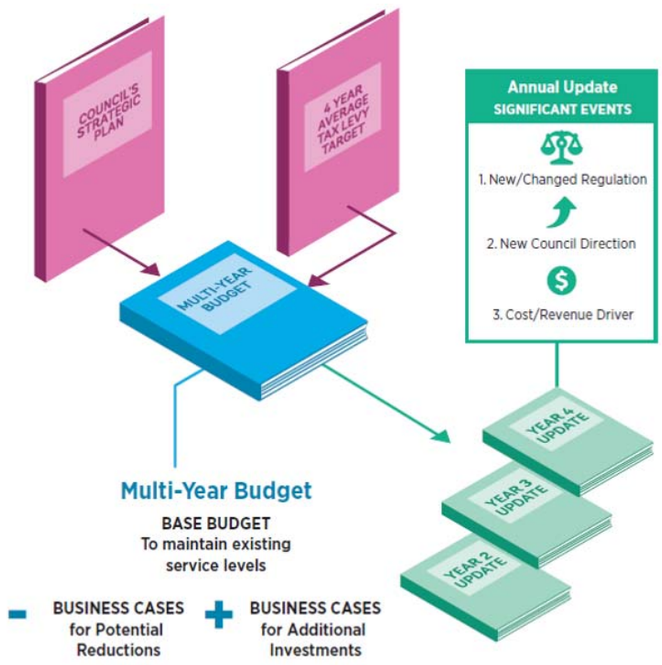
www.London.ca/Budget

Agenda

- Multi-Year Budget Process
- Overview of the Tabled 2020-2023 Multi-Year Budget
- Operating Budget Overview
- Capital Budget Overview
- Additional Investments Overview
- Key Dates and Budget Website Overview

Multi-Year Budget Process

The Multi-Year Budget Cycle at the City of London



Overview of Tabled 2020-2023 Multi-Year Budget

2020 - 2023 Draft Average Annual Tax Levy Increase

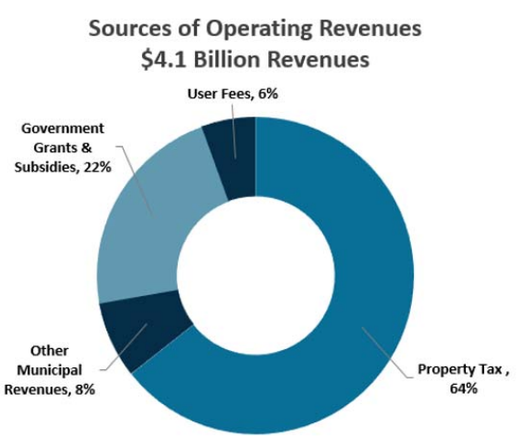
Decision Points	Recommended	For Council's Consideration	Potential 2020- 2023 Average Levy Increase
1A: Base Budget excluding Land Ambulance & Provincial Impacts	2.3%	-	2.3%
1B: Land Ambulance	0.4%	-	0.4%
2: Provincial Impacts	0.1%	0.4%	0.5%
Subtotal: Net Base Budget (Maintain Existing Service Levels)	2.8%	0.4%	3.2%
Decision Points	**Administratively Prioritized**	**For Council's Consideration**	**Potential 2020- 2023 Average Levy Increase**
3: Potential Net Levy Reductions	-	(0.2%)	(0.2%)
4: Additional Investments	0.6%	0.7%	1.3%
Decision Points	**Recommended/ Administratively Prioritized**	**For Council's Consideration**	**Potential 2020- 2023 Average Levy Increase**
Total Tax Levy Increase	3.4%	0.9%	4.3%

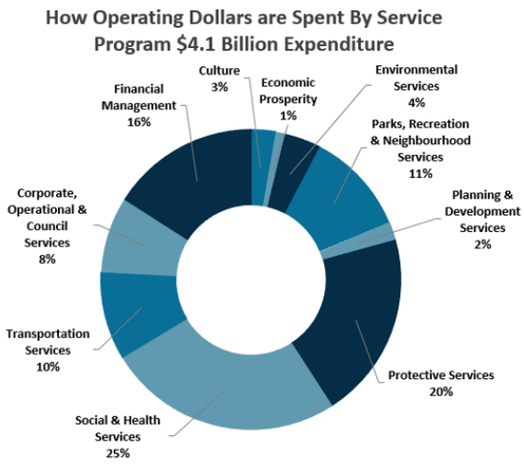
Subject to rounding.

Budgets to maintain current City services

Opportunities for additional investment & reduced investment

Operating Budget – Property Tax Supported

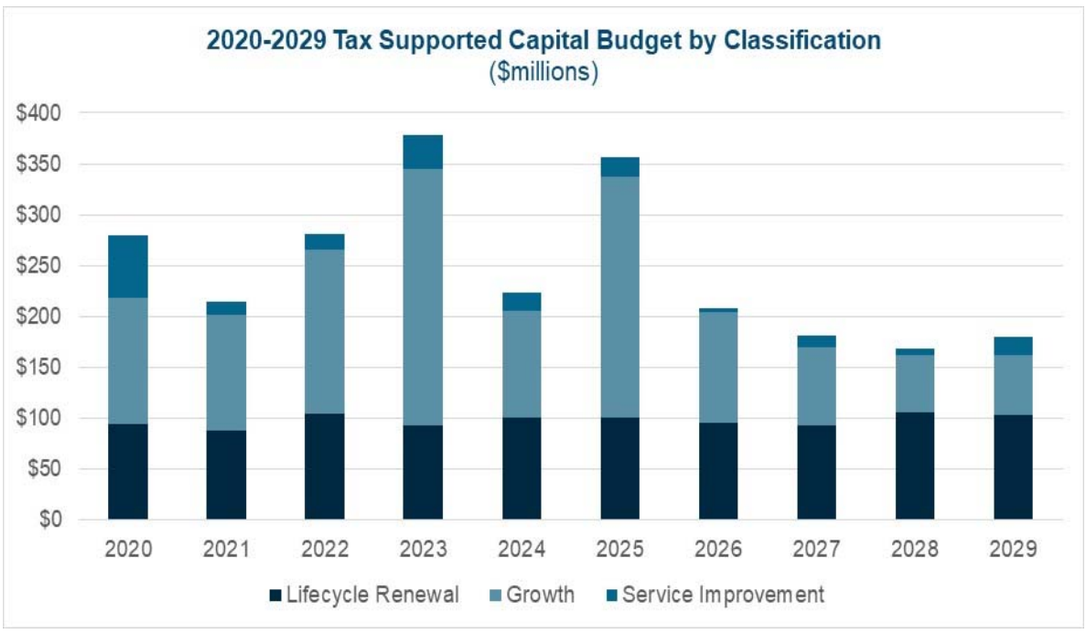




Capital Budget – Property Tax Supported

Capital Budget ($ millions)	2020-2023 Multi-Year Budget	2020-2029 Capital Plan
Lifecycle Renewal	$380 *(33%)*	$978 *(40%)*
Growth	$651 *(56%)*	$1,293 *(52%)*
Service Improvement	$122 *(11%)*	$199 *(8%)*
Total	**$1,153**	**$2,471**

Capital Budget – Property Tax Supported



Potential Impact to Taxpayer

2020 - 2023 Multi-Year Budget - Impact to Tax Payers

IMPACT TO TAX PAYERS	2019	2020	2021	2022	2023	2020-2023 AVERAGE
AVERAGE ASSESSED RESIDENTAL PROPERTY VALUE: 241,000						
Total Potential Increase		**5.3%**	**4.8%**	**3.6%**	**3.4%**	**4.3%**
Additional Cost for Budget to Maintain Existing Service Levels		103	107	78	88	94
Business Cases 1 - 25: Additional Investments		66	39	35	23	41
Business Cases 26 - 34: Potential Net Levy Reductions		(17)	(2)	(1)	(2)	(6)
Total Additional Impact:		**152**	**144**	**112**	**109**	**129**
Total Potential Cost of Municipal Services	**2,842**	**2,994**	**3,138**	**3,250**	**3,359**	**3,185**

Subject to rounding. Impact to Taxpayers calculated based on the average assessed value of $241,000 for a residential property (excludes education portion and impacts of future tax policy).

Operating Budget Overview

Operating Budget Overview - Base Budget by Service Area (pg. 36)

Decision Point 1A: 2020-2023 Multi-Year Base Budget ($000's)

Excludes Land Ambulance & Provincial Budget Impacts

Service Program	2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2020 - 2023 Net Increase/ (Decrease)	2020 - 2023 Average Annual Net % Increase/ (Decrease)
Culture	25,349	26,134	26,677	27,121	27,591	2,242	2.1%
Economic Prosperity	11,770	11,037	10,628	10,219	9,794	(1,976)	-4.5%
Environmental Services	22,886	24,719	26,403	26,535	26,733	3,846	4.0%
Parks, Recreation & Neighbourhood Services	36,886	37,133	37,290	37,470	37,636	750	0.5%
Planning & Development Services	8,807	9,051	9,187	9,282	9,247	440	1.2%
Protective Services	179,928	185,760	190,282	195,037	198,795	18,867	2.5%
Social & Health Services[1]	51,583	52,508	53,682	54,841	55,848	4,265	2.0%
Transportation Services	72,884	74,223	76,056	77,009	78,128	5,244	1.8%
Corporate, Operational & Council Services	66,076	66,707	67,710	68,800	69,475	3,399	1.3%
Financial Management	113,923	112,345	118,423	123,671	133,323	19,400	4.1%
TOTAL	**590,093**	**599,617**	**616,338**	**629,983**	**646,570**	**56,477**	**2.3%**
Annual $ Net Increase/ (Decrease)		**9,524**	**16,721**	**13,645**	**16,587**		**14,119**
Annual % Net Increase/ (Decrease)		**1.6%**	**2.8%**	**2.2%**	**2.6%**		**2.3%**

Subject to rounding.

Notes:

1. Social & Health Services excludes Land Ambulance.

Operating Budget Overview – Environmental Services Area (pg. 80)

2020-2023 Multi-Year Budget ($000's)

Service Grouping	2019 Net Revised Budget	2020 Expense	2020 Net Budget	2021 Expense	2021 Net Budget	2022 Expense	2022 Net Budget	2023 Expense	2023 Net Budget	2020 - 2023 Net Increase/ (Decrease)	2020 - 2023 Average Annual Net % Increase/ (Decrease)	Average Daily Tax Payer Impact
ENVIRONMENTAL SERVICES												
Kettle Creek Conservation Authority[2]	551	557	557	574	574	591	591	609	609	58	2.5%	$ 0.01
Lower Thames Valley Conservation Authority[2]	169	170	170	173	173	177	177	179	179	11	1.5%	$ -
Upper Thames River Conservation Authority[2]	3,720	3,920	3,920	4,150	4,150	4,233	4,233	4,318	4,318	598	3.8%	$ 0.05
Environmental Action Programs & Reporting	796	948	820	957	830	965	838	969	842	46	1.4%	$ 0.02
Garbage, Recycling & Composting	17,651	33,445	19,398	34,578	20,826	35,029	20,849	35,422	20,939	3,288	4.5%	$ 0.26
TOTAL ENVIRONMENTAL SERVICES	**22,886**	**39,041**	**24,866**	**40,433**	**26,553**	**40,995**	**26,687**	**41,498**	**26,887**	**4,000**	**4.2%**	**$ 0.34**
							TOTAL 2020-2023 NET BUDGET		**104,993**			

Subject to rounding.

Notes:

1. Boards and Commissions are reported as the net expenditure to the City with the exception of the London Police Service which contains gross expenditures and non-tax revenue as a result of shared financial reporting systems.
2. Provincial impacts are reflected in the figures above; the table below details the Provincial Impacts that are for Consideration.

Operating Budget Overview – Parks, Recreation & Neighbourhood Services Area (pg. 90)

2020-2023 Multi-Year Budget ($000's)

Service Grouping	2019 Net Revised Budget	2020 Expense	2020 Net Budget	2021 Expense	2021 Net Budget	2022 Expense	2022 Net Budget	2023 Expense	2023 Net Budget	2020 - 2023 Net Increase/ (Decrease)	2020 - 2023 Average Annual Net % Increase/ (Decrease)	Average Daily Tax Payer Impact
PARKS, RECREATION & NEIGHBOURHOOD SERVICES												
Neighbourhood & Recreation Services[1]	23,343	96,911	23,699	99,686	25,803	100,548	25,910	101,366	26,025	2,682	2.8%	$ 0.33
Parks & Urban Forestry	13,543	13,565	13,509	13,641	13,584	13,725	13,669	13,783	13,727	183	0.3%	$ 0.17
TOTAL PARKS, RECREATION & NEIGHBOURHOOD SERVICES	**36,886**	**110,476**	**37,208**	**113,326**	**39,388**	**114,273**	**39,579**	**115,149**	**39,751**	**2,865**	**1.9%**	**$ 0.50**
							TOTAL 2020-2023 NET BUDGET		155,926			

Subject to rounding.

Notes:
1. Provincial impacts are reflected in the figures above; the table below details the Provincial Impacts that are Recommended and for Consideration.

Operating Budget Overview – Transportation Services Area (pg. 131)

2020-2023 Multi-Year Budget ($000's)

Service Grouping	2019 Net Revised Budget	2020 Expense	2020 Net Budget	2021 Expense	2021 Net Budget	2022 Expense	2022 Net Budget	2023 Expense	2023 Net Budget	2020 - 2023 Net Increase/ (Decrease)	2020 - 2023 Average Annual Net % Increase/ (Decrease)	Average Daily Tax Payer Impact
TRANSPORTATION SERVICES												
Parking	(3,592)	3,472	(3,648)	3,992	(3,718)	4,136	(3,844)	4,139	(3,841)	(249)	-1.7%	$ (0.05)
London Transit Commission[2]	32,831	37,860	37,860	39,367	39,367	40,161	40,161	41,044	41,044	8,213	5.9%	$ 0.51
Roadways	43,645	52,372	45,493	53,826	45,889	54,030	46,173	54,071	46,407	2,762	1.6%	$ 0.59
Rapid Transit	-	80	-	80	-	80	-	80	-	0	0.0%	$ -
TOTAL TRANSPORTATION SERVICES	**72,884**	**93,784**	**79,705**	**97,265**	**81,537**	**98,407**	**82,490**	**99,333**	**83,609**	**10,725**	**3.5%**	**$ 1.05**
							TOTAL 2020-2023 NET BUDGET		327,341			

Subject to rounding.

Notes:
1. Boards and Commissions are reported as the net expenditure to the City with the exception of the London Police Service which contains gross expenditures and non-tax revenue as a result of shared financial reporting systems.
2. Provincial impacts are reflected in the figures above; the table below details the Provincial Impacts that are for Consideration.

Capital Budget Overview

Capital Budget by Service Program (pg. 52)

SERVICE PROGRAM OVERVIEW
($000's)

2020 - 2023 CAPITAL BUDGET OVERVIEW ($000's)

Service Program	2019 Revised	2020 Proposed	2021 Proposed	2022 Proposed	2023 Proposed	2020-2023 Total	Percentage 2020-2023 Total	2024-2029 Forecast	2020-2029 Total	Percentage 2020-2029 Total
Culture Services	6,794	8,152	1,976	2,016	2,026	14,170	1.2%	15,331	29,501	1.2%
Economic Prosperity	12,625	4,018	8,655	7,420	12,088	32,181	2.8%	38,087	70,268	2.8%
Environmental Services	2,475	41,435	675	2,555	15,625	60,290	5.2%	37,315	97,605	4.0%
Parks, Recreation & Neighbourhood Services	26,501	24,800	22,834	22,171	58,632	128,437	11.1%	113,470	241,906	9.8%
Planning & Development Services	1,745	1,295	2,401	1,784	4,297	9,776	0.8%	3,838	13,614	0.6%
Protective Services	6,122	14,185	20,083	28,263	29,442	91,973	8.0%	110,801	202,774	8.2%
Social & Health Services	5,203	3,548	3,803	3,808	3,808	14,967	1.3%	22,636	37,603	1.5%
Transportation Services	130,679	168,236	143,240	197,894	234,957	744,327	64.6%	893,977	1,638,304	66.3%
Corporate, Operational & Council Services	13,124	13,532	11,171	15,283	16,874	56,861	4.9%	82,180	139,041	5.6%
Total	**205,269**	**279,201**	**214,837**	**281,194**	**377,750**	**1,152,982**		**1,317,635**	**2,470,617**	

Subject to rounding.

Capital Budget by Service Program – Environmental Services (pg. 83)

Major & Notable Capital Works in Ten Year Plan 2020-2029 ($000's)

	Classification	Life-to-Date	2020	2021	2022	2023	2020-2023 Total	2024-2029	2020-2029 Total
Environmental Action Programs									
EV6020 Active Transportation	Life Cycle		300	300	300	300	1,200	1,800	3,000
Garbage Recycling & Composting									
SW6050 New & Emerging Solid Waste	Service Improvement	500	35,500				35,500		35,500
SW6080 Long Term Disposal Capacity	Service Improvement				1,000	15,000	16,000	8,000	24,000
SW6020 Organic Waste Diversion	Growth							20,000	20,000
SW602120 W12A New Cell Construction	Life Cycle		4,600				4,600		4,600
SW6530 Material Recovery Facility	Life Cycle	60	230	50	450		730	2,835	3,565
SW604020 Landfill Gas Collection	Life Cycle		370	100	370	100	940	2,020	2,960
SW601420 W12A Ancillary	Life Cycle		300	150	300	150	900	1,650	2,550

Capital Budget by Service Program – Parks & Urban Forestry (pg. 92)

Major & Notable Capital Works in Ten Year Plan 2020-2029 ($000's)

	Classification	Life-to-Date	2020	2021	2022	2023	2020-2023 Total	2024-2029	2020-2029 Total
Parks & Urban Forestry									
UF2047 Urban Forest Strategy	Service Improvement		1,200	1,400	1,600	1,600	5,800	9,600	15,400
PK204319 New Major Open Space (2019-2023)	Growth	270	2,012	930	551	3,557	7,050	2,851	9,901
PK102320 Maintain District Parks	Life Cycle		850	885	885	950	3,570	5,980	9,550
RC274920 Park Facilities Mjr Upgrades	Life Cycle		555	846	1,340	1,260	4,001	4,675	8,676
PK301919 New Urban Parks (2019-2023)	Growth	910	2,456	1,091	618	364	4,529	2,730	7,259
PK212419 New Thames Valley Parkway	Growth	1,406	2,093	1,177	1,177	785	5,232	327	5,559
PK218519 New Pedestrian Bridges and Tunnels (2019-2023)	Growth		2,325	525	500	1,575	4,925	525	5,450
PK213520 Maintain Thames Valley Parkway	Life Cycle		425	425	425	475	1,750	3,050	4,800

Capital Budget by Service Program – Transportation Services (pg. 134)

Major & Notable Capital Works in Ten Year Plan 2020-2029 ($000's)

	Classification	Life-to-Date	2020	2021	2022	2023	2020-2023 Total	2024-2029	2020-2029 Total
London Transit Commission									
MU104420 Bus Purchase Replacement	Life Cycle		9,488	10,081	10,419	10,756	40,744	64,535	105,279
MU1176 Conventional Transit (Growth) PTIS	Growth	1,155	2,097	4,065	4,065	3,252	13,477	10,568	24,045
MU1450 Highbury Facility Demolition	Service Improvement							7,500	7,500
Roadways									
TS144620/TS301420 Road Networks Improvements	Life Cycle		22,320	24,975	25,444	25,913	98,651	165,383	264,034
TS176320 Bridges Major Upgrades	Life Cycle		5,208	5,275	5,342	5,409	21,233	33,868	55,101
TS406720 Traffic Signals - Mtce	Life Cycle		4,199	4,266	4,343	4,370	17,177	29,339	46,516
TS1306 Adelaide Street Grade	Growth	20,350	37,925				37,925		37,925
TS512320 Street Light Maintenance	Life Cycle		2,844	2,977	3,111	3,184	12,116	21,258	33,375
TS1355-1 Wharncliffe Rd - Becher St to Springbank Dr	Growth	16,428	24,969				24,969		24,969
TIMMS - Transportation Intelligent Mobility Mngmt System	Growth	2,356	2,356	2,356	2,356	2,356	9,425	5,049	14,474
TS1329 Colonel Talbot Rd - 300m South of Southdale Rd to James St	Growth		700		849	11,129	12,678		12,678
TS1202 Victoria Bridge Replacement	Life Cycle		800		10,040		10,840		10,840
TS1749 Dundas Street Old East Village Streetscape Improvements - PTIS	Service Improvement		8,200				8,200		8,200

Capital Budget by Service Program - Transportation Services (cont'd) (pg. 135)

Major & Notable Capital Works in Ten Year Plan 2020-2029 ($000's)

	Classification	Life-to-Date	2020	2021	2022	2023	2020-2023 Total	2024-2029	2020-2029 Total
Rapid Transit									
RTNORTH North Connection	Growth	5,036						131,668	131,668
RTSOUTH Wellington Gateway (South)	Growth	11,918	6,248	4,114	11,759	87,978	110,099	14,128	124,227
RTEAST East London Link	Growth	5,213	9,924	16,179	73,814	12,074	111,991	6,609	118,600
RTWEST West Connection	Growth	3,568			9,000	750	9,750	60,400	70,150
RTDOWNTOWN Downtown Loop	Growth	3,719	310	24,587	465	361	25,723	177	25,900

Capital Budget by Service Program – Transportation Services (cont'd) (pg. 186)

GROWTH (000's)

TRANSPORTATION SERVICES

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total 2020-2029	Total Project Cost
LONDON TRANSIT COMMISSION														
MU1176 Conventional Transit (Growth) PTIS		1,155	2,097	4,065	4,065	3,252	3,252	2,439	2,439	2,439			24,045	25,200
TOTAL LONDON TRANSIT COMMISSION	-	1,155	2,097	4,065	4,065	3,252	3,252	2,439	2,439	2,439	-	-	24,045	25,200
ROADWAYS														
TS1040 Transportation Master Plan Update 2022			750										750	750
TS1043 Transportation Development Charges Studies 2024					300								300	300
TS1044 Cycling Master Plan					200								200	200
TS1045 Transportation Development Charges Studies 2029										300			300	300
TS1134 Intersection - Richmond St & Fanshawe Park Rd	3,950		1,900	5,400	1,345								8,645	12,595
TS1306 Adelaide Street Grade Seperation CPR Tracks	7,550	12,800	37,925										37,925	58,275
TS1309 Intersection - Hamilton Rd & Highbury Ave	990							2,306		3,362		5,083	10,751	11,741
TS1329 Colonel Talbot Rd - 300M South of Southdale to James Street			700		849	11,129							12,678	12,678
TS1330 Intersection- Hamilton Rd & Commissioners Rd (Roundabout)										985	656	7,458	9,099	9,099
TS1331 Intersection- Hamilton Rd & Gore Rd (Roundabout)				800	313	275	3,124						4,512	4,512
TS1332 Intersection- Oxford St & Gideon Rd (Roundabout)					300	275	3,251						3,826	3,826
TS1333 Intersection - Oxford St & Wharncliffe Rd (PTIS)							3,438						3,438	3,438
TS1334 Intersection- Pack Rd & Colonel Talbot Rd			464	1,943									2,406	2,406
TS1335 Intersection - Sunningdale Rd & Hyde Park Rd		359	904	2,775									3,679	4,038
TS1336 Intersection- Southdale - Colonel Talbot Rd (Roundabout)					300		3,884						4,184	4,184

Subject to rounding.

Capital Budget by Service Program – Transportation Services (cont'd) (pg. 188)

GROWTH (000's)

TRANSPORTATION SERVICES (cont'd)

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total 2020-2029	Total Project Cost
ROADWAYS (cont'd)														
TS1576 Intersection - Exeter Rd & Wellington St Improvements		2,000	1,590									1,094	2,684	4,684
TS1617 Operations Centre (North)								21,476					21,476	21,476
TS1627 Philip Aziz - Western Rd to Thames River	2,490				88								88	2,578
TS1636 Advance Purchase Of Land (2019-2023)		440	440	440	440	484	165	169	173	177	182	186	2,856	3,296
TS1670 Intersection - Sarnia/Philip Aziz - Western Rd					928	7,484							8,412	8,412
TS1745 Victoria Bridge Bike Lanes				3,300									3,300	3,300
TS1746 Dingman Dr - Hwy 401 Bridge To Wellington Rd		114	2,211	8,641									10,852	10,966
TS1747 Dingman Dr - Hwy 401 Bridge (City Share)									4,722				4,722	4,722
TS4079 Traffic Management Centre Ph 2							310						310	310
TIMMS Transportation Intelligent Mobility Mngmt System		2,356	2,356	2,356	2,356	2,356	1,010	1,010	1,010	1,010	1,010		14,474	16,830
TS103119 Long Term Corridor Protection EA Studies (2019-2023)		300	122	122	122	130	132	134	136	138	140		1,175	1,475
TS1035-1 Wonderland Road Widening Exeter Rd to Hwy 402						378	1,576	738	20,311				23,003	23,003
TS104119 Traffic Impact Studies (2019-2023)		100	100	100	100	106	108	109	111	113	114		961	1,061
TS104219 Transportation Master Plan Monitoring Program (2019-2023)		35	35	35	35	37	38	38	39	39	40		336	371
TS126419 Rural Intersections (2019-2023)		400	100	100	100	100	100	100	100	100	100	127	1,027	1,427
TS1302-2 Commissioners Road West - Wonderland Rd to Cranbrook Rd												1,587	1,587	1,587
TS1348-1 Wonderland Road Widening - Riverside Dr to Springbank Dr	1,010									1,126	1,238	1,115	3,480	4,489
TS1348-2 Wonderland Road Widening - Springbank Dr to Commissioners Rd							431	288	340	4,729			5,788	5,788

Subject to rounding.

Capital Budget by Service Program – Transportation Services (cont'd) (pg. 190)

GROWTH (000's)

TRANSPORTATION SERVICES (cont'd)

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total 2020-2029	Total Project Cost
ROADWAYS (cont'd)														
TS165319 Minor Road Works - Sidewalks (2019-2023)		444	444	444	444	488	166	170	173	177	181	186	2,874	3,319
TS165419 Minor Road Works - Streetlights (2019-2023)		620	620	620	620	679	229	234	239	244	249	254	3,987	4,606
TS165519 Minor Rd Works - Traffic Signals (2019-2023)		943	943	943	943	1,033	350	358	366	374	382	390	6,080	7,023
TS173919 Active Transportation (2019-2023)		2,674	2,674	2,674	2,674	2,940	1,004	1,028	1,052	1,078	1,103	1,130	17,356	20,030
TS180219 Strategic Links (2019-2023)		1,338	1,338	1,338	1,338	1,471	502	514	527	539	552	565	8,685	10,023
TS2172-1 Hamilton Road - Old Victoria to Victoria Memorial Parkway								668	1,783	447	5,084		7,982	7,982
TS416519 Urban Intersections (2019-2023)		2,000	2,000	2,000	2,000	2,188	746	763	780	798	816	834	12,924	14,924
TS1348-10 Intersection - Springbank Dr & Wonderland Rd							474		708	8,716			9,899	9,899
Previously Approved Projects Provided For Prior Year Comparison Purposes	157,529	24,705												182,234
TOTAL ROADWAYS	**185,059**	**72,675**	**86,924**	**42,023**	**35,189**	**71,649**	**42,630**	**83,694**	**50,479**	**34,066**	**52,469**	**56,611**	**555,734**	**813,469**
RAPID TRANSIT														
RTEAST East London Link Rapid Transit Parent Project	6,695	(1,481)	9,924	16,179	73,814	12,074	1,309	975	4,325				118,600	123,813
RTWEST West Connection Rapid Transit Parent Project	2,334	1,235			9,000	750	4,613	42,970	10,648	1,011	670	489	70,150	73,718
RTNORTH North Connection Rapid Transit Parent Project	2,699	2,338					19,456	70,009	33,082	6,223	1,449	1,449	131,668	136,704
RTSOUTH Wellington Gateway (South) Rapid Transit Parent Project	5,184	6,735	6,248	4,114	11,759	87,978	9,261	1,183	3,684				124,227	136,145
RTDOWNTOWN Downtown Loop Rapid Transit Parent Project	1,064	2,654	310	24,587	465	361	177						25,900	29,619
TOTAL RAPID TRANSIT	**17,975**	**11,480**	**16,482**	**44,880**	**95,038**	**101,163**	**34,816**	**115,137**	**51,739**	**7,234**	**2,119**	**1,938**	**470,545**	**500,000**
TOTAL TRANSPORTATION SERVICES	**203,034**	**85,310**	**105,502**	**90,968**	**134,291**	**176,064**	**80,697**	**201,269**	**104,657**	**43,739**	**54,588**	**58,549**	**1,050,325**	**1,338,669**

Subject to rounding.

Capital Budget by Service Program – Transportation Services (cont'd) (pg. 199)

SERVICE IMPROVEMENT ($000's)

TRANSPORTATION SERVICES

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total 2020-2029	Total
PARKING														
Previously Approved Projects Provided For Prior Year Comparison Purposes	1,925													1,925
TOTAL PARKING	**1,925**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,925**
LONDON TRANSIT COMMISSION														
MU1438 Bus Stop Amenities - PTIS			550	550									1,100	1,100
MU1450 Highbury Facility Demolition & Rebuild										2,500	2,500	2,500	7,500	7,500
Previously Approved Projects Provided For Prior Year Comparison Purposes	7,200	300												7,500
TOTAL LONDON TRANSIT COMMISSION	**7,200**	**300**	**550**	**550**	**-**	**-**	**-**	**-**	**-**	**2,500**	**2,500**	**2,500**	**8,600**	**16,100**
ROADWAYS														
TS1136 Western Rd Improvements - Huron College to Platt's Lane	3,800					5,000							5,000	8,800
TS1748 Dundas Place - TVP Active Transportation Connection (PTIS)		205	3,795										3,795	4,000
TS1749 Dundas Street Old East Village Streetscape Improvements - PTIS			8,200										8,200	8,200
TS5012 Audible Pedestrian Signals	797		50	50	50	50	50	50	50	50	50	50	500	1,297
Previously Approved Projects Provided For Prior Year Comparison Purposes	41,307													41,307
TOTAL ROADWAYS	**45,905**	**205**	**12,045**	**50**	**50**	**5,050**	**50**	**50**	**50**	**50**	**50**	**50**	**17,495**	**63,605**
TOTAL TRANSPORTATION SERVICES	**55,030**	**505**	**12,595**	**600**	**50**	**5,050**	**50**	**50**	**50**	**2,550**	**2,550**	**2,550**	**26,095**	**81,630**

Subject to rounding.

2020-2023 MULTI-YEAR BUDGET City of London

Additional Investments Overview

2020-2023 MULTI-YEAR BUDGET City of London

Business Cases for Additional Investments – Administratively Prioritized

#	BUSINESS CASE DESCRIPTION	Gross Investment Requested ($000's) 2020 - 2023	Average Annual Tax Payer Impact (Dollars) 2020 - 2023
ADDITIONAL INVESTMENTS - ADMINISTRATIVELY PRIORITIZED			
1	60% Waste Diversion Action Plan	$17,600.00	$20.62
2	Affordable Housing Community Improvement Plan	$4,772.00	$0.90
3	Back to the River: Part A) Forks with outlook	$12,403.00	$0.00
	Part B) One River Environmental Assessment Management Implementation	$1,250.00	$0.00
	Part C) Soho Environmental Assessment	$500.00	$0.00
4A	City of London Infrastructure Gap - Part A	$3,000.00	$3.51
5A	Climate Emergency Declaration: Part A - Develop Climate Emergency Action Plan (CEAP)	$50.00	$0.00
6	Coordinated Informed Response	$6,703.00	$7.85
7A	Core Area Action Plan - Part A	$16,385.00	$10.92
8	Dearness Home Auditorium Expansion	$2,456.00	$0.61
9	Fanshawe College Innovation Village	$3,000.00	$0.00
10A	HDC Funding for Affordable Housing - Part A	$850.00	$1.00
11	Information Systems: Part A) Development Application Tracking Software	$3,900.00	$0.00
	Part B) Human Capital Management System	$1,230.00	$0.86
12	LMCH Infrastructure Gap	$15,518.00	$5.86
13	Master Accommodation Plan	$13,000.00	$0.00
14	Operations Master Plan 2020	$5,118.00	$0.00
15	Subsidized Transit Program	$3,608.00	$1.13
16	T-Block Replacement / New Storage Building	$901.00	$0.00
TOTAL ADDITIONAL INVESTMENTS ADMIN. PRIORITIZED		**112,244.00**	**$53.26**

Business Cases for Additional Investments – For Council's Consideration

#	BUSINESS CASE DESCRIPTION	Gross Investment Requested ($000's) 2020 - 2023	Average Annual Tax Payer Impact (Dollars) 2020 - 2023
ADDITIONAL INVESTMENTS FOR CONSIDERATION			
4B	City of London Infrastructure Gap - Part B	$17,563.00	$20.58
5B	Climate Emergency Declaration Part B - Implementation of CEAP Immediate Actions	$1,295.00	$1.22
7B	Core Area Action Plan - Part B	$9,775.00	$11.27
10B	HDC Funding for Affordable Housing - Part B	$2,800.00	$3.28
17	Community Improvement Plan: Part A) Community Building Projects	$160.00	$0.19
	Part B) Land Acquisition	$400.00	$0.47
18	LMCH - Co-Investment with CMHC	$20,229.00	$9.11
19	LMCH Operating Staffing & Security	$6,941.00	$6.65
20	London Public Library - Collections	$600.00	$0.70
21	Regeneration of Public Housing	$5,250.00	$6.15
22	Smart City Strategy	$466.00	$0.55
23	Street Light Local Improvement	$832.00	$0.60
24	Wifi in Recreation Facilities for the Public	$155.00	$0.00
25	Winter Maintenance Program Support	$4,220.00	$4.94
TOTAL ADDITIONAL INVESTMENTS FOR CONSIDERATION		**$70,686.00**	**$65.71**

Business Cases for Potential Net Levy Reductions

#	BUSINESS CASE DESCRIPTION	Gross Investment Requested ($000's) 2020 - 2023	Average Annual Tax Payer Impact (Dollars) 2020 - 2023
POTENTIAL NET LEVY REDUCTIONS FOR CONSIDERATION			
26	Eliminate Curbside Christmas Tree Collection	($120.00)	($0.14)
27	Eliminate Planned Security Enhancements	($107.00)	($0.13)
28	Eliminate Planned Increase in Staffing	($42.00)	($0.05)
29	Promissory Note Forgiveness	($717.00)	($0.84)
30	Wi-Fi Hotspot Lending Program	($188.00)	($0.22)
31	Multi-Residential Sector Fee Increase for Waste Collection	($900.00)	($1.05)
32	Exhibitions and Programs Reductions	($236.00)	($0.28)
33	Reduce Road Network Improvements for Minor Streets	($3,200.00)	($3.75)
34	Transfer portion of Conservation Authority costs to Wastewater & Treatment Budget	($11,554.00)	($13.53)
TOTAL REDUCTIONS FOR CONSIDERATION		**($17,064.00)**	**($19.99)**

Key Dates and Budget Website Overview

Key Dates in the Budget Process

What	Date
Public Participation Meeting	January 23 4:00pm
2020-2023 Multi-Year Budget Review Strategic Priorities and Policy Committee at 9:30am	January 30 January 31 February 6 February 7 February 13 February 14
Public Participation Meeting	February 13 6:00pm
Final Council Approval of the 2020-2023 Multi-Year Budget	March 2 4:00pm
*Meetings are held in Council Chambers – City Hall, 300 Dufferin Avenue; Public Gallery – 3rd Floor	

Budget Website Overview

2020-2023
MULTI-YEAR
BUDGET
City of London

LondonCanada

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@CityofLdnOnt #LdnBudget

budget@london.ca

getinvolved.london.ca

Connected and Automated Vehicles

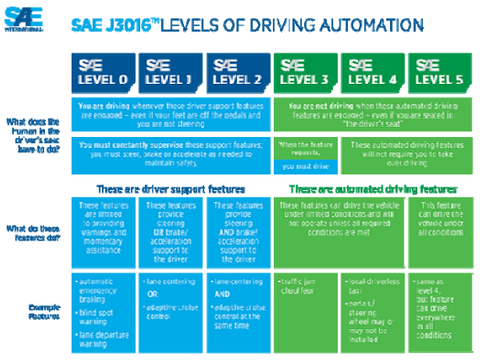
Preparing a Strategic Plan for London

CAVs in the Province of Ontario

- **Pilot Project – Automated Vehicles** (Ontario Regulation 306/15)
  - Originally took effect January 1, 2016
  - Last consolidation January 1, 2019 (O.Reg. 517/18)
  - Pilot regulation is due to be revoked on January 1, 2026
- Ontario was **first province in Canada** to establish on-road pilot test program for CAVs.
- Ontario Pilot Project applies to **SAE Automation Levels 3, 4, and 5**.

Other Key Initiatives and Resources

- Autonomous Vehicle innovation Network (AVIN) in Ontario
- City of Toronto Automated Vehicle Tactical Plan
- SAE International J3016 Levels of Driving Automation
- Transportation Association of Canada (TAC) Lexicon of Terms for CAVs



City of London's CAV Progress

- Staff began **monitoring and researching CAV developments** in 2016 in response to the Ontario Pilot Project.
- Developed a **CAV Staff Report and Technical Background** (CWC, May 28, 2018)
- Received **Municipal Council resolutions and direction** on June 12, 2018
- RTIWG **CAV Expert Panel** on February 21, 2019

Council's Strategic Plan 2019-2023

BUILDING a Sustainable City

Londoners can move around the city safely and easily in a manner that meets their needs.

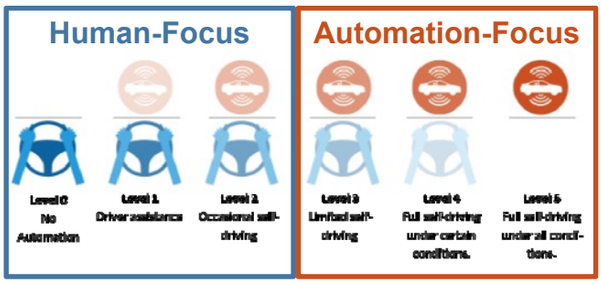
EXPECTED RESULT	STRATEGY
Increase access to transportation options.	• Build more infrastructure for walking and bicycling. • Continue to expand options and programs to increase mobility. • Develop a strategic plan for a future with connected and autonomous vehicles. • Support Londoners to access affordable public transit where they live and work. • Implement the London Transit Commission (LTC) 5 Year Specialized Service Plan. • Implement the LTC Ridership Growth Strategy. • Implement a rapid transit system to improve the reliability and capacity of existing transit service and support London Plan city building. • Implement the LTC 5 Year Conventional Service Plan.

Automated Vehicles

- Ideally, **Automated Vehicles (AVs)**:
  - Are capable of **"sensing" the surrounding environment**;
  - Use AI, sensors, and GPS to **successfully and safely navigate a transportation system**;
  - Provide **major improvements to road safety** by eliminating human driver error and distraction; and
  - Will likely be widely available and market-ready between **now and 2040 (i.e. 10-20 years)**.

Automation Levels Defined

- The **Society of Automotive Engineers (SAE)** international standard that classifies vehicles automated driving systems from:
  - **Level 0 = No Automation** to **Level 5 = Full Automation**



Connected Vehicles

- Interrelated with AVs, **Connected Vehicle (CV)** technology provides up-to-date information to vehicles through a **variety of communications channels**.
- Types of CV technology include:
  - **Vehicle-to-Vehicle (V2V)**
  - **Vehicle-to-Infrastructure (V2I)**
  - **Vehicle-to-Everything (V2X)**

New Mobility and Potential

- AVs have the potential to **benefit the environment, society, and safety**.
- Two primary **ownership models** are anticipated:
  - **Individual Ownership** of widespread vehicles, similar to today; or
  - **Shared Ownership** similar to car-sharing, ride-sharing, or Mobility-as-a-Service (MaaS).

CAV Strategic Plan – Purpose

To better understand and prepare for the introduction of connected and automated vehicles in our community in order to improve the lives of our citizens and minimize the environmental impact of this impactful technology as it becomes more commonplace.

CAV Strategic Plan – Vision

A sustainable community that integrates connected and automated vehicles into city-building and daily activities by pursuing improved safety, environmental stewardship, and travel mobility options.

CAV Strategic Plan – Mission

To engage internal and external stakeholders, identify potential implications of connected and automated vehicles, and provide a strategic plan and actions that will proactively prepare for the introduction of connected and automated vehicles.

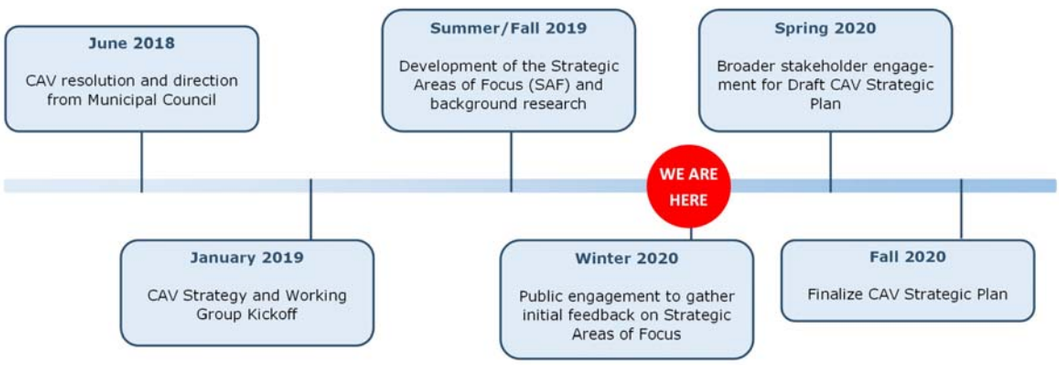
CAV Strategic Plan – Values

- Alignment with the London Plan
- Driven by community
- Environmental and climate sustainability
- Responsible governance
- Human health and community safety
- Information security and privacy
- Integrated mobility
- Supporting innovation
- Proactive leadership
- Stakeholder collaboration

Strategic Areas of Focus

1. Social Equity and Health
2. Environmental Sustainability
3. Economic Sustainability
4. Data Privacy, Security, and Governance
5. Urban Form
6. Road Safety and Security
7. Integrated Mobility
8. Transportation System Efficiency
9. City Fleet and Services

CAV Strategic Plan Timeline



Initial Engagement

Gather initial public feedback for development of the upcoming Connected and Automated Vehicles Strategic Plan for London until **February 21**.

https://getinvolved.london.ca/automated-vehicles

Advisory committee initial feedback/resolutions provide by **April 28**.

Cycling Advisory Committee Work Plan – 2020

	Activity	Background	Responsibility	Proposed Timeline	Proposed Budget	Cycling Master Plan Alignment	Alignment with 2019-2023 Strategic Plan	Status
CAC 18.1	Assist the City in enhancing cycling connections throughout the City to the Provincial cycling Network	• To be provided through Cycling Master Plan, EA input • Explore potential of rail corridor to St Thomas • Help define preferred route to attach to Trans Canada Trail in St Thomas • Identify 8 egress routes from London to provincial routes	CAC Parks and Rec Planning Andrew Macpherson Andrew Giesen Chris Pollett	Q1 2020 for CAC to define egress routes Q2 2020 for City response		• Action #3 Identifying Touring Loop Routes • Action 10: Signage & Safety Standards Consistency	STRENGTHENING OUR COMMUNITY • Provide access to planned and managed pathway systems; • Remove barriers to access recreation, sport, and leisure opportunities; • Increase the number of recreation, sport, and leisure opportunities; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY • Build more infrastructure for bicycling;	Discussion with St.Thomas and Elgin county are currently on hold pending completion of a rail segment. The cycling master plan identifies this route as a desired line. The Cycling Master Plan doesn't identify a timeline. This would be through Parks Planning, as the cycling facility is a multi-use path. Heat maps have been presented to CAC.

							• Continue to expand options to increase mobility;	
CAC 18.2	Assist the City in defining criteria for good “cycling hubs” and identify potential locations	• To be provided through Cycling Master Plan, EA input.	CAC Transportation Doug MacRae	Q2 2020		• Action #7 Identifying & Enhancing Local Cycling Hubs • Action #8 Enhancing Bicycle Parking • Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions	STRENGTHENING OUR COMMUNITY • Prepare and implement urban design guidelines; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY • Build more infrastructure for bicycling; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users	
CAC 18.3	Provide recommendations for design and better	• Dundas/Queens couplet has been selected as route for east-west	CAC Transportation Peter Kavcic	Q4 2019 presentation by consultants.		• Action #8 Enhancing Bicycle Parking	STRENGTHENING OUR COMMUNITY	Couplet is in preliminary design phase

	integration of the Dundas/Queens couplet with recreational and commuter cycling networks	bikeway and design is underway	Dillon Consulting (Dundas Street – Old East Village) WSP (Dundas Street Cycle Track)	Q1 2020 to receive response from consultants		• Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions	• Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY • Build more infrastructure for bicycling; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users	Response to CAC feedback requested from consultants for Q1
CAC 18.4	Assist the City in assessing the effectiveness of the King St cycle track through appropriate metrics and promoting these to the public	• Eastbound King St cycle track constructed from Talbot to Colborne • Bicycle count data is being collected but is not integrated with Bike Data website	CAC Transportation Peter Kavcic	2020Q2 (June) and & 2020Q4 (Nov) for cycle count data update		• Action #8 Enhancing Bicycle Parking • Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions	STRENGTHENING OUR COMMUNITY • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY	Construction completed summer 2019 Metrics update will be requested for Q2 and Q4

							• Build more infrastructure for bicycling; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users	
CAC 18.12	Provide recommendations for addressing secure bicycle parking and theft prevention	• Promotion of best practices in bicycle security • Shelley Carr is working on this initiative; CAC will work to support her efforts rather than work separately	CAC Bike Environmental Programs: Jay Stanford and Allison Miller Shelley Carr	Q1 2020 for presentation from Shelley Carr		• Action #8 Enhancing Bicycle Parking	STRENGTHENING OUR COMMUNITY • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation needs; • Invest in community building projects; • Promote pedestrian safety and active transport BUILDING A SUSTAINABLE CITY • Renew, expand, and develop parks and	Shelley will be invited to a CAC meeting in Q1

							recreation facilities to address existing gaps; ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Respond to changing participation patterns and emerging activities by adapting public spaces; CREATING A SAFE LONDON FOR WOMEN AND GIRLS ● Ensure women and girls with lived experience are included in the development of policies, by-laws, and programs that affect them	
CAC 18.18	Identify specific routes for key destinations with routing that utilizes safer infrastructure and improved wayfinding	● Provide improved wayfinding on identified routes ● Facilitate mapping being converted from paper map to online and interactive format	CAC Chris Pollett Transportation Doug MacRae	Q1 2020 Update to CAC on wayfinding research and decisions for (a) TVP, (b) On-road, (c) touring (as		● Action #1 Developing a wayfinding & signage strategy ● Cycling facilities and trips require other amenities	STRENGTHENING OUR COMMUNITY ● Provide access to planned and managed pathway systems; ● Remove barriers to access recreation,	CMP status unchanged: discussions and research in progress

		• Consider interactive bike maps https://bikeottawa.ca/ • Street cleaning and snow removal could be prioritized on identified routes		outlined in the CMP) Q3 2020 to fully identify recommended routes		and programs to encourage people to cycle throughout London • Action #10 Designing & Implementing Crossings & Transitions	sport, and leisure opportunities; • Increase the number of recreation, sport, and leisure opportunities; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY • Build more infrastructure for bicycling; • Continue to expand options to increase mobility;	
CAC 19.1	Analyze bicycle count data for Dundas/Queens couplet before and after implementation	• This route provides a unique opportunity to collect cycle count data before and after construction	CAC Environmental Programs (Jay Stanford)	Q1 2020 & Q2 2020 for initial data collation Ongoing in 2021		• Action #9 Establishing Performance Measures • Cycling projects>Cycling Count Data	LEADING IN PUBLIC SERVICE • Increase access to information to support community decision making STRENGTHENING OUR COMMUNITY • Prepare and implement urban design guidelines	A count should be taken as soon as possible in the spring before construction begins

CAC 19.7	Assist City in implementing enhanced Neighbourhood Bike Parking tied to Transit	• City developing designs and locations for bike parking tied to transit routes outside of downtown	CAC Environmental Programs (Jay Stanford and Allison Miller)	Q1-Q4 2020		• Action #7: Identifying & Enhancing Local Cycling Hubs • Action #8: Enhancing Bicycle Parking • Action #13: Encouraging Integration with other Modes	STRENGTHENING OUR COMMUNITY • Implement programs and services that respond to neighborhood recreation needs; • Invest in community building projects; • Promote pedestrian safety and active transport BUILDING A SUSTAINABLE CITY • Renew, expand, and develop parks and recreation facilities to address existing gaps; • Build more infrastructure for bicycling; • Continue to expand options to increase mobility; • Respond to changing participation patterns and emerging activities by adapting public spaces; CREATING A SAFE LONDON FOR WOMEN AND GIRLS	CAC to be engaged in Q1 2020.

							• Ensure women and girls with lived experience are included in the development of policies, by-laws, and programs that affect them	
CAC 19.8	Assist City in implementing Downtown Enhanced Bike Parking for Residents and Employees	• City reviewing options to provide higher order, secure bike parking downtown. Options include bike lockers to a bike station	CAC Environmental Programs (Jay Stanford and Allison Miller)	Q1-Q4 2020		• Action #7: Identifying & Enhancing Local Cycling Hubs • Action #8: Enhancing Bicycle Parking	STRENGTHENING OUR COMMUNITY • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation needs; • Invest in community building projects; • Promote pedestrian safety and active transport BUILDING A SUSTAINABLE CITY • Renew, expand and develop parks and recreation facilities to address existing gaps;	CAC will be asked to provide feedback as project moves forward (Q1 2020)

							● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Respond to changing participation patterns and emerging activities by adapting public spaces GROWING OUR ECONOMY ● Revitalize London's Downtown and urban areas; ● Increase employers' access to resources to help achieve best practices in talent recruitment and retention; CREATING A SAFE LONDON FOR WOMEN AND GIRLS ● Ensure women and girls with lived experience are included in the development of policies, by-laws, and	

							programs that affect them	
CAC 20.1	Request response to motion regarding London Police ticketing blitz	• Further information was requested in Sept 2019 regarding the Sept 2019 ticketing blitz and no response was provided	CAC Sgt. Harding	Q1 2020		• Action #11 Enhancing Enforcement	STRENGTHENING OUR COMMUNITY • Reduce collision-related injuries and fatalities through public education and enhanced traffic enforcement; • Promote road user safety and active transportation	
CAC 20.2	Assist the City in quantifying the benefits of increased cycling modal share as it relates to the Climate Emergency Action Plan	• CAC working group has completed a detailed report that shows the modal share targets embedded in the TMP are incompatible with Climate Emergency targets • CAC has unique expertise in its membership to quantify impact of shifting modal share on carbon budget	CAC Jay Stanford Jamie Skimming Chris DeGroot Ben Cowie	Q2 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	LEADING IN PUBLIC SERVICE • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; STRENGTHENING OUR COMMUNITY	CAC has submitted initial report and received feedback from Jamie Skimming

							● Prepare and implement urban design guidelines; ● Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY ● Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); ● Advance sustainability and resilience strategies; ● Continue to expand options to increase mobility; ● Continue to improve the traffic signal system for the benefits of all road users	
20.4	Advocate for the addition to City staff of a full-time dedicated Active Transportation Manager	This was a priority identified in the CAC working group Oct 2019 report.		Ongoing 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due	STRENGTHENING OUR COMMUNITY ● Prepare and implement urban design guidelines;	

						to increased cycling (p. 10)	● Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY ● Advance sustainability and resilience strategies; ● Continue to expand options and programs to increase mobility;	
20.5	Provide the City with feedback on the role of cycling and active transit within the interim Climate Emergency Evaluation Tool (CEET) and assist City staff in the creation of CEET as needed, and as it relates to the budget	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	-Dunbar, Finance -Stanford, Cycling -MacRae, Transportation	Q1 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	STRENGTHENING OUR COMMUNITY ● Prepare and implement urban design guidelines; BUILDING A SUSTAINABLE CITY ● Advance sustainability and resilience strategies; LEADING IN PUBLIC SERVICE ● Increase access to information to support community decision making; ● Create new and/or enhance opportunities for residents and neighborhood groups	

							to engage on program and service needs;	
20.6	Assist City staff in the creation of the City's new Climate Emergency area(s) on the City's web site by providing cycling and active transportation related content and information.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q1 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	STRENGTHENING OUR COMMUNITY ● Promote road user safety and active transportation; BUILDING A SUSTAINABLE CITY ● Advance sustainability and resilience strategies; ● Continue to expand options and programs to increase mobility;	
20.7	Assist City staff in the initial screen of current major transportation projects using CEET from the perspective of cycling and active transportation	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q2-3 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	STRENGTHENING OUR COMMUNITY ● Prepare and implement urban design guidelines; BUILDING A SUSTAINABLE CITY ● Advance sustainability and resilience strategies; ● Work with multi-sectors to develop and implement the next	

							Community Energy Action Plan (CEAP); LEADING IN PUBLIC SERVICE ● Increase access to information to support community decision making; ● Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs;	
20.8	Assist City staff in the review of proposed major City projects and master plans impacting cycling and active transportation within the 10 year capital plan through CEET screening	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q4 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	STRENGTHENING OUR COMMUNITY ● Prepare and implement urban design guidelines; BUILDING A SUSTAINABLE CITY ● Advance sustainability and resilience strategies; ● Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP);	

							LEADING IN PUBLIC SERVICE ● Increase access to information to support community decision making; ● Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs;	
20.9	Assist City staff with developing clear strategies and specific actions related to cycling and active transportation to achieve the goal of a city-wide net zero community GHG emissions target (no later than 2050).	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q4 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	STRENGTHENING OUR COMMUNITY ● Prepare and implement urban design guidelines; ● Reduce collision-related injuries and fatalities; ● Promote road user safety and active transportation; BUILDING A SUSTAINABLE CITY ● Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP);	

							● Advance sustainability and resilience strategies; ● Continue to expand options to increase mobility; LEADING IN PUBLIC SERVICE ● Increase access to information to support community decision making; ● Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs;	
20.10	Assist City staff with the prioritization and expedization of active transportation and transit infrastructure and services.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q1 2020 Transportation Doug MacRae		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling CMP: Complete streets principles should continue to be integrated into future transportation related	STRENGTHENING OUR COMMUNITY ● Prepare and implement urban design guidelines; ● Reduce collision-related injuries and fatalities; ● Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY	

						planning and design assignments.	● Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); ● Advance sustainability and resilience strategies; ● Continue to expand options to increase mobility; LEADING IN PUBLIC SERVICE ● Increase access to information to support community decision making; ● Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs;	
20.11	Promote Vision Zero, pedestrian and cycling safety, and active transportation	Supports the adoption of Vision Zero principles adopted by Council in May 2017		Ongoing 2020		Vision 8: Improve cycling safety and comfort Action 26: Active & Safe Routes to School (ASRTS)	STRENGTHENING OUR COMMUNITY ● Reduce collision-related injuries and fatalities;	

							● Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility;	
20.12	Support City staff in building more infrastructure for cycling and walking.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	Transportation Doug MacRae	Ongoing 2020		Business case for the CMP directly references economic benefits of cycling infrastructure: "The capital cost to implement most cycling infrastructure is far less than widening a road and more trips can be accommodated in less space." (p.10)	STRENGTHENING OUR COMMUNITY ● Reduce collision-related injuries and fatalities; ● Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility;	
20.13	Business recognition program within CoL to acknowledge and	To encourage and recognize businesses that	CAC Support with CoL staff/council partners	Q2 2020 design		● Action #12 Establishing	STRENGTHENING OUR COMMUNITY	Ideation

	highlight supporters of Cycling for community or their staff	promote and support cycling. Some have made significant investments Link to 19.8		parameters and awards Q3 2020 Nominations Q1 2021 1st winners		High-Profile Events Work with local partners and [...] businesses to celebrate cycling related successes achieved within the City of London	• Support neighborhood festivals, cultural events, and activities across the city; • Promote road user safety and active transportation; GROWING OUR ECONOMY • Increase employers' access to resources to help achieve best practices in talent recruitment and retention;	
20.14	Develop a cycling event partnering with Tourism London and support of CoL	Currently no competitive cycling events in the city for cycling. This has been a tourism activity for several communities that drive value to the community The city has few recreation events for cycling as well	Chris Pollett & Sport in Cycling sub committee Parks and Rec Transportation	Q2 2020		Business case for the CMP directly references tourism benefits of cycling, specifically tourism spending. (p.10) Vision #6: Build upon programs and initiatives developed by different departments, the health unit and tourism organizations to increase	STRENGTHENING OUR COMMUNITY • Support neighborhood festivals, cultural events, and activities across the city; • Remove barriers to access recreation, sport, and leisure opportunities; • Increase the number of recreation, sport, and leisure opportunities; • Work with community partners to create a	Ideation

						awareness and interest in cycling	leading sustainable sport development model; GROWING OUR ECONOMY ● Grow tourism revenues through initiatives that build awareness and interest in London; ● Continue to engage the community to attract conventions, converences, and multi-day events to London contributing to the community's economic prosperity; ● Increase partnership funding, sponsorships, and donations to recreation services and amenities;	
20.15	Provide recommendations on the 2020 Road Safety Strategic Plan	The London Middlesex Road Safety Committee is currently developing the 2020 Strategic plan	Middlesex Health Unit Tara MacDaniel	Ongoing		Vision 8: Improve cycling safety and comfort Action 26: Active & Safe Routes to School (ASRTS)	STRENGTHENING OUR COMMUNITY ● Support neighborhood festivals, cultural events, and activities across the city; ● Remove barriers to access recreation,	

							sport, and leisure opportunities; ● Increase the number of recreation, sport, and leisure opportunities; ● Work with community partners to create a leading sustainable sport development model;	
20.16	Provide recommendations to City staff and Consultant related to implementation of Bike Share in London	The City of London is currently completing a business case to determine the feasibility of bringing bike share to London	Environmental Programs: Jay Stanford and Allison Miller	Q2 2020		● Action #4 Exploring a Bike Share System	STRENGTHENING OUR COMMUNITY ● Support neighborhood festivals, cultural events, and activities across the city; ● Remove barriers to access recreation, sport, and leisure opportunities; ● Increase the number of recreation, sport, and leisure opportunities; ● Work with community partners to create a leading sustainable sport development model;	

							GROWING OUR ECONOMY ● Grow tourism revenues through initiatives that build awareness and interest in London; ● Continue to engage the community to attract conventions, converences, and multi-day events to London contributing to the community's economic prosperity; ● Increase partnership funding, sponsorships, and donations to recreation services and amenities	
20.17	Identify community events to engage members of the public	The CAC spent $700 of its 2019 budget on bicycle lights. Lights will be distributed during community events (ie Bike Month, Winter Bike to Work Day)	CAC	Ongoing		Education and encouragement	STRENGTHENING OUR COMMUNITY ● Support neighborhood festivals, cultural events, and activities across the city; ● Remove barriers to access recreation, sport, and leisure opportunities;	

							• Increase the number of recreation, sport, and leisure opportunities; • Work with community partners to create a leading sustainable sport development model;	
20.18	Build rapport with Cycling Without Age organization	• Promotion of cycling for all ages and abilities	CAC	Q1 2020 for presentation from Cycling Without Age		• Guiding principle: London's comprehensive City-wide cycling network accommodates both commuter and recreational cyclists of various ages and abilities.	STRENGTHENING OUR COMMUNITY • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation London's comprehensive City-wide cycling network accommodates both commuter and recreational cyclists of various ages and abilities.needs; • Invest in community building projects;	Cycling Without Age will be invited to a CAC meeting in Q1

							• Promote pedestrian safety and active transport	
20.20	Lead the City of London on developing e-bike guidelines, including definitions	The provincial government lacks guidelines. These are interim guidelines for the CoL in absence of prov regulation	CAC, Cowie	Q1 2020				
20.21	Provide feedback on the Automated Vehicles Strategic Plan	The City is developing a strategic plan as it relates to automated vehicles	-Kostyniuk, Traffic and Transportation Engineer CAC, Pollett, Roberts	Q2 2020				
20.22	Send a CAC delegate to the 2020 Share the Road conference in April and 2020 Velo Canada conference in October			Q1 2020	$750 $750			
20.23	Bring forward a delegation to the budget review process		CAC, Roberts	Q1 2020				

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING FEBRUARY 4, 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR OF ENVIRONMENTAL AND ENGINEERING SERVICES & CITY ENGINEER**
SUBJECT:	**TREE IMPACTS FOR 2020 INFRASTRUCTURE RENEWAL PROGRAM**

RECOMMENDATION

That, on the recommendation of the Managing Director of Environmental and Engineering Services & City Engineer, the following information concerning tree removal, mitigation, and communication as part of the 2020 Infrastructure Renewal Program **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None.

2019-2023 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
  - Infrastructure is built, maintained and operated to meet the long-term needs of our community.
- Leading in Public Service:
  - Trusted, open, and accountable in service of our community;
  - Exceptional and valued customer service; and
  - Leader in public service as an employer, a steward of public funds, and an innovator of service.

BACKGROUND

Purpose

The purpose of this report is to provide an overview of the tree removal identification and mitigation approach as part of the 2020 Infrastructure Renewal Program. The Infrastructure Renewal Program is generally funded by a combination of Sewer, Water, and Transportation Capital Budgets.

DISCUSSION

The City is committed to maintaining strong and healthy infrastructure above and below ground. There are a number of large construction projects currently planned for 2020. The Infrastructure Renewal Program is an annual program intended to replace municipal infrastructure that has reached the end of its service life.

These projects generally include sanitary and storm sewer reconstruction, watermain reconstruction, road restoration, replacement of curb and gutter and sidewalk, as well as restoration of areas disturbed by construction. The scope of each project varies in length, excavation depth and extent of infrastructure replacement.

Generally, Infrastructure Renewal Program projects are situated in older areas of the City. Each of the projects have work plans that include the required engineering design plan to complete the project. In addition, all projects require the design consultant to

retain an arborist to analyze all trees on City Right-Of-Way within the project limits, support tree decisions for that project, prepare a Tree Inspection Report, and assist in the creation of tree protection plans. The City has adopted standards for tree protection during construction.

To ensure consistency within the Infrastructure Renewal Program, City staff work closely with Forestry Operations to manage tree impacts within the construction projects. It is noted that an arborist is hired for each individual Infrastructure Renewal Program contract to assess each tree in the City Right-Of-Way within the project limits. This assessment includes the determination of the health and the impact of construction activities for each tree. A Tree Inspection Report is prepared for each project which provides recommendations for tree removal/retention.

Evaluated trees are reviewed for health risk status based on the International Society of Arboriculture standards. Generally, most are deemed suitable for retention, pending decisions regarding the construction footprint. However, some can be deemed unhealthy, high risk, or have a limited life span and are not suitable to keep.

The addition of concrete sidewalk, curb and gutter on residential streets where they did not previously exist also contributes to the need for tree removals to accommodate the alignment of these features, and due to unavoidable root impact which would affect the long term health of impacted trees.

For 2020, in addition to identification of trees required for removal, staff have also identified trees which may have to be removed following post construction assessment. These trees will be retained during construction but could be at risk of requiring removal due to the unknown extent and location of major roots, noting that the intent is to keep these trees. All required and potential tree removals are being communicated to property owners within the project limits through homeowner letters and invitation to Project Update Meetings.

Following construction, Forestry Operations will review the tree inventory on those streets. At that time, a determination will be made on the number and species of trees that will be replanted based on available space and planting guidelines. Generally, the City plants trees after construction in every viable planting location. About 300 to 400 trees are planted on reconstructed streets each year.

The following table provides a listing of the 2020 Infrastructure Renewal Program projects which have proposed tree removals. It is noted that large trees have been defined as trees with a trunk diameter of 30cm (12 inches) or more. Small trees have a trunk diameter of less than 30cm.

PROJECT	TOTAL # OF TREES ASSESSED	REMOVAL REQUIRED	REMOVAL *MAY BE* REQUIRED
Richmond Street (York Street – Dundas Street	5	0 Large 5 Small	0 Large 0 Small
Britannia Street (Riverside Drive to Edinburgh Street) Tozer Avenue (Woodward Avenue – Upper Street)	148	7 Large 5 Small	0 Large 0 Small
Egerton Street (Ormsby Street – Cameron Street) **Trafalgar Street** (Egerton Street –Price Street) **Hamilton Street** (Egerton Street – Hydro Street)	27	7 Large 0 Small	0 Large 0 Small
Devonshire Avenue (Wortley Road – Cathcart Street) **Murray Street** (Dunkirk Place – Iroquois Avenue)	118	7 Large 2 Small	0 Large 0 Small
Euclid Street (Wharncliffe Road – Wortley Road) **Birch Street**(all)	70	8 Large 2 Small	2 Large 1 Small
Hyla Street(Trafalgar Street – Hamilton Road) **Elm Street** (Trafalgar Street – Hamilton Road)	68	2 Large 5 Small	0 Large 1 Small
Churchill Avenue (Winnipeg Boulevard - Edmonton Street) **Winnipeg Boulevard** (Churchill Avenue – Wavell Street) **Wavell Street** (Vancouver Street – Winnipeg Boulevard)	141	7 Large 1 Small	10 Large 10 Small
Spruce Street (Haig Street – Wavell Street) **Haig Street** (all)	72	5 Large 0 Small	1 Large 2 Small
Chippendale Crescent (all)	93	39 Large 8 Small	0 Large 0 Small
Dundas Street (Adelaide Street to Ontario Street)	38	4 Large 34 Small	0 Large 0 Small
Watson Street (all) *does not include tree impacts in Watson Park	2	1 Large 0 Small	0 Large 0 Small
Maitland Street/Regent Street – watermain chamber	8	1 Large 0 Small	1 Large 0 Small
Renny Crescent (all)	88	15 Large 10 Small	0 Large 0 Small

At this time, 175 trees are scheduled to be removed in 2020 alongside streets. This includes trees of various sizes and removal is required due to either their high risk nature, construction conflict, poor health, or short life expectancy. These tree removals are spread across thirteen (13) construction projects.

Forestry Operations will be completing all required tree removals over the winter months to ensure all trees are removed prior to the start of construction.

Communications Plan

The social impact is being mitigated through design team coordination and public communication. In an effort to ensure continuity within the program, the specific communication strategies for the various projects include:

- Homeowner Letter Pre Construction Notice, which is sent approximately two weeks prior to the Project Update Meeting, describes the tree impact which is anticipated, with further information to be available at the Project Update Meeting on tree conditions and removals.
- Tree removals will be shown on plans and discussed at the Project Update Meeting. The difference between construction removals and health and safety trees or end of life is highlighted. The arborist is typically present at the Project Update Meeting, especially for projects with a high number of tree removals.

CONCLUSIONS

Trees are an important asset to the City of London and best efforts are being made to protect them during construction. The final number of trees slated for removal may change, recognizing that tree location may conflict with the installation of water services and private drain connections. Considerable effort will be made to minimize impact of construction on any tree.

All design assignments within the 2020 Infrastructure Renewal Program include Tree Inspection Reports, meaning that all trees within the Right-Of-Way are visually evaluated by an arborist to assess health and structural integrity against international standards. Homeowners are kept informed of the extent and impact of tree removals through multiple communication efforts. Forestry Operations will assess all streets with tree removals and initiate replanting efforts in subsequent years.

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

January 24, 2020
KJC/kjc

cc. Doug McRae
Ugo DeCandido

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON TUESDAY, FEBRUARY 4, 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**
SUBJECT:	**AWARD OF CONTRACT RFP 19-33: RESTORATION OF THE FARMHOUSE AT DINGMAN CREEK PUMPING STATION**

RECOMMENDATION

That, on the recommendation of the Managing Director of Environmental and Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the award of a construction contract for the restoration of the farmhouse at the Dingman Creek Pumping Station:

a) The bid submitted by Robertson Restoration, **BE ACCEPTED** in the total amount of $143,520.00, including a $67,735.00 contingency, excluding HST;

b) the financing for the project **BE APPROVED** in accordance with the “Sources of Financing Report” attached hereto as Appendix “A”;

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

d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,

e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Civic Works Committee, July 17, 2018, Item 2.7 – Dingman Creek and Colonel Talbot Pumping Stations Budget Adjustments.

Civic Works Committee, May 15, 2018, Item 2.5 – Appointment of Consulting Engineer, Design and Construction Administration Services, Dingman Creek Pumping Station Upgrades.

Civic Works Committee, April 17, 2018, Item 2.6 – South London Wastewater Servicing Study Municipal Class Environmental Assessment: Notice of Completion.

2019-2023 STRATEGIC PLAN

Strategic Plan

This project supports the 2019-2023 Strategic Plan through the following: Building a Sustainable City, Build infrastructure to support future development and protect the environment.

BACKGROUND

Purpose

The purpose of this report is to seek Council approval to award a contract for the restoration of an 1869-era farmhouse located at the Dingman Creek Pumping Station site.

Context

Through the completion of the Class Environmental Assessment, the City committed to a restoration of the farmhouse located next to the Dingman Creek Pumping Station for the purpose of ensuring its structural stability and retaining its heritage character. This contract will complete the works required to achieve these goals.

DISCUSSION

Wastewater generated in the south end of London is currently serviced through the Wonderland Pumping Station. This station is now at capacity requiring the construction of a new pumping station which was recommended during a Class Environmental Assessment process. The Environmental Assessment recommended a plan whereby the construction of a new pumping station at the Dingman Creek Pumping Station site would be constructed to provide capacity for future growth while also forming part of the City's overall strategy to reduce overflows to Dingman Creek during extreme rainfall and snowmelt events.

In order to build the new pumping station, an adjacent property was purchased that included a farmhouse originally constructed in 1869. As part of the City's commitments through the Environmental Assessment, this farmhouse is to be retained, and the character of the area maintained as much as possible. To that end, the City sought the services of qualified restoration companies specializing in heritage structures to provide sufficient repair work to ensure that the integrity of the house could be maintained.

The design of the new pumping station is ongoing, but no portion of those works are planned for installation within the house. Instead, its integrity will be maintained until a viable use can be established, in consultation with other City Divisions.

Procurement Process

A Request for Proposal: RFP19-33 was issued by the City. Two contracting companies submitted proposals as follows:

- Robertson Restoration
- Ultimate Construction Inc.

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. Both proposals met the City's requirements for submission acceptance, and were evaluated via a weighted scoring system by the review team. The proposal from Robertson Restoration scored the highest based on this scoring system and offered the best overall value to the City.

Project Schedule and Budget Implications

Restoration of the farmhouse is targeted for completion by June of 2020 to minimize impact on the upcoming construction project for the new Dingman Creek Pumping Station. Funding is available in existing capital budgets to subsidize this work.

CONCLUSIONS

Robertson received the highest score through the RFP selection process for RFP19-33. Robertson has a demonstrated competence on similar projects with the City and elsewhere. They demonstrated a good understanding of the project and the projected cost is within available budgets. It is recommended that Robertson Restoration be awarded this assignment.

PREPARED BY:	REVIEWED BY:
GEORDIE GAULD **DIVISION MANAGER** **WASTEWATER TREATMENT OPERATIONS**	**SCOTT MATHERS, MPA, P.ENG.** **DIRECTOR** **WATER, WASTEWATER & TREATMENT**

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

Attachment: Appendix “A” Sources of Financing

cc: John Freeman, Purchasing and Supply
Alan Dunbar, FP&P
Jason Davies, FP&P
Chris Ginty, Procurement Officer
James Robertson, Robertson Restoration

APPENDIX 'A'

#20008

Chair and Members
Civic Works Committee

February 4, 2020
(Award Contract)

RE: RFP 19-33: Restoration of the Farmhouse at Dingman Creek Pumping Station
(Subledger FS200001)
Capital Project ES5263 - Southwest Capacity Improvement
Robertson Restoration - $143,520.00 (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:

SUMMARY OF ESTIMATED EXPENDITURES		**Approved Budget**	**Committed to Date**	**This Submission**		**Balance for Future Work**
Engineering		$2,499,528	$1,041,537			$1,457,991
Construction		17,498,902	8,734,337	146,046		8,618,519
City Related Expenses		1,570	1,570			0
NET ESTIMATED EXPENDITURES		**$20,000,000**	**$9,777,444**	**$146,046**	**1)**	**$10,076,510**
SUMMARY OF FINANCING:						
Drawdown from City Services - Sewers Reserve Fund (Development Charges)	2)	$4,993,613	$4,993,613			$0
Debenture By-law No. W.-5650-224 (Serviced through City Services - Sewers Reserve Fund (Development Charges))	2)	15,006,387	4,783,831	146,046		10,076,510
TOTAL FINANCING		**$20,000,000**	**$9,777,444**	**$146,046**		**$10,076,510**

1) **Financial Note:**

Contract Price	$143,520
Add HST @13%	18,658
Total Contract Price Including Taxes	162,178
Less: HST Rebate	16,132
Net Contract Price	$146,046

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

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON TUESDAY, FEBRUARY 4, 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**
SUBJECT:	**AWARD OF CONTRACT RFP 19-59: INSTALLATION OF SLUDGE MIXING SYSTEMS AT GREENWAY WASTEWATER TREATMENT PLANT**

RECOMMENDATION

That, on the recommendation of the Managing Director of Environmental and Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the award of a construction contract for the installation of sludge mixing systems at Greenway Wastewater Treatment Plant:

a) The bid submitted by Dielco Industrial Contractors Ltd., **BE ACCEPTED** in the total amount of $369,321.58, including contingency, excluding HST;

b) the financing for the project **BE APPROVED** in accordance with the “Sources of Financing Report” attached hereto as Appendix “A”;

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

d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,

e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Civic Works Committee, January 8, 2019, Item 2.3 – Greenway Sludge Tank Mixing System Pre-Purchase.

Civic Works Committee, October 4, 2016, Item 8 – Infrastructure Canada Phase 1-Project Requests- Clean Water and Wastewater Fund.

2019-2023 STRATEGIC PLAN

Strategic Plan

This project supports the 2019-2023 Strategic Plan through the following: Building a Sustainable City, Build infrastructure to support future development and protect the environment.

BACKGROUND

Purpose

The purpose of this report is to seek Council approval to award a contract for the

installation of hydraulic mixing systems in the sludge storage tanks at Greenway Wastewater Treatment Plant. These mixing systems were previously purchased.

Context

Thickened sludge at the Greenway Wastewater Treatment Plant is stored in two above-ground storage tanks. The contents of these tanks require constant mixing. Hydraulic mixing is an upgrade intended to improve mixing and reliability, reducing operational costs.

DISCUSSION

As previously reported to Council, solids handling operations at the City's wastewater treatment plants take waste activated sludge and thicken it from approximately 0.5% solids to over 5% solids by removing a portion of the water. This thickened sludge is stored in above-ground tanks at Greenway WWTP prior to dewatering by centrifuges and subsequent incineration.

Sufficient mixing of the thickened sludge is important for the performance of the centrifuges and the incinerator, since a consistent feedstock for those processes enables better fine-tuning of polymer addition (for dewatering) and temperature control (for incineration). This reduces overall operational cost and improves performance. Sufficient mixing also ensures that solids deposition in the tanks is minimized, reducing downtime and maintenance requirements.

Solids management at the City's plants and pumping stations was one of many Canadian Water and Wastewater Fund (CWWF) projects proposed and approved. This allows the City to purchase and install these important upgrades at a significantly reduced cost.

With the pre-purchase and delivery of two new hydraulic mixing systems now complete, the City requires an industrial contractor to undertake the installation.

Procurement Process

A Request for Proposal (RFP): RFP19-59 was issued by the City. Three contracting companies submitted proposals as follows:

- BGL Contractors Corp.
- Dielco Industrial Contractors Ltd.
- JMR Electric Ltd.

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 proposals met the City's requirements for submission acceptance, and were evaluated via a weighted scoring system by the review team. The proposal from Dielco Industrial Contractors Ltd. scored the highest based on this scoring system and offered the best overall value to the City. City staff then undertook a Best and Final Offer process with Dielco to refine the work plan and arrive at a final agreed price and scope of work.

Project Schedule and Budget Implications

The installation of the mixing systems must be complete by the end of March in order to take advantage of the remaining CWWF funding. This installation contract will be funded through a combination of CWWF- and rate-supported capital budgets.

CONCLUSIONS

Dielco Industrial Contractors Ltd. received the highest score through the RFP selection process for RFP19-59. Dielco regularly competes work of a similar nature for the City and demonstrated a good understanding of the project in their proposal. It is recommended that Dielco Industrial Contractors Ltd. be awarded the contract for installation of hydraulic sludge mixing systems at Greenway Wastewater Treatment Plant.

PREPARED BY:	**REVIEWED BY:**
GEORDIE GAULD **DIVISION MANAGER** **WASTEWATER TREATMENT OPERATIONS**	**SCOTT MATHERS, MPA, P.ENG.** **DIRECTOR** **WATER AND WASTEWATER**

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

Attachment: Appendix “A” Sources of Financing

cc: John Freeman, Purchasing and Supply
Kirby Oudekerk, WTO
Alan Dunbar, FP&P
Jason Davies, FP&P
Chris Ginty, Procurement Officer
Dave Goyette, Dielco Industrial Contractors Ltd.

APPENDIX 'A'

#20009

Chair and Members
Civic Works Committee

February 4, 2020
(Award Contract)

RE: RFP 19-59: Installation of Sludge Mixing Systems at Greenway Wastewater Treatment Plant (Subledger FS19GW01)
Capital Project ES3080 - Greenway Incinerator Refurbishment
Capital Project ES5086 - Solids & Floatables Management Equipment at 8 Locations
Dielco Industrial Contractors Ltd. - $369,321.58 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES	**Approved Budget**	**Committed to Date**	**This Submission**	**Balance for Future Work**
ES3080-Greenway Incinerator Refurbishment				
Engineering	$613,323	$613,323		$0
Construction	5,424,526	5,424,526		0
City Related Expenses	601,130	601,130		0
Additional Vehicle & Equipment	1,079,151	670,797	332,999	75,355
	7,718,130	7,309,776	332,999	75,355
ES5086-Solids & Floatables Management Equipment at 8 Locations				
Engineering	280,314	280,314		0
Construction	618,010	618,010		0
City Related Expenses	990	990		0
Replace Vehicles & Equipment	1,318,686	1,275,863	42,823	0
	2,218,000	2,175,177	42,823	0
NET ESTIMATED EXPENDITURES	**$9,936,130**	**$9,484,953**	**$375,822** 1)	**$75,355**
SUMMARY OF FINANCING:				
ES3080-Greenway Incinerator Refurbishment				
Capital Sewer Rates	$543,000	$543,000		$0
Debenture By-law No. W.-5590-307	1,812,530	1,404,176	332,999	75,355
Drawdown from Sewage Works Reserve Fund	5,362,600	5,362,600		0
	7,718,130	7,309,776	332,999	75,355
ES5086-Solids & Floatables Management Equipment at 8 Locations				
Drawdown from Sewage Works Reserve Fund	554,500	543,794	10,706	0
Clean Water and Wastewater Fund	1,663,500	1,631,383	32,117	0
	2,218,000	2,175,177	42,823	0
TOTAL FINANCING	**$9,936,130**	**$9,484,953**	**$375,822**	**$75,355**

1) **Financial Note:**

	ES3080	**ES5086**	**Total**
Contract Price	$327,240	$42,082	$369,322
Add: HST @13%	42,541	5,471	48,012
Total Contract Price Including Taxes	369,781	47,553	417,334
Less: HST Rebate	36,782	4,730	41,512
Net Contract Price	$332,999	$42,823	$375,822

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON TUESDAY, FEBRUARY 4, 2020**
FROM:	**KELLY SCHERR, P.ENG. MBA, FEC MANAGING DIRECTOR OF ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**
SUBJECT	**SINGLE SOURCE PURCHASE OF TWO TURBO BLOWERS FOR THE OXFORD WASTEWATER TREATMENT PLANT**

RECOMMENDATION

That, on the recommendation of the Managing Director of Environmental and Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the Single Source Purchase of two APG-Neuros blowers for the Oxford wastewater treatment plant:

(a) the price submitted by APG-Neuros of $284,000 excluding HST, for the supply of two blowers and associated components **BE ACCEPTED**;

(b) the financing for these acquisitions **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 administrative acts that are necessary in connection with this project;

(d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract for the work to be done relating to this project; and,

(e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Civic Works Committee – February 21, 2018 - Single Source Purchase of One Turbo Blower for the Greenway Wastewater Treatment Plant

Civic Works Committee - August 29, 2017 - Single Source Electrical and Mechanical Services for the Turbo Blower Installations at the Greenway Wastewater Treatment Plant

Civic Works Committee - August 22, 2016 - Single Source Purchase of Turbo Blowers for the Greenway Wastewater Treatment Plant

Civic Works Committee - April 28, 2014- Supply of Turbo Blower Systems for Vauxhall, Adelaide and Oxford Wastewater Treatment Plants

2015-19 STRATEGIC PLAN

This project supports Wastewater Business Plan and the Strategic Plan with respect to Building a Sustainable City-Robust Infrastructure through investments in energy reduction.

BACKGROUND

Purpose:

To seek Council approval to purchase two additional turbo blowers and associated components from APG- Neuros for the Oxford Wastewater Treatment Plant. This will be a single source purchase under section 14.4 e) and g) of the City's Procurement of Goods and Services Policy.

Context:

The City purchased one APG –Neuros blowers for Oxford in 2016 with partial funding through "Save on Energy" rebates. Recent operational needs have required the operation of one new turbo blower and one old and less efficient unit. Purchasing two additional turbo blowers with remaining Canadian Water Wastewater Fund (CWWF) funds will help meet the future process demands more efficiently while significantly reducing the capital expenditure and long-term energy costs by approximately $51,000/per year

DISCUSSION

In 2013 the City completed an evaluation of available turbo blower suppliers with consideration given to a study conducted by the Ontario Clean Water Agency and a technical review and recommendation by Stantec consulting which showed APG-Neuros with the lowest life-cycle cost. Based on this review five blowers were purchased in 2014 for the Adelaide, Oxford and Vauxhall treatment plants with verified average simple payback of 15 months. Six additional blowers were purchased in 2016 for the Greenway plant with an expected payback of 4.8 months based on available energy savings, incentives and CWWF. The seventh Greenway blower had a 7.7 month payback. At Oxford two turbo blowers operating in parallel will reduce energy consumption by approximately 25% over the current configuration. The estimated payback for the additional blowers at the Oxford Treatment Plant utilizing CWWF funds is approximately 1.5 years. It should also be noted that the existing blowers were installed in 1987 and are near the end of their service life.

CONCLUSIONS

The Single Source Purchase of two turbo blowers from APG-Neuros will help reduce future energy usage at the Oxford plant while maximizing the use of federal and provincial funding. These blowers can be delivered and installed within the timelines required under the CWWF.

PREPARED BY:	REVIEWED & CONCURRED BY:
GEORDIE GAULD **DIVISION MANAGER** **WASTEWATER TREATMENT OPERATIONS**	**SCOTT MATHERS, MPA, P.ENG.** **DIRECTOR-WATER AND WASTEWATER**

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

Attach: Appendix “A” – Sources of Financing

cc: John Freeman
Debbie Gibson
Omar Hammoud APG-Neuros

APPENDIX 'A'

#20010

Chair and Members
Civic Works Committee

February 4, 2020
(Award Contract)

RE: Single Source Purchase of Two Turbo Blowers for the Oxford Wastewater Treatment Plant (Subledger FS20OX01)
Capital Project ES5085 - Treatment Plant Energy Reduction with Turbo Blowers
APG-Neuros - $284,000.00 (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:

SUMMARY OF ESTIMATED EXPENDITURES	**Approved Budget**	**Committed to Date**	**This Submission**		**Balance for Future Work**
Engineering	$60,503	$40,850			$19,653
City Related Expenses	2,000	606			1,394
Replace Vehicles & Equipment	1,007,287	676,857	288,998		41,432
Additional Vehicles & Equipment	2,706,210	2,706,210			0
NET ESTIMATED EXPENDITURES	**$3,776,000**	**$3,424,523**	**$288,998**	**1)**	**$62,479**
SUMMARY OF FINANCING:					
Capital Sewer Rates	$549,500	$549,500			$0
Drawdown from Sewage Works Reserve Fund	423,750	72,273	288,998		62,479
Clean Water and Wastewater Fund	1,902,750	1,902,750			0
Other Contributions	900,000	900,000			0
TOTAL FINANCING	**$3,776,000**	**$3,424,523**	**$288,998**		**$62,479**

1) **Financial Note:**

Contract Price	$284,000
Add HST @13%	36,920
Total Contract Price Including Taxes	320,920
Less: HST Rebate	31,922
Net Contract Price	$288,998

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON FEBRUARY 4, 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**DINGMAN CREEK SUBWATERSHED: STORMWATER SERVICING STRATEGY FOR STAGE 1 LANDS MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT: NOTICE OF COMPLETION**

RECOMMENDATION

That, on the recommendation of the Managing Director Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Dingman Creek Subwatershed: Stormwater Servicing Strategy Municipal Class Environmental Assessment:

(a) The Dingman Creek Subwatershed Municipal Class Assessment Executive Summary attached as Appendix 'A', **BE ACCEPTED**;

(b) A Notice of Completion **BE FILED** with the Municipal Clerk; and,

(c) The Project File for the Dingman Creek Subwatershed: Stormwater Servicing Strategy Municipal Class Environmental Assessment **BE PLACED** on public record for a 30-day review period.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

CWC – March 18, 2019 – Appointment of Services for Dingman Creek Surface Water Monitoring Program (ES2452)

PEC – March 18, 2019 – Upper Thames Conservation Authority Dingman Creek Subwatershed Screening Area Mapping – Update

PEC – November 12, 2018 – Upper Thames River Conservation Authority Dingman Creek Subwatershed Screening Area Mapping

CWC – October 6, 2015 – Dingman Creek Subwatershed Stormwater Servicing Strategy Schedule C Municipal Class Environmental Assessment

CWC – February 3, 2014 – Contract Award T13-89 Dingman Creek Stormwater Management Erosion Control Wetland (ES2682)

CWC – November 20, 2012 – A by-law to amend the Official Plan for the City of London, 1989 relating to lands located in the southwest quadrant of the City, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road, and the Urban Growth Boundary.

2019 – 2023 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City: Improve London's resiliency to respond to potential future challenges; Build infrastructure to support future development and protect

the environment; Maintain or increase current levels of service; manage the infrastructure gap for all assets.

- Leading in Public Service: Increase opportunities for residents to be informed and participate in local government; improve public accountability and transparency in decision making.

BACKGROUND

Purpose

The purpose of this report is to identify the preferred alternative for the Dingman Creek Subwatershed: Stormwater Servicing Strategy Municipal Class Environmental Assessment (Dingman EA), and recommend filing the Notice of Completion for the study to initiate the statutory 30-day public review period.

Context

The Dingman Creek subwatershed (17,200 hectares) includes 74% of its drainage area within the City of London and the entire planning area of the Southwest Area Secondary Plan (SWAP). In October 2015, the City initiated the Dingman EA to review previously recommended stormwater management strategy in the context of current stormwater management practices, including Low Impact Development (LID), and natural channel design.

The purpose of the Dingman EA is to consolidate previously completed studies, fill in data gaps, and recommend an innovative stormwater strategy for the Dingman Creek Subwatershed that addresses development needs and integrates stormwater management objectives with continuous corridors for the movement of people, water, and wildlife. The EA followed a comprehensive, environmentally sound planning process with public and stakeholder participation to balance the requirements of stormwater servicing relative to the natural and built environment.

Problem Statement

The following problem statement was developed in coordination with project stakeholders through the public engagement process:

> “The Dingman Creek Subwatershed (DCS) suffers from poor water quality, a lack of wildlife habitat, loss of trees and vegetation, as well as flooding and erosion issues. Sustainable growth within the Urban Growth Boundary of the DCS is a City of London priority. To maintain, enhance and restore the DCS the City needs a comprehensive plan to support both environmental and development goals. This plan must:
> - Build on the 1995 and 2005 Dingman Creek Subwatershed Studies and be consistent with the goals and objectives of the Official Plan and Southwest Area Secondary Plan;
> - Meet the targets established in the Environmental Compliance Approval; and
> - Create a “complete corridor” that provides a continuous natural area for the movement of water, wildlife and people.”

DISCUSSION

In 2015, the City of London appointed Aquafor Beech Ltd. to complete the Dingman EA with the intent to undertake a study for the entire Dingman Creek Subwatershed area

and to carry out the EA following a Schedule “C” Municipal Class Environmental Assessment process.

Regulatory Floodplain Update

In parallel with the Dingman EA, the Upper Thames River Conservation Authority (UTRCA) undertook a comprehensive review of the Dingman Creek floodplain and associated regulatory limit throughout the subwatershed. The interim findings of the UTRCA identified the Dingman Creek Regulatory Floodplain to be significantly higher than previously defined in the City’s Official Plan. The UTRCA’s Regulatory Floodplain remains under peer review at the time of the EA filing. The UTRCA presented a Screening Area to Planning and Environment Committee on November 12, 2018 and City staff provided an update on March 18, 2019.

Staging of the Dingman EA

In light of the potential changes to the Dingman Creek Regulatory Floodplain, the scope of the Dingman EA was revised to allow areas less impacted by the potential updated floodplain to proceed with the majority of development that is scheduled within the Southwest Area over the next ten years (see Appendix ‘A’ for map of Stage 1 Lands). Note that development lands with draft approval prior to commencement of the Dingman EA in November 2015, have proceeded with development under the Planning Act using recommendations from previous EAs and are not subject to the Dingman EA.

The revised scope identified Stage 2 lands to include areas susceptible to potential flooding under the UTRCA’s floodplain update. A separate study to will be initiated by the City, in coordination with the UTRCA’s floodline update that will explore opportunities to mitigate and accommodate new development in response to updates in the Regulatory Floodplain.

Public/Stakeholder Consultation

Public Meetings

As part of the study, two Public Information Centres (PIC) were conducted. Notifications for the meetings were published in the two weeks preceding the PIC as well as on the City’s webpage. Both PIC’s were an open house format with display boards for the public to review and staff available to answer any questions. Comment sheets were available for the public to submit comments to the project team. PIC #1 was held on May 31, 2017 at the Lambeth Community Centre and was attended by 13 members of the public. PIC #2 was held on June 19, 2019 at the Bostwick Community Centre and was attended by 17 members of the public.

Notifications

Notifications of the project were also sent to applicable federal, provincial, and municipal stakeholders, and local First Nations communities.

First Nations Engagement

The City distributed all EA notices, including Notice of Commencement, PIC-1 and PIC-2, to all area First Nations communities. The First Nations were also invited to participate in the Stakeholder Group.

The City met with First Nation representatives at the Chippewa of the Thames First Nation (COTTFN) on two occasions to discuss the Dingman EA. Meetings were held on February 6, 2018 and August 21, 2019 to review Stormwater Engineering led projects

and processes as well as to go over the scope of the Dingman project and proposed works. The February 6th, 2018 meeting was attended by representatives of Chippewa of the Thames First Nation, Oneida Nation of the Thames, and Aamjiwnaang First Nation and the second meeting was by representatives from Chippewa of the Thames First Nation.

The purpose of the February 6th meeting was to give an overview of the EA process and requirements. Discussion followed the presentation with a focus of on-going EA studies, including the Dingman EA. COTTFN expressed support of making system-wide improvements to the water quality and erosion within Dingman Creek, which flows to the Thames River.

A second meeting held in Chippewa of the Thames First Nation on August 21, 2019, was attended by staff from the City of London's Stormwater Engineering, Sewer Engineering, and City Planning Divisions attended the meeting. A presentation from Stormwater Engineering gave an overview of the City's approach to Stormwater Management and current Stormwater led EA's underway including the Dingman EA and the planned master plan approach with smaller EA's to focus on lands outside of the screening area and with planned future development.

Stakeholder Group

The Stakeholder Group was initiated to provide an open forum to discuss the scope and strategy of the Dingman Creek as it related to Stormwater Management, ecological concerns, and development pressures. This allowed for preliminary input and engagement to assist with recommending the proposed comprehensive SWM strategy contained within this EA document. The City of London hosted eight Stakeholder Meetings between April 8, 2016 and June 8, 2019.

At the onset of the Dingman Creek EA process, invitations to the Stakeholder Group were sent to municipal staff, advisory committees, Council members, developers, provincial agencies and First Nations Communities. More specifically, representatives were requested from the following:

- Chippewa of the Thames, Munsee-Delaware, and Oneida First Nations,
- City Council,
- Environmental and Ecological Planning Advisory Committee (EEPAC),
- Agricultural Advisory Committee (AAC),
- Reforest London,
- Lambeth Community Association,
- London Development Institute,
- York Developments,
- Ministry of Environment, Conservation and Parks (MECP) – Innovations Branch,
- Ministry of Environment, Conservation and Parks (MECP) – Local Office,
- Ministry of Natural Resources and Forestry (MNRF), and
- Upper Thames River Conservation Authority (UTRCA).

Note: One representative and one alternate participated from each of the above groups except for the First Nations who did not send a representative to the Stakeholder meetings.

MECP Pilot Project

The City of London and the UTRCA have also partnered with the Ministry of Environment, Conservation and Parks (MECP) to develop a comprehensive Environment Compliance Approval (ECA) for the entire Dingman Creek Subwatershed.

This Pilot Project ECA consolidates all existing and proposed stormwater infrastructure approvals in Dingman Creek into one approval. The intent of the consolidated ECA is to streamline the Province's approval process and to focus the approval on the performance of the City's overall stormwater management infrastructure. The proposed ECA is established based upon a framework of information sharing between agencies, a monitoring and adaptive management program, and established program for preauthorized works and reporting requirements. The ECA has been developed through the partnership of the MECP, UTRCA and City. The ECA is anticipated to be approved by the MECP following the completion of this EA.

Agency Comments

The MECP provided comments at the time of the Notice of Commencement to indicate that Source Water Protection and Climate Change should be considered during the EA. The UTRCA, MECP, and Ministry of Natural Resources and Forestry (MNRF) provided preliminary comments and feedback as part of participating in the Stakeholder Group. The draft EA document will be circulated to all agencies with the Notice of Completion for final comments.

Dingman EA Evaluation and Preferred Alternative

The preferred alternative evaluation process developed criteria and an associated ranking system. The evaluation considers alternative stormwater solutions and the associated impact on flooding, erosion, water quality, and water balance. Through the EA process, consideration was given with respect to:

- stormwater management controls,
- natural heritage and stream systems,
- flood susceptible reaches, and
- complete corridors to integrate stormwater management, recreational opportunities, and wildlife connections.

The evaluation of alternative solutions was completed with consideration to social, environmental, and other technical factors and included the following options:

1. Do Nothing Approach.
2. Traditional Stormwater Management (i.e. ponds only).
3. Low Impact Development (LID) Approach (i.e. LIDs only).
4. Combined Approach Traditional and Low Impact Development.

The preferred alternative for the Dingman Creek Subwatershed study area is combined approach of traditional 'end-of-pipe' in combination with LID stormwater management controls. This alternative ranks highly under the natural environment criteria and social criteria; and relatively well under the economic criteria.

The recommended municipal stormwater infrastructure to service the Stage 1 lands includes 13 stormwater facilities, two complete corridors, and three channel restoration projects. Overall, the Dingman EA presents a different approach to stormwater management. The 13 recommended ponds will be "dry ponds", whereas the previously contemplated facilities were "wet ponds". Dry ponds are essentially depressed topographic areas for storage versus a wet pond that has permanent standing water. Wet ponds are much larger as they are sized to settle out sediment particles from the developed lands.

This EA recommends that all new development utilize LID measures to infiltrate or filtrate the first 25mm of rainfall. The LIDs will act in place of the wet ponds to meet water quality targets with the added benefits of reducing runoff volumes and recharging groundwater. This will result in reduced erosion in the tributaries as well as climate

change resiliency as the first 25mm will be filtered through the ground. For more details, please see Appendix 'A' for the Executive Summary.

Financial Implications

The total estimated cost for stormwater servicing for the Stage 1 Lands is estimated at $65.4M, including 20% engineering and 20% contingency. The majority of these works will be funded by the Development Charges with the non-growth budget being funded by Storm Sewer Rates. The implications to Development Charges will be evaluated and reviewed with Development Finance and incorporated into future Development Charge Studies.

The additional benefits that this strategy provides include additional erosion control storage than previously contemplated, which should result in healthier watercourses as well as lower long-term maintenance costs. In a typical wet pond, the cost to remove sediment is $300-$500k per pond, at least every 10 years. Dry pond facilities do not require to be cleaned out as they are not designed to collect sediment. The proposed low maintenance LIDs and pretreatment systems would be able to be flushed and pretreatment devices cleaned out in parallel with the sewer maintenance program, representing an incremental increase to long-term maintenance costs.

Next Steps

The following steps will be taken to finalize the Dingman EA:

- Upon Acceptance by Council, publish a "Notice of Completion" and commence the 30-day review period.

- Stakeholders can provide written notification within the 30-day review period to the Minister of the Environment, Conservation and Parks requesting further consideration. This process is termed a "Part II Order". Subject to no requests for a Part II Order being received, the Project File will be finalized.

- The preliminary design for stormwater infrastructure to support new development within the Stage 1 Lands will be initiated in 2020. The study work will include completing the archeological assessments and cultural heritage reports, and Environmental Impact Study (EIS).

- In coordination with UTRCA's finalization of the regulatory floodline for the Dingman Creek Subwatershed, the City will initiate a study to review mitigation requirements and requirements for future development.

- As part of the 2020 GMIS update, confirm the timing of the design and construction of the recommended municipal facilities.

- Update the City's budgets to reflect the revised strategy.

CONCLUSIONS

The Dingman Creek Subwatershed: Stormwater Servicing Strategy Municipal Class Environmental Assessment was undertaken to identify a stormwater management strategy for the Dingman Creek Subwatershed with consideration for new approaches to stormwater management (including LID controls) and integration with natural heritage, stream systems, and recreational opportunities.

The EA followed a comprehensive, environmentally sound planning process with public and stakeholder participation to balance the requirements of stormwater servicing relative to the natural and built environment. The preferred alternative provides a strong technical solution that supports future 10-year development needs and also integrates environmental impacts. Staff recommend that the preferred servicing alternative identified in the EA be posted for the 30-day public review period.

SUBMITTED BY:	**REVIEWED AND CONCURRED BY:**
SHAWNA CHAMBERS, P. ENG., DPA **DIVISION MANAGER** **STORMWATER ENGINEERING**	**SCOTT MATHERS, MPA, P. ENG.** **DIRECTOR, WATER AND WASTEWATER**

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

January 27, 2020
Attach: Appendix ‘A’ – Executive Summary

Cc. Dave Maunder, Aquafor Beech
Paul Yeoman, City of London
Gregg Barrett, City of London
Alan Dunbar, City of London
Jason Davies, City of London

Appendix 'A': Executive Summary

EXECUTIVE SUMMARY

INTRODUCTION

In 2015, the Ministry of Environment, Conservation and Parks (MECP) were in the process of preparing a new document titled Low Impact Development (LID) Stormwater Management Guidance Manual (Aquafor, 2018). This document, which will be a companion document to the 2003 Stormwater Management Planning and Design Manual, places an emphasis on the requirement of future development to mimic pre development conditions from the perspective of managing peak flows and increases to runoff volume. This will lead to the use of a wider range of stormwater measures including Low Impact Development measures to infiltrate flow that otherwise would become runoff. LID practices include perforated third pipe systems, rainwater harvesting, water reuse, bioretention units and permeable materials which naturally infiltrate, filtrate, evaporate or reuse stormwater runoff.

In February 2015, the MECP issued a bulletin stating "The natural hydrologic cycle should be maintained to the greatest extent possible. Going forward, the Ministry expects that stormwater management plans will reflect the findings of watershed, subwatershed, and environmental management plans, and will employ LID in order to maintain the natural hydrologic cycle to the greatest extent possible". The City of London recognized that imminent future development pressures within the Dingman Creek Subwatershed would require the construction of up to 12 new stormwater management facilities. Knowing the Ministry expected future stormwater approaches to consider the natural hydrologic cycle, the City identified the need to update the Stormwater Management Servicing Strategy for Dingman Creek to consider LIDs and initiated this study.

STUDY AREA

The study area is the entire Dingman Creek within the City of London's boundary, although as noted later, the level of analysis will vary depending on which tributary is being considered. The Dingman creek subwatershed (see **Figure ES 1**) is approximately 17,200 ha in size and is located in Middlesex County with 74% within the City of London. The watershed extends from Highway 73 in the east to Delaware at the Thames River in the west. The main watercourse extends a distance of approximately 45 km. The subwatershed encompasses approximately 30 tributaries, the majority of which have been altered from their natural state as a result of agricultural practices or urbanization.

The dominant land use is rural; with approximately 47 percent of the lands being used for agricultural purposes. Urban land uses account for approximately 30 percent of the land. The remaining uses include transportation corridors (Highways 401 and 402), floodplains and Environmentally Significant Areas. The majority of the subwatershed lies within the City of London, roughly 10 percent of the lands lie within the Municipalities of Thames Centre and Middlesex Centre.

Appendix 'A': Executive Summary

STUDY PURPOSE AND APPROACH

The study purpose may be defined as follows:

> "***To develop an innovative stormwater servicing strategy with consideration for current and potential flooding, erosion concerns, groundwater as well as wildlife/aquatic habitat and natural corridor development***"

The objectives of this study are summarized below, according to the three study phases.

- Phase 1: Subwatershed Characterization
- Phase 2: Subwatershed Management Strategies
- Phase 3: Implementation and Monitoring Plans

ENVIRONMENTAL ASSESSMENT APPROACH

The original intent was to undertake the study for the entire Dingman Creek and to carry out the study in accordance with Schedule "C" of the Municipal Class Environmental Assessment. In parallel with the City's EA study, the UTRCA is currently undertaking an update to the Regulatory Floodplain throughout the subwatershed. The interim findings of the UTRCA study identified flows and associated floodplains that were significantly higher than previously defined in the City's Official Plan. The UTRCA Regulatory Floodplain remains under review at the time that this EA is being filed. For this reason, the scope of this study was revised and streamlined to allow areas that were less impacted by the updated floodplain to proceed with development in a timely fashion. **Figure ES 1** illustrates the location of the four tributaries as well as the extents for the Stage 1 and Stage 2 lands

The four tributaries that will be considered in this study include:

- White Oaks Drain;
- Pincombe Drain;
- North Lambeth (Thornicroft Drain); and
- North Lambeth (Tributary 12)

Stage 1 lands coincide with lands planned for development within the 10-year development period as defined in the City's Growth Management Implementation Strategy for works identified for Growth in the 2019 Development Charges Study. It should be noted that development lands with Draft Plans approved prior to the beginning of this study in November 2015 already have Stormwater Management infrastructure that are being implemented under previously completed EAs.

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Stage 2 lands generally include lands adjacent to the main branch of Dingman Creek, generally located south of Exeter Road and east of Wonderland Road South. These lands will be assessed under an upcoming Schedule C EA process and may include options to mitigate the increase in Regulatory Floodplain that is being developed by the Upper Thames River Conservation Authority (UTRCA). It is important to note that the Regulatory Floodplain Update is being done by the UTRCA in parallel to the City's Master Plan EA process but does not form part of this EA study.

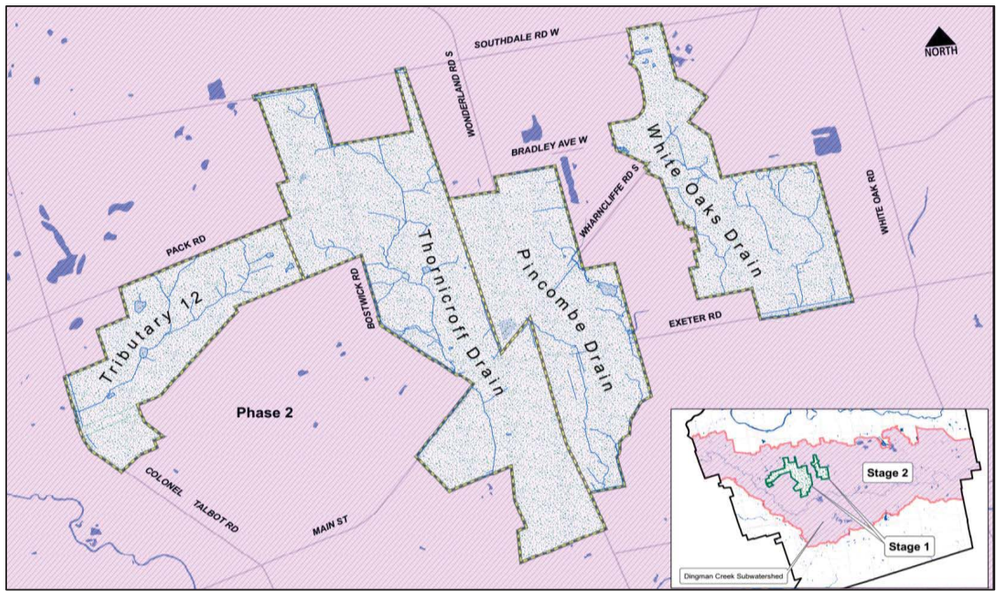

Figure ES 1: Study Area; Stage 1 and Stage 2 Lands

As a result of the changes as noted above, the study will now follow Approach #2 of the Class EA process. This study will, therefore, satisfy the requirements for Schedule A, A+ and B projects. Additional studies will be required for any project which falls under Schedules "C".

PROBLEM STATEMENT

The following problem statement was developed with the members of the Dingman Creek Stakeholder Group:

"The original problem statement for the Dingman Creek Subwatershed (DCS) was defined as the DCS suffers from poor water quality, a lack of wildlife habitat, loss of trees and vegetation, as well as flooding and erosion issues. Sustainable growth within the Urban Growth Boundary of the DCS is a City of London priority. To maintain, enhance and restore the DCS the City needs a comprehensive plan to support both environmental and development goals. This plan must:

Appendix 'A': Executive Summary

- Build on the 1995 and 2005 Dingman Creek Subwatershed Studies and be consistent with the goals and objectives of the Official Plan and Southwest Area Secondary Plan;
- Meet the targets established in the Environmental Compliance Approval; and
- Create a "complete corridor" that provides a continuous natural area for the movement of water, wildlife and people.

Note: It should also be noted that the intent of the Dingman EA is not to delay construction of approved site plans or D subdivisions."

EXISTING SUBWATERSHED CONDITIONS

A variety of information was collected, reviewed and assessed in order to define existing conditions. The type of assessments that were undertaken include:

- Hydrology and Hydraulics (Surface Water Resources) including headwater drainage features, fluvial geomorphic resources, and hydrology/hydraulics and floodplain modelling;
- Water Quality;
- Groundwater Resources; and
- Ecological resources and the natural heritage system.

EVALUATION OF ALTERNATIVES

The evaluation process involved the development of criteria and an associated ranking system for the criteria. A general approach was used to assess the impact on water quality. The focus of the evaluation will consider alternative stormwater solutions and the associated impact on flooding, erosion, water quality and water balance.

Chapter 6 of the report identified alternative stormwater strategies together with the selection of the preferred alternative. Four (4) alternative stormwater management strategies were identified:

- Option 1: Do Nothing Approach
- Option 2: Traditional (Conventional) Stormwater Management
- Option 3: Low Impact Development (LID) Approach
- Option 4: Traditional plus Low Impact Development

The preferred alternative for the Dingman Creek Subwatershed study area is Option 4, which consists of LID source controls and conveyance controls combined with end-of-pipe facility controls. This alternative ranks highly under the natural environment criteria and social criteria. It also ranks relatively well under the economic criteria. Summaries of evaluation scoring results for each criterion are summarized below with **Table ES 1** provided as an overall reference. A

Appendix 'A': Executive Summary

schematic of a perforated pipe system which represents one type of LID measure is presented in **Figure ES 2**.

Table ES 1: Evaluation Results

Evaluation Criteria	Do Nothing	Conventional SWM Strategy (end-of-pipe only)	Low Impact Development (LID) Strategy	Combined Conventional & LID
1. Natural Environment				
Potential to improve water quality based on existing water quality conditions and ability to provide required water quality as per the MECP requirements	0	3	3	4
Potential Impact on Flooding	0	3	2	4
Potential Impact on Erosion	0	2	3	4
Potential Impact on Aquatic Habitat	0	2	3	4
Potential Impact on Water Balance	0	0	3	3
Total Natural Environment Score	**0**	**10**	**14**	**19**
2. Social				
Aesthetics/Recreation	1	3	3	4
Integration with other City/Agency plans, policies and initiatives (programs)	0	2	2	4
Compatibility with adjacent land uses	0	2	2	4
Potential to increase private property values	0	2	2	3
Total Social Score	**1**	**9**	**9**	**15**
3. Economic				
Construction Costs	4	2	3	1

Appendix 'A': Executive Summary

Evaluation Criteria	Do Nothing	Conventional SWM Strategy (end-of-pipe only)	Low Impact Development (LID) Strategy	Combined Conventional & LID
Long Term Operation and Maintenance Costs	4	3	2	1
Infrastructure Protection	0	3	1	4
Total Economic Score	**8**	**8**	**6**	**6**
Total Normalized Score for Stormwater Management Alternative	**24.3**	**54.9**	**61.5**	**79.6**

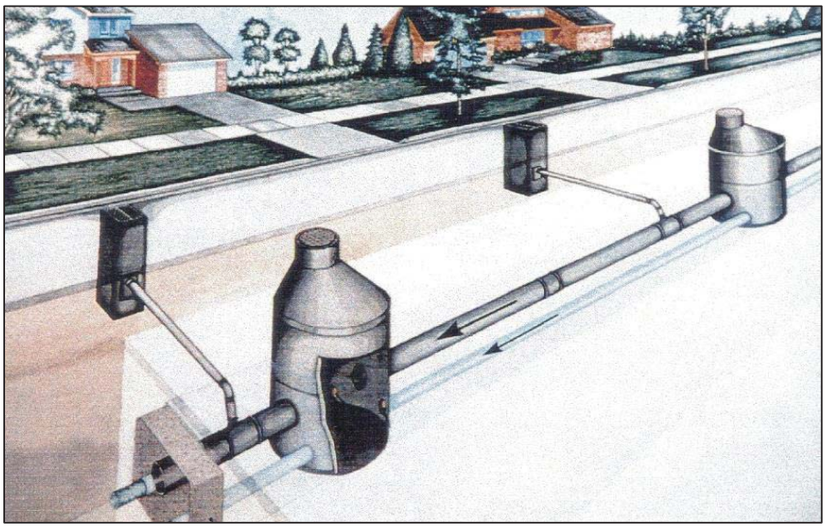

Figure ES 2: Schematic of a Perforated Pipe System

DESCRIPTION OF THE PREFERRED ALTERNATIVE

Chapter 7 of the report provides a description of the Preferred Alternative. This chapter summarizes the overall Management Strategy for the Stage 1 lands. The discussion focuses on targets related to:

- stormwater management (surface water) including water quality, water balance, flooding and erosion control targets;
- natural heritage plans; and
- groundwater.

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Stormwater Management (Surface Water)

In order to mitigate the impact of urbanization of the Dingman Creek Subwatershed, stormwater management in the form of source, conveyance and end-of-pipe facilities will need to provide:

- Water quality treatment consistent MECP "enhanced" level quality control;
- Infiltration opportunities to maintain pre-development water balance characteristics and Support Significant Groundwater Recharge Areas (SGRAs);
- Detention of peak flows to mitigate flooding in tributaries and critical reaches of Dingman Creek; and
- Erosion controls to ensure critical erosion thresholds are not exceeded.

The control hierarchy is shown in Figure 7.1 of the report.

In terms of stormwater management objectives, the use of LID source controls as part of this strategy would provide water balance, water quality, and erosion benefits. The end-of-pipe controls would provide flood control benefits.

Water Quality Target

Following the approach outlined in Section 7.1 and Figure 7.1 of the report, new development areas within the Dingman Creek Subwatershed are recommended to follow the following stormwater control strategy:

The water quality target will not vary and will remain as control of the runoff generated from a 25 mm event. Where new development areas are designed to meet the pre-development water balance and the water balance target meets or exceeds an event capture depth corresponding to the runoff generated from a 25 mm event, additional end-of-pipe water quality measures will not be required unless intended to address a project specific water quality concern identified by the City or regulatory agency. SWM quantity controls to control peak flows will still be required at the end-of-pipe.

Water Balance Target

Two methods; the Thornthwaite and Mather model as well as the PCSWMM model were used For the Dingman Creek subwatershed to estimate the water balance components.

A basic water budget was prepared for the existing land use condition using monthly values of precipitation and temperature for the London Airport meteorological station (Environment Canada). The two methods provide an annual infiltration rate of between 97 and 103 mm/year on a watershed basis. Given that there are approximately 40 rainfall events per year the

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average infiltration rate per event is relatively modest (2-3 mm per event). The actual values on a site by site basis will vary depending on soil type, slopes, vegetation cover and depth to water table.

The above recharge targets can be achieved by incorporating appropriate LID source and conveyance control measures as outlined in Section 5 of the report together with the requirements to meet the Water Quality targets as noted above. Collectively the LID measures should ensure that post development infiltration rates equal or exceed pre development levels.

Erosion Control Target

As shown in Section 8.2.5 implementation of LID measures on a tributary basis will maintain or reduce runoff volumes on a seasonal basis. Given the balancing of flow volumes as presented in Section 6.2.5 and based on the LID measures which are required to meet water quality and water balance targets, the recommended preferred alternative for SWM is expected to meet the erosion control requirements

Flood Control Target

This section will address the flood control strategy to ensure that proposed development does not increase flows within the Stage 1 tributaries or the lands downstream the Stage 1 lands (the main branch of Dingman Creek). The PCSWMM model was used to estimate flow rates within the four tributaries of interest. The results are provided in Error! Reference source not found. of the report. It was also applied to estimate storage requirements for future stormwater detention facilities.

A total of 14 future municipal dry ponds are recommended across the study area. Medium and high density residential lands as well as employment/commercial lands will be expected to implement controls (see **Figure ES 3**) in accordance with the City's Permanent Private Systems Policy.

KEY IMPLEMENTATION CONSIDERATIONS

Section 8 of the report summarizes the investigations, inventories and analyses used to better define existing environmental conditions, future impacts, and recommended management measures which comprise the Stage 1 study area lands. The subsequent studies would be required once development patterns, transportation and servicing requirements are better known and would fit into the overall stormwater development process as identified in The City of London Design Specifications & Requirements Manual – Chapter 6 Stormwater Management (August 2019). The recommended measures include actions to address stormwater management requirements, protection of the natural heritage system and associated ecological features, as well as restoration and enhancement works for two corridors along North Lambeth - Tributary 12 and the White Oaks Drain.

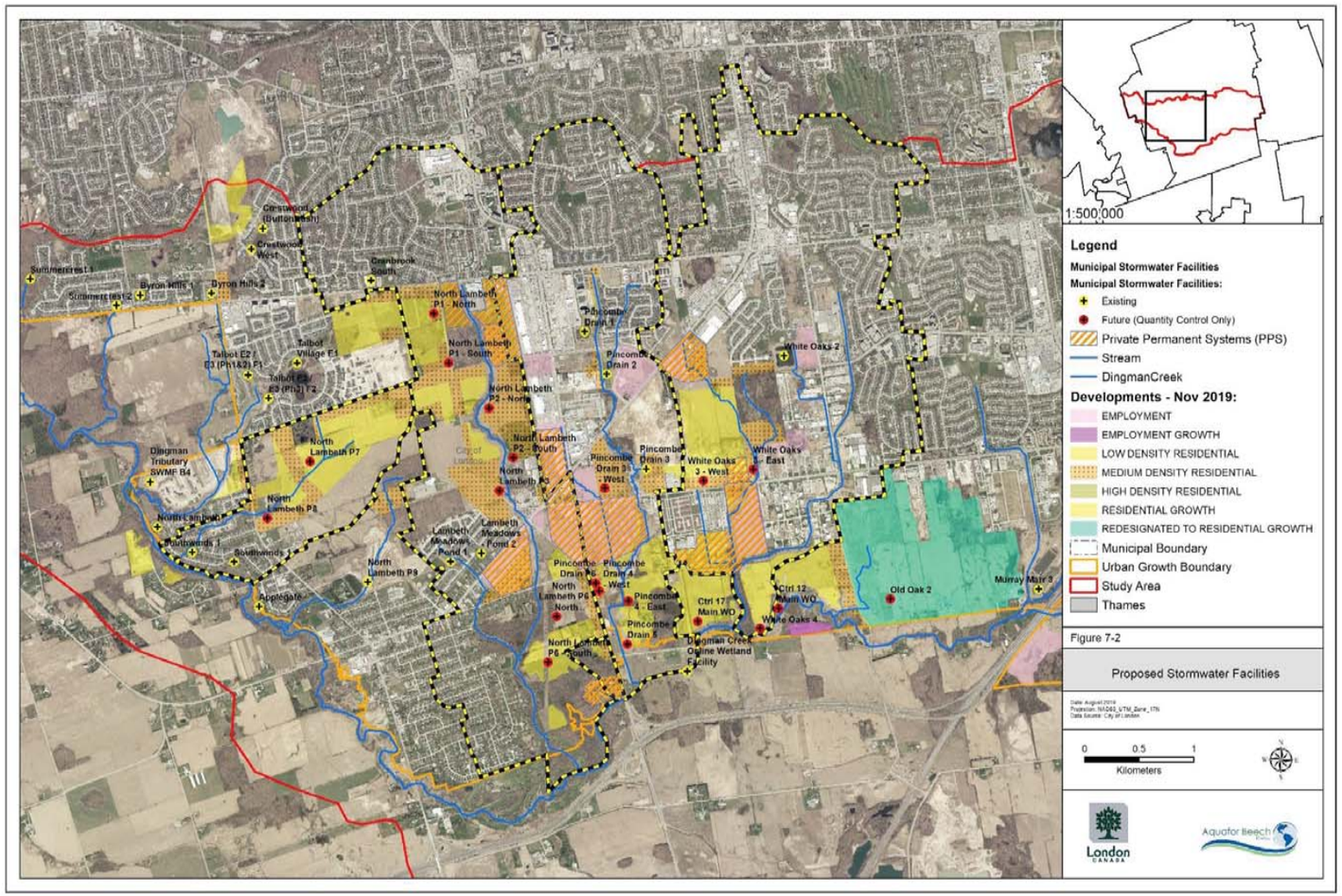

Figure ES 3: Proposed Stormwater Facilities and Control Facilities within the Four Tributaries of Interest

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In terms of the land development and environmental planning process, the role of the Subwatershed-wide Dingman SWM EA is to provide a framework and broad-scale guidance to the next level of planning and design study as urban development proceeds. As such, the focus of this chapter is to provide guidance for the future work required to implement the Dingman SWM EA recommendations. This includes direction with respect to future studies, timing/phasing of the works, policy/design guidance, and approvals.

Stormwater Management Controls

Stormwater management controls consist of the recommended works required to mitigate the impacts from proposed future development. This includes:

- End-of-pipe stormwater ponds for flood control; and
- Low Impact Development (LID) source control techniques to meet water quality, water balance and erosion requirements.

The PCSWMM model was used to define flows for existing and proposed development conditions. Table 7.4 of the report summarizes the names, type, drainage area and flood storage requirements for each of the proposed facilities. The location of the proposed facilities is shown in **Figure ES 3**.

Meeting the (RVC_T) requirement will, subject to confirmation via field investigations, meet all of the water quality, water balance and erosion control targets.

The City of London Design Specifications & Requirements Manual – Chapter 6 Stormwater Management (August 2019) provides direction with respect to a number of items that are required to undertake conceptual and detail design of stormwater measures. An overview of each of the major sections within the design document together with cross-referencing to this study is provided in Section 8 of the report. Additional requirements from this study which are generally complimentary to the City of London requirements have also been provided.

Natural Heritage System (NHS)

Identification of the City of London's NHS was completed as part of this process to ensure significant natural features and areas are protected. Opportunities for restoration and maintenance/enhancement of linkages between components of the NHS were also considered a priority for this study. An overview of natural heritage in the study area, with focus on the focus areas associated with the four tributaries of interest and the proposed SWM facility locations, was provided in Section 3.4 of the report. Section 7.1.6 provided the basis for the protection of the NHS in the City.

The requirements for site investigation and impact assessment for the identified SWM facility locations together with overall NHS requirements are presented in Table 8.1 of the report.

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An overview of natural heritage in the study area, with focus on the four tributaries of interest and the proposed SWM facility locations, was provided in Section 3.4 of the report. Section 7.1.6 provided the basis for the protection of the Natural Heritage System in the City.

The requirements for site investigation and impact assessment for the identified SWM facility locations together with overall NHS requirements are presented in Table 8.1 of the report.

Stream Systems

Characterization and assessment of the stream systems are to be carried out to confirm fluvial geomorphic conditions, headwater drainage feature (HDF) protection classes, and stream corridor erosion hazards, and to direct stream restoration objectives. Much of the available information for stream systems in the study area has been summarized from previous studies in Section 3.2 (e.g., Parish, 2014); however, it is recommended that this previous work is to be updated. Select field work completed by Aquafor in 2019 includes a fluvial geomorphic assessment of one tributary (i.e., Thornicroft) and HDF assessments for two tributaries according to standard procedures developed by CVC and TRCA (2014) (i.e., North Lambeth Tributary 12 and a portion of Pincombe Drain). HDF investigations were limited in scope due to private landowner considerations and should be completed in greater detail during future stages. It is also recommended that HDF considerations be incorporated into UTRCA development policy as originally discussed.

While critical discharge erosion control targets have been recommended in previous studies, it is expected for this study area that LID approaches and water balance targets will address SWM erosion control requirements (Section 7.1.4), so further detailed erosion threshold analyses will not likely be necessary.

The detailed stream system assessment requirements for each of the four tributaries are explained in Section 8.5 of the report. It is also expected, based on discussions with the City, that one consultant will be responsible for completing all of the necessary investigations and assessments for the entire area so that a consistent approach may be applied throughout. That consultant will be responsible for confirming the appropriate scope of work via pre-consultation with the City (and other stakeholders as appropriate) at project initiation. The required study tasks to be completed for the stream systems prior to project implementation are outlined generally below, and then specifically for each tributary in Table 8.2 and the following sub-sections:

Flood Susceptible Reaches

The stormwater requirements as provided in Chapter 6 are suitable to meet agency requirements for proposed development with respect to flood control, erosion, water quality and water balance. Implementation of these measures, from a flooding perspective, will result in 2 to 100-year flows which do not exceed existing values.

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Current MNRF policy (see section 7.1.5 of the report) does not consider the benefit of storm water management facilities in reducing peak flows for regulatory storm (250-year). Therefore, assessments were undertaken to define stream reaches where problems currently exist or future development would result in adverse conditions (as the storage value of the proposed facilities is not considered by MNRF). Measures such as flood proofing, structural measures or constructing the proposed SWM Facilities to meet MNRF criteria will likely be required to alleviate problems within these reaches. The proposed Environment Assessment for the Stage 2 studies will address this topic in further detail. However, a map showing preliminary areas where flooding problems occurs is provided in **Figure ES 4**.

Discussions will need to be undertaken between the City, UTRCA and development groups to further refine the flood susceptible reaches (once the UTRCA mapping becomes available) and to develop an approach which allows development to proceed while protecting potential flood susceptible areas.

Complete Corridor Initiatives

As part of this study the opportunity to provide flood storage for North Lambeth P7 and P8 as well as the tributaries to White Oaks Drain (WTC3 and WTC5) within a stream corridor was identified. The City is choosing to name these areas as "complete corridors" to convey water, people and wildlife. As a result, the more detailed objectives of the proposed complete corridors would be to:

- Water: Provide the necessary flood control requirements within a stream corridor with a minimum width to be defined by ecologic and water resources (regulatory flood control) requirements;
- People: Create associated recreational amenities;
- Wildlife: Provide terrestrial and aquatic habitat enhancement and restoration improvements, including potential ecological linkages between existing NHS features.

The alteration and interference of valley and stream corridors, including modifications to watercourses, flood hazards, and lands within valley and stream corridors will require approval by the City, UTRCA and potentially MNRF. Alterations and modifications may be supported where it can be demonstrated to the satisfaction of the City, UTRCA and appropriate agencies that modifications will meet the above noted objectives.

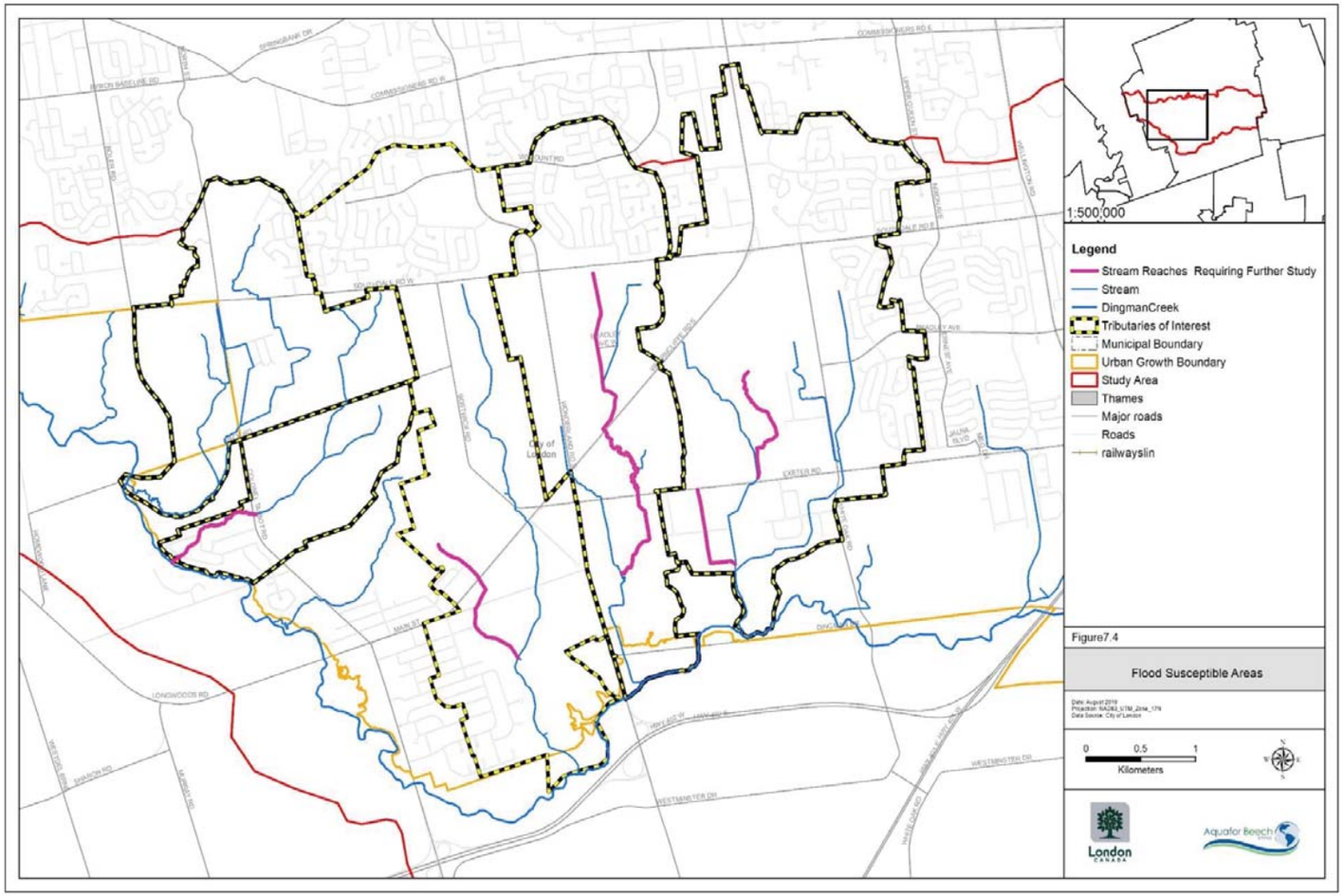

Figure ES 4: Flood Susceptible Reaches

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Restoration Efforts

Restoration efforts within and outside the corridor are intended to meet some environmental and engineering objectives which are listed in Section 8.4. The conceptual sizing identified through the EA Study will need to be confirmed and/or refined through preliminary and detailed design during the future planning stages. Consideration for Stream Corridor Width Requirements are presented in Table 8-3. For example, further hydraulic modelling, grading plans, and technical analyses will need to be completed to ensure that the proposed corridor will convey the complete range of flood flows, and preserve existing flood storage volumes. Further details will be coordinated with the stormwater management and grading plans for the adjacent development lands. Restoration, grading, planting and landscaping plans will also need to confirm that the overall NHS coverage targets are met, including woodland, meadow and wetland targets.

Future Study Requirements

Chapter 8 of the report provides direction for the functional and detail design studies that are required. Preliminary design of the Dingman Creek corridor restoration works should be completed at the functional design stage and should demonstrate how the proposed design will meet all of the targets identified in this study (Section7.1).

Potential Flood Related Item

As part of the public consultation process it was brought forward that a landowner within the Pincombe Drain study area experience flooding that may be attributable to a number of factors including private property issues, the capacity of the existing storm sewer system, or the receiving stream.

As a result, the City agreed to assess the hydraulics of the Pincombe Drain channel and the storm sewer system on Southdale Road as part of the functional and detailed design for channel improvements/restoration to the Pincombe Drain, noting that final water surface elevations within the Pincombe Drain would be provided by UTRCA upon completion of the floodplain update within the Dingman Creek.

Summary Mapping

A series of maps have been provided for each of the four tributaries which are subject to further study. Each of the maps include features such as location of existing and proposed stormwater management facilities, the location of various features within the NHS, and general restoration areas (**Figure ES 5** to **Figure ES 9**). The maps, together with a description of the types and extent of the studies that are required as development proceeds may be used as a basis for undertaking the subsequent studies as development proceeds.

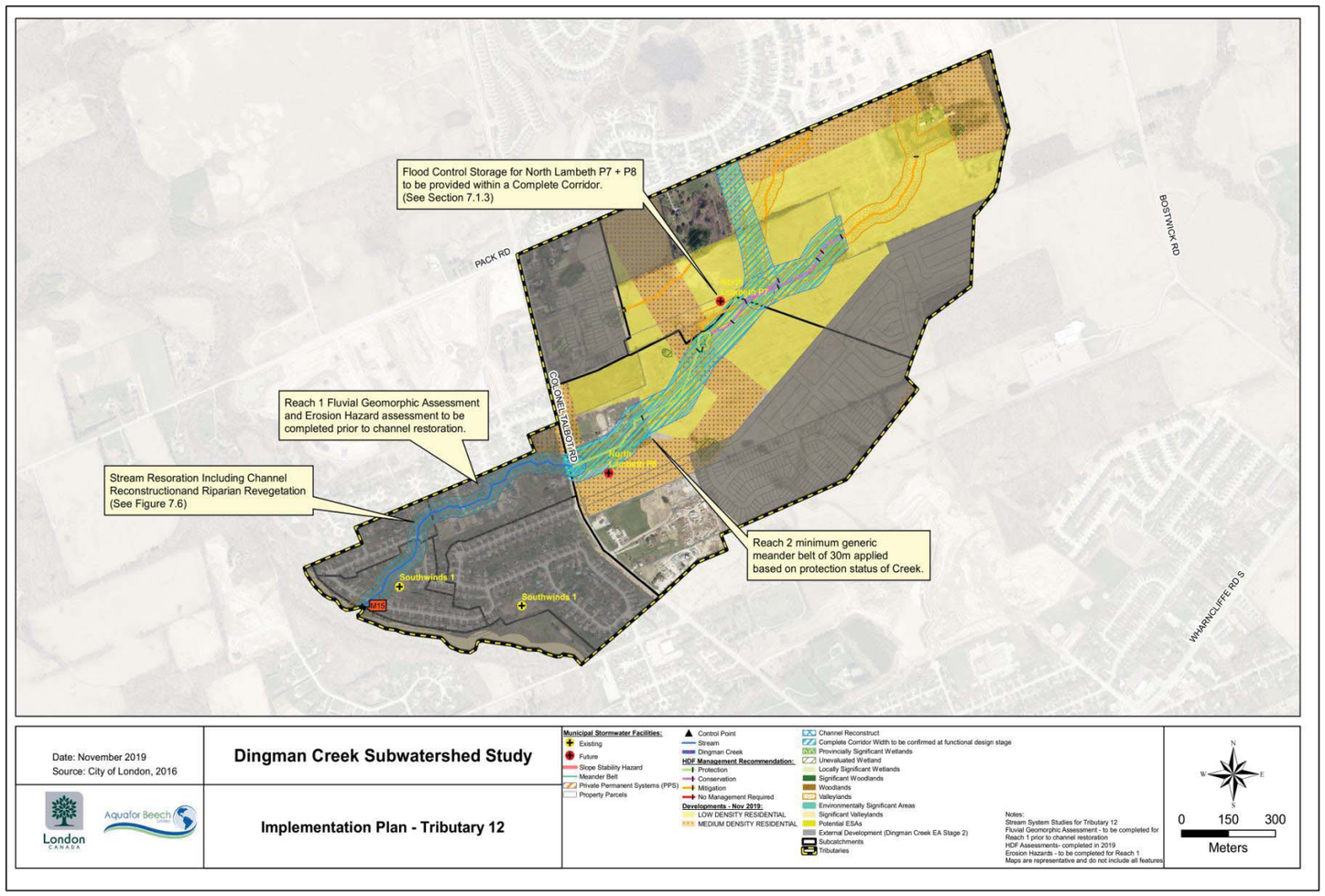

Figure ES 5: Implementation Plan – Tributary 12

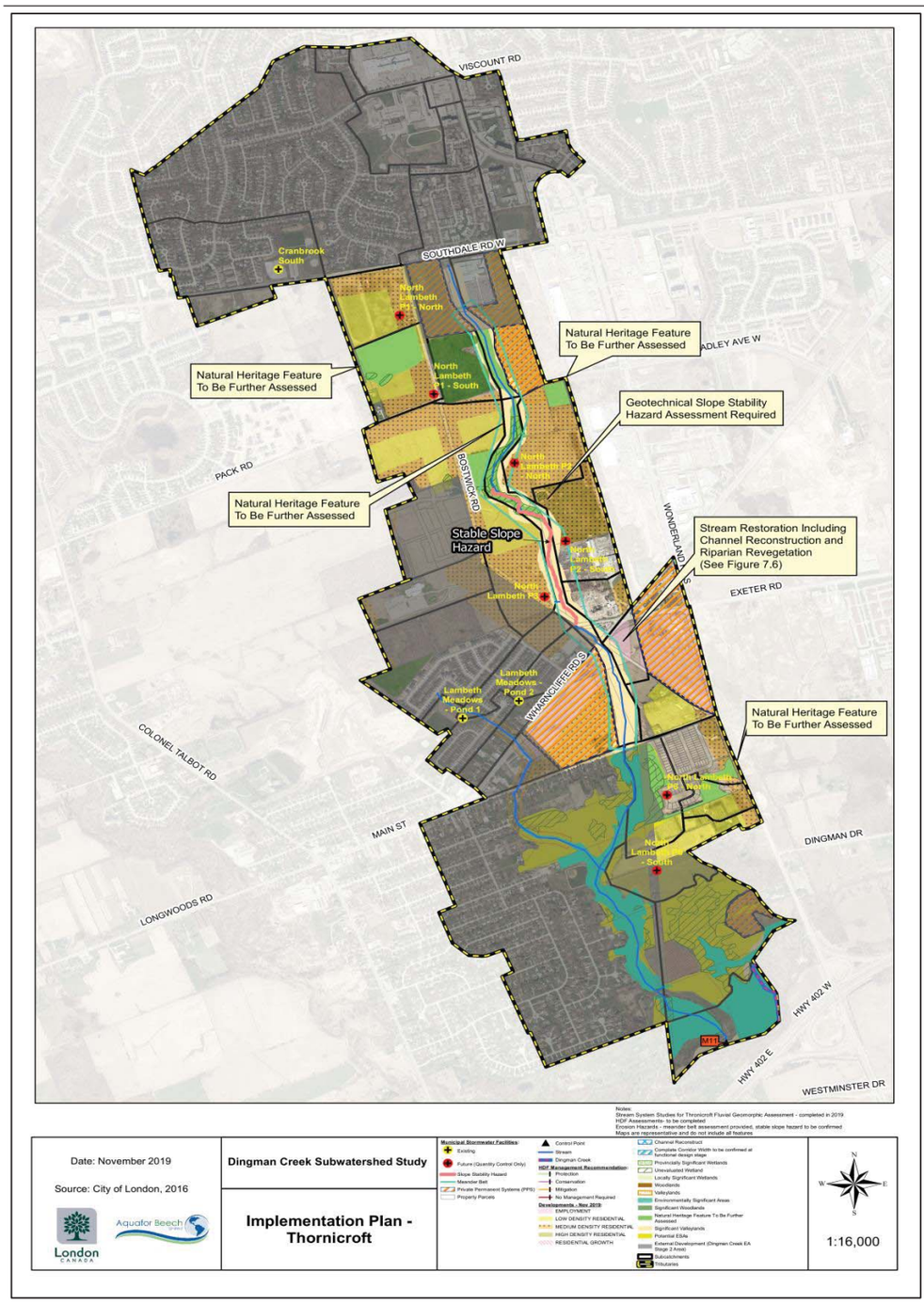

Figure ES 6: Implementation Plan – Thornicroft

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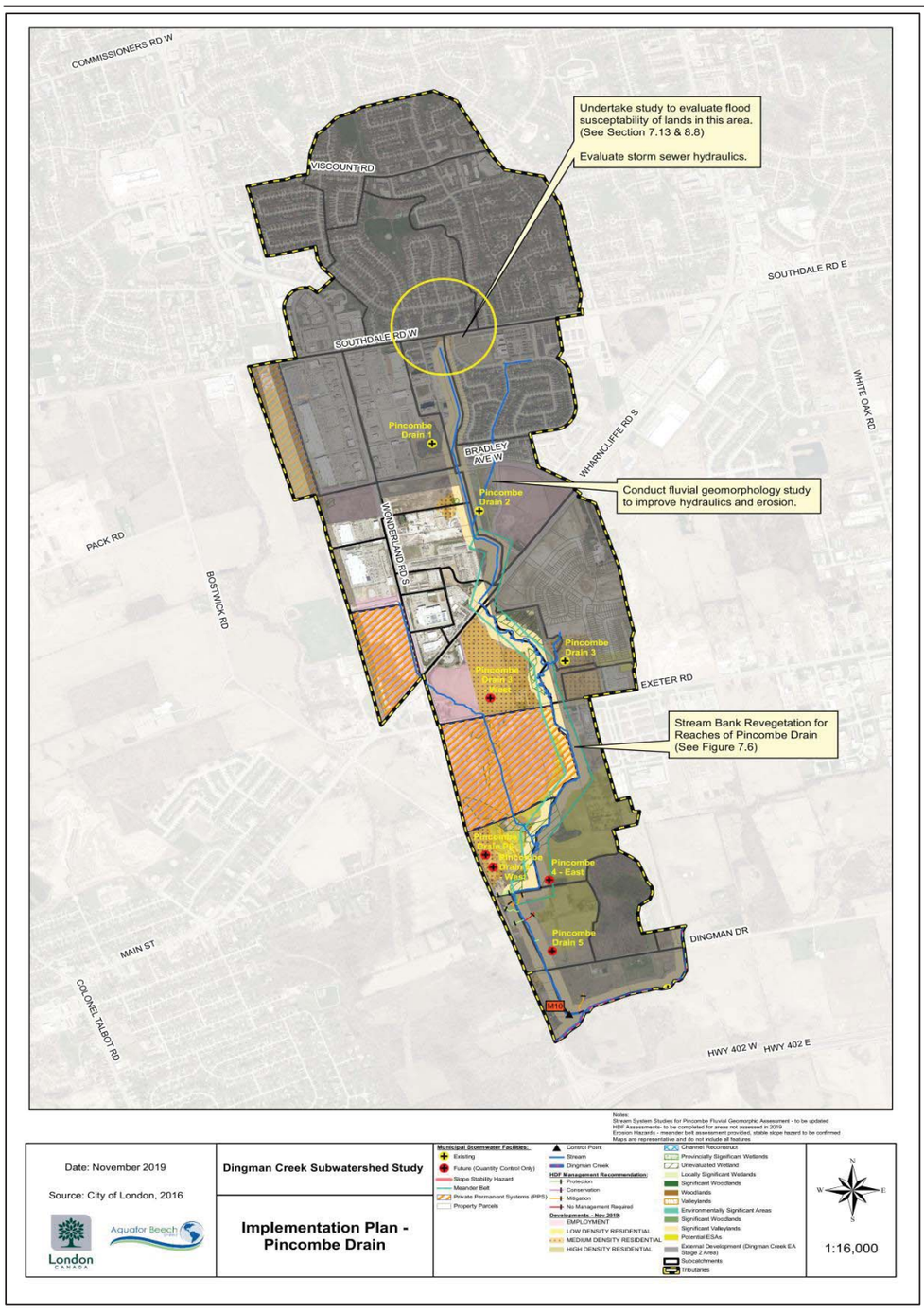

Figure ES 7: Implementation Plan – Pincombe

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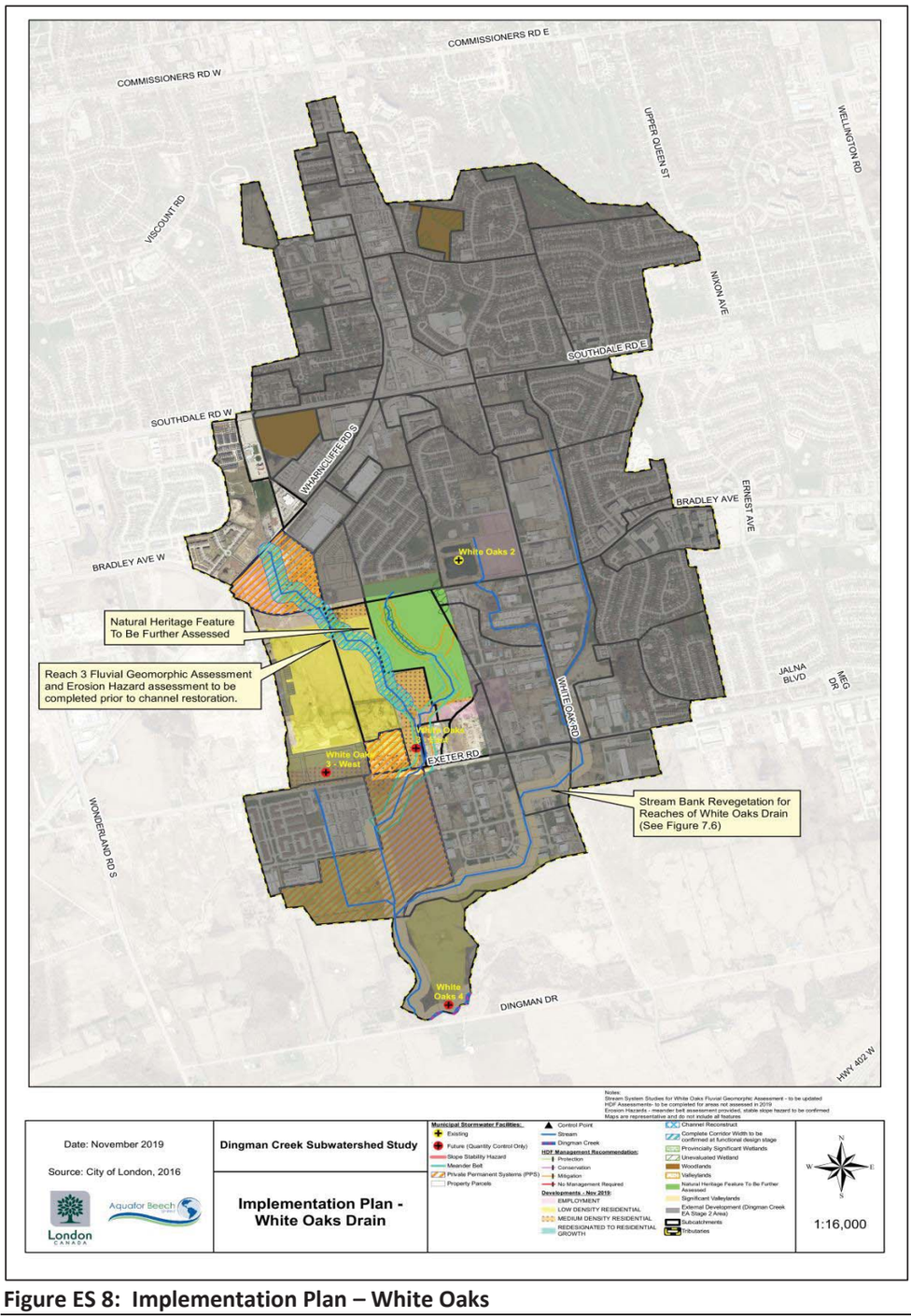

Figure ES 8: Implementation Plan – White Oaks

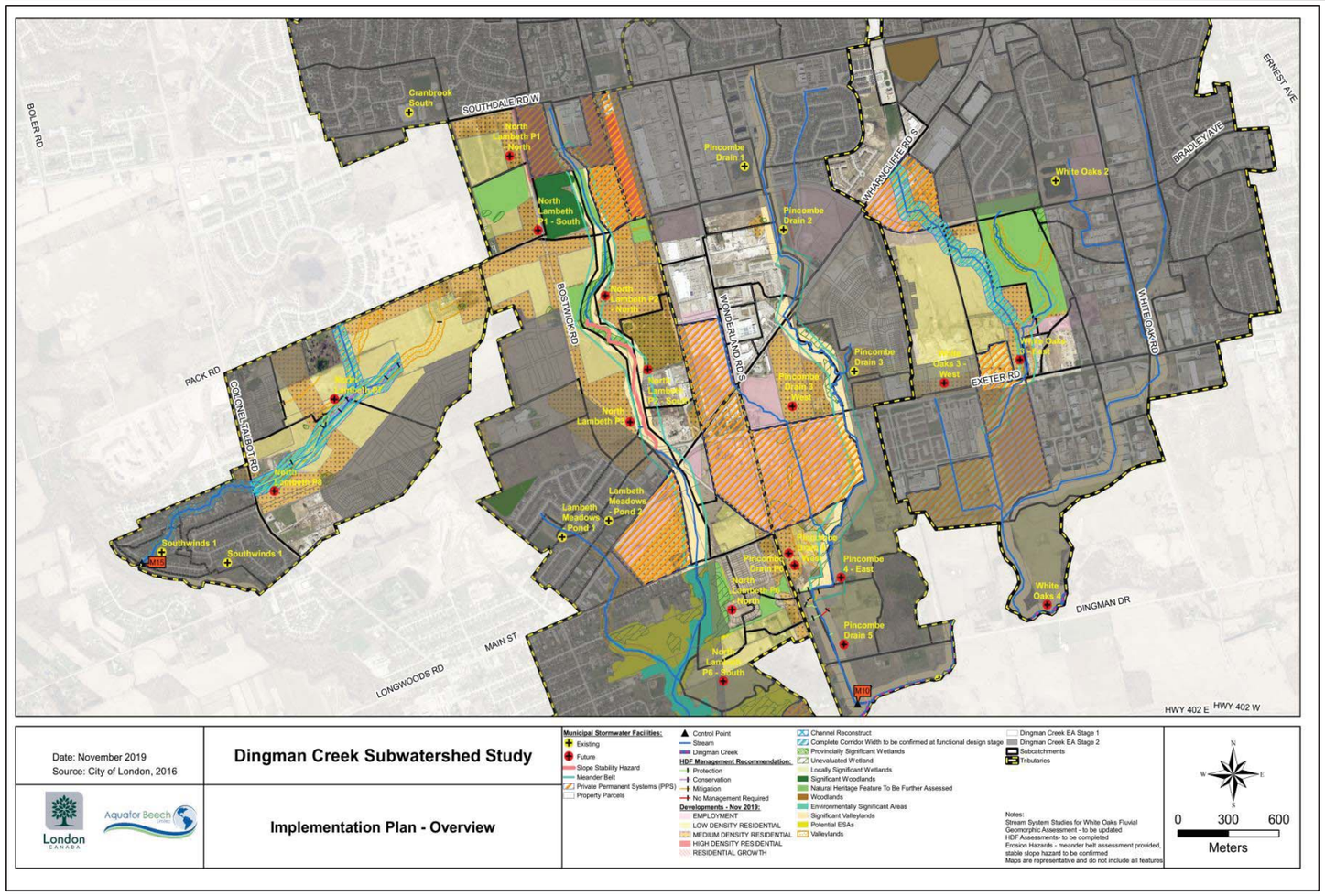

Figure ES 9: Implementation Plan – Overview

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COST ESTIMATES/ENVIRONMENTAL ASSESSMENT UNDERTAKINGS

Costs Estimate

The planning level cost estimates for the preferred alternative in the "Dingman Subwatershed: Stormwater Servicing Study" include the following items:

- SWMF facilities in Stage 1 lands (14 municipal facilities),
- Complete Corridors and Stream Restoration Works; and
- Other SWM Programs including Low Impact Development Measures.

The costs are calculated based on the information obtained from the 2019 Development Charge (DC) Update Study (City of London 2019). The costs for the SWMF facilities include construction, inlet/outlet sewer costs, land as well as 20% engineering and 20% contingency. For the Complete Corridors and Stream Restoration Works the costs include construction, land, engineering and contingency.

The total estimated cost for implementing the recommended solution is approximately $65.4M, including Engineering and Contingency.

EA Undertakings

Table ES 2 summarizes the EA Schedule for all undertakings associated with the Preferred Alternatives.

Table ES 2: Summary of EA Undertakings

Description	Municipal Class EA Schedule
SWMF Facilities	Schedule B
Complete Corridors and Stream Restoration Works	Schedule B
Low Impact Development with Local Storm Sewer Servicing (DC Subsidy)	Not Applicable
Pincombe Drain/Storm Sewer Upgrade	Schedule A^+

Implementation Schedule

In accordance with the City's 2019 Growth Management Implementation Strategy (GMIS) timing, the general order of tributary works would proceed approximately as follows. This timing is subject to the ability to obtain all necessary permits to complete the work:

- 2021: North Lambeth (Tributary 12) and Pincombe Drain Improvements
- 2022: White Oaks Drain
- 2026: Thornicroft Drain: East side of Bostwick Road
- 2033: Thornicroft Drain: West side of Bostwick Road

The timing of specific facilities will be confirmed during the upcoming 2020 GMIS process, which will be initiated in February 2020.

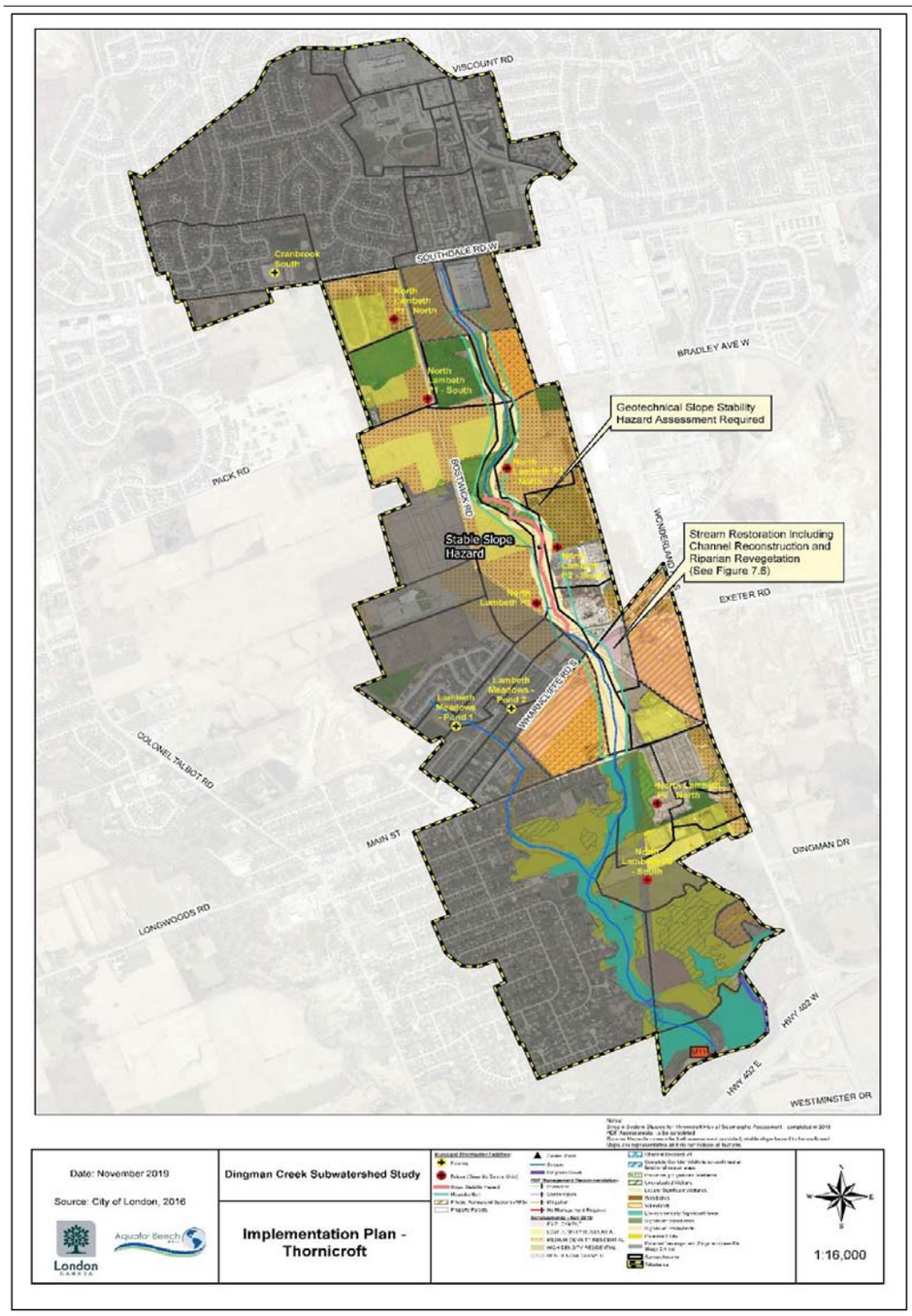

Figure ES 6: Implementation Plan – Thornicroft

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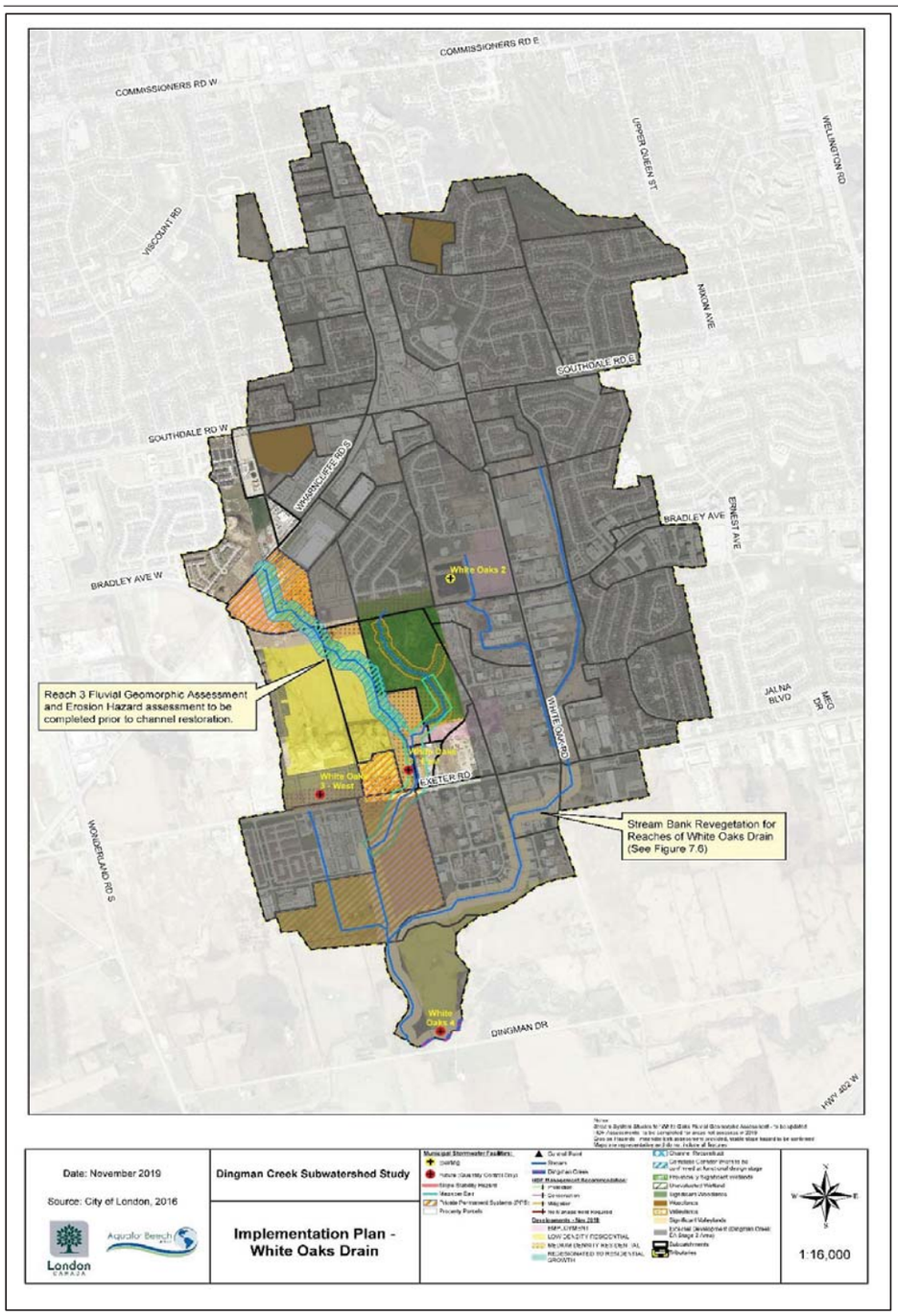

Figure ES 8: Implementation Plan – White Oaks

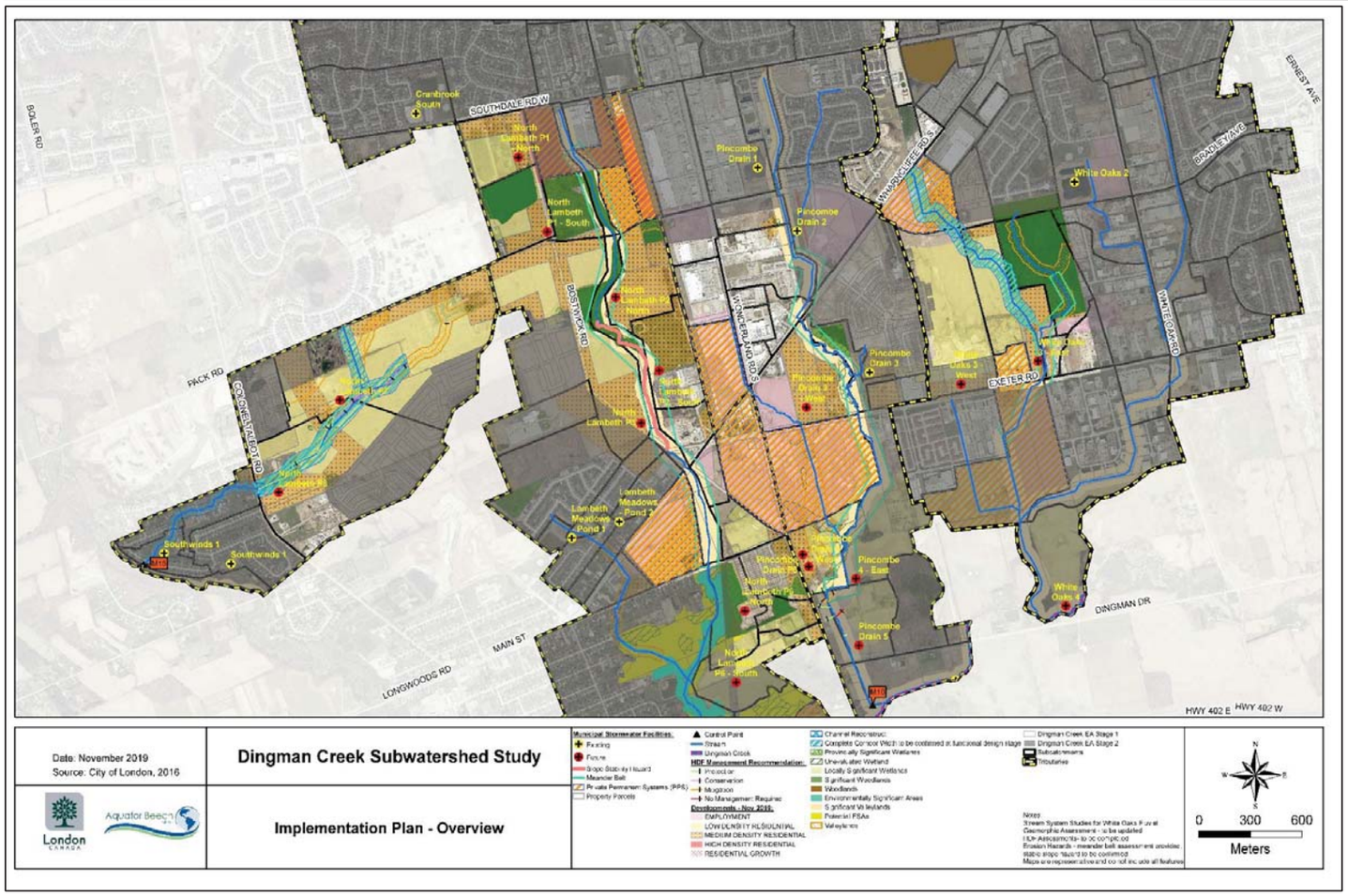

Figure ES 9: Implementation Plan – Overview

Rapid Transit Implementation Working Group

Report

1st Meeting of the Rapid Transit Implementation Working Group
January 27, 2020
Council Chambers

Attendance

PRESENT: Councillor M. Cassidy (Chair), Councillors J. Helmer, S. Hillier, A. Hopkins, A. Kayabaga, S. Lehman, E. Peloza, P. Squire and M. van Holst, T. Khan, S. Rooth; and D. Turner (Committee Clerk)

NOT PRESENT: T. Park

ALSO PRESENT: K. Burns, J. Dann, A. Kemick, S. Maguire, K. Paleczny, M. Ribera, and J. Taylor

The meeting was called to order at 4:33 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 Rapid Transit Implementation Working Group elected Councillor M. Cassidy and Councillor E. Peloza as Chair and Vice Chair, respectively, for the term ending November 30, 2021.

2. Scheduled Items

2.1 Update on Projects

That it BE NOTED that the presentation from J. Dann, Director, Major Projects, as appended to the agenda, with respect to an update on current and future rapid transit projects, was received.

3. Consent

3.1 1st Report of the Rapid Transit Implementation Working Group

That it BE NOTED that the 1st Report of the Rapid Transit Implementation Working Group, from its meeting held on February 21, 2019, was received.

3.2 Municipal Council Resolution - Rapid Transit Implementation Working Group

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

4. Items for Discussion

None.

5. Adjournment

The meeting adjourned at 5:46 PM.

From: Eric Chivers
Sent: Friday, January 24, 2020 2:01 PM
To: CWC <cwc@london.ca>
Subject: Snow removal
To the Civic Committee

I would like to know why there is no bylaw in regards to clearing sidewalks in London?

Majority of the cities and communities have bylaws that makes snow removal of city sidewalks the responsibility of property owners. There is a time limit and how the sidewalks are to be 100% cleared of the whole width and length of the sidewalk on private property.

I believe property owners are to be responsible and liable to ensure safe movement of pedestrians at all times. Sidewalks need to be fully clear of snow and ice after a snow event and to be completed in a timely manner. If not property owners are subject to fines starting with a warning,

Overall this will save the city on costs of snow removal and ensures everyone can walk and or ensure people with disabilities can have the freedom of movement.

I would like to see this bylaw set up and enforced before the next winter season or sooner. I suggest you all take a look at cities like Kitchener who have bylaws in place. Also by implication of this bylaw this will save a lot of injuries and tax dollars

Thanks

Eric Chivers

From: Marcel Desjardins
Sent: Monday, January 20, 2020
To: CWC <cwc@london.ca>
Subject: [EXTERNAL] Bike lanes In London Ontario

I just saw on the news a request for 19 million dollars for more bike lanes.

I must say that a small group of 300 members are making a big noise with the city. They want the moon. I'm 63 yrs old and luv biking however they have no place on icy and snow covered roads. A large majority of biked are not even properly kept with reflectors and lights to prevent accidents. The police do very little to enforce this important public safety issue. Please don't go any further that what the city has done for winter biking. It's a waste of money for a very small interest group. Demographics in the city is not pointing towards a need for more winter maintained lanes. This group has the gift of gab and I know it's difficult but affordable housing, homeless people etc. Are much more important. Expanding routes for the other 3 seasons makes a lot of sense. Any questions I would be happy to answer.

Marcel Desjardins
467 Ambleside Drive

DEFERRED MATTERS

CIVIC WORKS COMMITTEE
(as of January 27, 2020)

Item No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	**Options for Increased Recycling in the Downtown Core** That, on the recommendation of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the options for increased recycling in the Downtown core: b) the Civic Administration BE DIRECTED to report back to the Civic Works Committee in May 2017 with respect to: i) the outcome of the discussions with Downtown London, the London Downtown Business Association and the Old East Village Business Improvement Area; ii) potential funding opportunities as part of upcoming provincial legislation and regulations, service fees, direct business contributions, that could be used to lower recycling program costs in the Downtown core; iii) the future role of municipal governments with respect to recycling services in Downtown and Business Areas; and, iv) the recommended approach for increasing recycling in the Downtown area.	Dec 12/16	3rd Quarter 2019	K. Scherr J. Stanford	
2.	**Rapid Transit Corridor Traffic Flow** That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.	Dec 12/16	2nd Quarter 2019	K. Scherr J. Ramsay	
3.	**Garbage and Recycling Collection and Next Steps** That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps: b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with: ~~i) a Business Case including a detailed feasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and,~~ ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.	Jan 10/17	3rd Quarter 2019	K. Scherr J. Stanford	2nd Quarter 2019

4.	**Environmental Assessment** That the Managing Director, Environmental and Engineering Services & City Engineer BE REQUESTED to report on the outstanding items that are not addressed during the Environmental Assessment response be followed up through the detailed design phase in its report to the Civic Works Committee.	July 25, 2018	2nd Quarter 2019	S. Mathers P. Yeoman	
5.	**Bike Share System for London - Update and Next Steps** 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: 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.	August 12, 2019	January 2020	K. Scherr	
6.	**Area Speed Limit Program** 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; it being noted that the attached presentation from S. Maguire, Division Manager, Roadway Lighting and Traffic Control, with respect to this matter, was received; it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the attached public participation meeting record made oral submissions regarding this matter.	September 24, 2019	TBD	K. Scherr S. Maguire	

7.	**Parking Changes** 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: a) the overnight parking ban program be amended to be in force from November 1st until April 30th annually; 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, c) the current 12hr limit on occupying a specific on street non metered parking location be amended to 18hrs; it being noted that a communication, dated September 12, 2019, from Councillor S. Lewis, was received with respect to this matter.	September 24, 2019	Q1 2020	K. Scherr	
8.	**745-747 Waterloo Street** 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: 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; it being further noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter: • a communication from B. and J. Baskerville, by e-mail; • a communication from C. Butler, 863 Waterloo Street; and, • a communication from L. Neumann and D. Cummings, Co-Chairs, Piccadilly Area Neighbourhood Association; it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;	Oct 2, 2018	Q2 2020	K. Scherr	

	it being further noted that the Municipal Council approves this application for the following reasons: • 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 polices 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.				
9.	**Best Practices for Investing in Energy Efficiency and GHG Reduction** That Civic Administration BE REQUESTED to develop a set of guidelines to evaluate efficiency and Greenhouse Gas reduction investments and provide some suggested best practices.	June 18, 2019	Q4 2020	K. Scherr	

Transportation Advisory Committee

Report

The 1st Meeting of the Transportation Advisory Committee
January 28, 2020
Committee Room #4

Attendance

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

ABSENT: A. Abiola and S. Wraight

ALSO PRESENT: T. Hitchon, J. Kostyniuk, T. Macbeth, T. MacDaniel and A. Miller

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

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

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

That it BE NOTED that the Transportation Advisory Committee elected D. Foster and T. Khan as Chair and Vice Chair, respectively, for the term ending November 30, 2020.

2. Scheduled Items

2.1 Connected and Automated Vehicle Strategic Plan - Update and Get Involved Input

That it BE NOTED that the presentation, as appended to the agenda, from J. Kostyniuk, Traffic and Transportation Engineer, with respect to an update on the Connected and Automated Vehicle Strategic Plan and Get Involved Input, was received.

2.2 Dundas Street Infrastructure Renewal Project

That it BE NOTED that the presentation, as appended to the agenda, from M. Pletch, Dillon Consulting, with respect to the Dundas Street Infrastructure Renewal Project in Old East Village, was received.

3. Consent

3.1 11th Report of the Transportation Advisory Committee

That it BE NOTED that the 11th Report of the Transportation Advisory Committee, from its meeting held on November 26, 2019, was received.

3.2 Municipal Council Resolution - 11th Report of the Transportation Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on January 14, 2020, with respect to the 11th Report of the Transportation Advisory Committee, was received.

3.3 Public Meeting Notice - Official Plan Amendment - Victoria Park Secondary Plan

That it BE NOTED that the Public Meeting Notice, dated January 3, 2020, from M. Knieriem, Planner II, with respect to an Official Plan Amendment related to the Victoria Park Secondary Plan, was received.

3.4 Letter of Resignation - Z. Gorski

That it BE NOTED that the communication, dated November 25, 2019, from Z. Gorski, with respect to his resignation from the Transportation Advisory Committee, was received.

3.5 Advisory Committee General Policy

That it BE NOTED that the General Policy for Advisory Committees document, as appended to the agenda, was received.

3.6 TAC Terms of Reference

That it BE NOTED that the Transportation Advisory Committee Terms of Reference document, as appended to the agenda, was received.

3.7 (ADDED) Notice of Planning Application - Zoning By-law Amendment - 99 Southdale Road West

That it BE NOTED that the Notice of Planning Application, dated January 22, 2019, from S. Meksula, Planner II, with respect to a Zoning By-law Amendment for the property located at 99 Southdale Road West, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 TAC 2020 Work Plan

That the following actions be taken with respect to the Transportation Advisory Committee (TAC) 2020 Work Plan:

a) D. Doroshenko BE APPOINTED to observe any upcoming meetings of the Rapid Transit Implementation Working Group and report back to the TAC with updates;

b) M. Rice BE APPOINTED to take the lead on item 18.5 on the TAC Work Plan, having to do with Connected and Automated Vehicles and 5G Network;

c) the revised attached 2020 Work Plan for the TAC BE FORWARDED to the Municipal Council for consideration;

d) the Civic Works Committee BE ADVISED that the TAC considers items 18.5, 18.11, 18.12, 19.10, 20.7 and 20.8, on the above-noted Work Plan, to be the top priorities; and,

e) the Civic Works Committee BE REQUESTED to advise the TAC as to which items on the above-noted Work Plan should be the top priorities for the TAC.

6. Adjournment

The meeting adjourned at 2:04 PM.

TRANSPORTATION ADVISORY COMMITTEE
2020 WORK PLAN (FINAL DRAFT)
as at January 2020

Recommended Priority Initiatives: BO

Updated: Jan 28, 2019 (Changes highlighted in RED)

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 18.5	**Connected And Autonomous Vehicles (CAV) & 5G Network (formerly TAC 19.11)**	**While discussions on the potential benefits of driverless vehicles have increased, it is not well understood what the adoption of the technology will mean for London. It is time for policymakers and transportation professionals to proactively evaluate, assess and plan for the onset of vehicle automation.**	**John Kostyniuk Mike Rice**	**Q3-2020**		**Building A Sustainable City 1A, 2B, 5B** **Growing Our Economy 3A, 4B, 4C**	CAVWG has been established by CWC to develop a strategy by mid-2020. Draft may be ready for review by Q2 2020. Jon K to present at Jan 28th TAC. A WG lead by Mike Rice has been established to respond to Staff request for TAC Input.
TAC 18.11	**Transportation Management Association (TMA)**	**The City has received funding from the Public Transit Infrastructure Fund (PTIF) to develop a feasibility study and business case for developing a Transportation Management Association (TMA) which would be a 1st for London. TAC will be consulted for recommendations for invitees for a TDM Primer session and input on governance model and geographic area for TMA.**	**Allison Miller TDM Coordinator Dan Doroshenko**	**Ongoing**		**Strengthening Our Community** **Building A Sustainable City** **Growing Our Economy**	TDM Primer is tied to Rapid Transit. A WG lead by Dan Doroshenko has been established to respond to Staff request for TAC Input.
TAC 18.12	**Business Travel Wise Program Expansion**	**City Staff plans to engage local employers to participate in the program which encourages commuting Londoners to use options other than driving alone through programs and incentives. The *Commute Ontario* project will include actions such as: expanded carpooling; *ActiveSwitch* walking and cycling rewards program; *Emergency Ride Home* program; ongoing campaigns, incentives and rewards and - tracking tools to measure ROI.**	**Allison Miller TDM Coordinator Dan Doroshenko**	**Ongoing**		**Strengthening Our Community** **Building A Sustainable City** **Growing Our Economy**	Commute Ontario has had a local soft launch. Staff request all TAC members to suggest companies to participate in the program, or Allison can provide info to forward to contacts. Input from TAC will be sought in Q1 2020. A WG lead by Dan Doroshenko has been established to respond to Staff request for TAC Input.
TAC18.16	**City Clerk Comprehensive Review of Advisory Committees**	**In preparation for the City Clerk pending Review of Advisory Committees, a Working Group lead by Tariq Khan has been established to review the TAC Terms of Reference.**	**City Clerk Tariq Khan**	**Q1-2019**		**Leading in Public Service**	Final WG report tabled and discussed at April 23rd TAC meeting. **WG Activity Complete**. **Awaiting consultation date from City Clerk.**

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 19.3	Highbury Ave South Rehabilitation	The City is planning some rehabilitation work on Highbury Avenue S from Power Street to near Highway 401. This section of Highbury includes the Wenige Bridge and a section of concrete roadway which is over 40 years old.	Karl Grabowski	Q3 - 2021		Building A Sustainable City	Phase 1 consultation complete. WG established for Phase 2 review disbanded due to resignation of Lead.
TAC 19.10	**Parking Review**	**At the request of TAC member Brian Gibson a Working Group has been established to review the possibilities and effects of increasing the timeframe of overnight parking, street parking time limits and increasing overnight winter parking pass allowance.**	**Brian Gibson**	**Phase 1 - Q1 2020 Phase 2 TBD**		**Strengthening Our Community** **Building A Sustainable City**	1st WG meeting held Nov 6th & minutes tabled along with motion to request stats from City Staff which will be tabled at next CWC meeting in January 2020. Request for data granted by Council Jan 14th and next WG meeting will be planned pending receipt of data.
TAC 20.1	2020 TAC Work Plan	The Work Plan Working Group to review 2019 Carry-Over Items and suggestions by CWC, City Staff and TAC Members for the 2020 Work Plan.	Dan Foster	Q1-2020		TAC Terms of Reference - Planning	Draft Plan was tabled at Jan 2020 TAC meeting. Final Draft approved. Will be forwarded to CWC for approval along with our request for endorsement by CWC of our "Top 6" priority items for 2020.
TAC 20.2	2019 Vision Zero London Road Safety Strategy	Monitor progress and provide suggestions on London Road Safety Strategy action items.	LMRSC City Staff Rep TBD	Ongoing		Leading in Public Service	Awaiting LMRSC 2020 Work Plan and appointment of replacement for Maged E.
TAC 20.3	Hyde Park & Sunningdale Roundabout	Design of the Hyde Park & Sunningdale roundabout that is anticipated to be constructed in 2021.	Peter Kavcic	TBD		Building A Sustainable City	
TAC 20.4	Dundas Street Cycle Track Project	Design of cycling facilities on Dundas Street from Wellington to Adelaide, including William Street from Queens to Dundas. This project will connect Dundas Place to the cycling facility in the Old East Village. Construction anticipated for 2020.	Peter Kavcic	TBD		Building A Sustainable City	
TAC 20.5	Dundas TVP Connection	Design of cycling facilities on Dundas Street from Kensington Bridge to Ridout Street. Construction schedule to be coordinated with the downtown loop project.	Peter Kavcic	TBD		Building A Sustainable City	

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 20.6	2020 New Sidewalk Program	Design of sidewalks on various streets within the City that are anticipated to be constructed in 2020	Peter Kavcic	TBD		Building A Sustainable City	
TAC 20.7	**Implementation of Rapid Transit Projects**	**With Council approval and senior government funding in place, staff has begun progressing detailed design and construction for the first three priority rapid transit projects: Downtown Loop, East London Link, and Wellington Gateway.** **Detailed design has started for the Downtown Loop with construction planned for 2021-2023. Construction is scheduled for the East London Link in 2022-2024 and the Wellington Gateway in 2023-2026.**	**City Staff** **Dan Doroshenko**	**Q1-2020 to Q4-2028**		**Building A Sustainable City**	As the PTIS projects move into their Final Design and Execution Phases, the Rapid Transit Implementation Work Group (RTIWG) has been re-engaged and plans to meet regularly. As a major stakeholder, TAC has appointed Dan Doroshenko to act as an "Interested Observer" at all RTIWG public meetings and will report back to TAC as required. TAC 18.10 and 19.5 have been closed and rolled into this item.
TAC 20.8	**Managing Transport-Related GHG Emissions**	**Based on a presentation to the November 2019 TAC meeting by Ayo Abiola: City Council has declared a climate emergency and it has been proposed that London become net-zero by 2050. A TAC Work Group would be established to determine what level of reduction in transportation-related emissions best meets the city's overall targets under the Climate Emergency, and how does the next transportation master plan help achieve this?**	**Ayo Abiola**	**Starting Q1 2020 until next TMP is sent to Council**		**Strengthening Our Community** **Building A Sustainable City** **Leading in Public Service**	A WG lead by Ayo Abiola has been established. Pending CWC direction, the scope could be further expanded to include collaboration with: ACE, CAC and LTC.