Agenda Including Addeds
Civic Works Committee

The 4th Meeting of the Civic Works Committee

March 10, 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.

Pages

1. Disclosures of Pecuniary Interest

2. Consent

Transportation Advisory Committee

Report

The 2nd Meeting of the Transportation Advisory Committee
February 25, 2020
Committee Room #4

Attendance

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

ABSENT: P. Moore and M.D. Ross

ALSO PRESENT: J. Bos, G. Dales, T. MacDaniel, A. Miller, M. Morris and M. Stone

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.

2. Scheduled Items

2.1 Transportation Master Plan Implications of the Cycling Master Plan Review Document

That it BE NOTED that the City of London Cycling Master Plan Review document, dated October 16, 2019, from the Cycling Advisory Committee (CAC) Master Plan Review Working Group, as appended to the agenda, and the attached presentation from B. Cowie and C. DeGroot of the CAC, with respect to this matter, were received.

2.2 Accessibility for Ontarians with Disabilities Act Training

That it BE NOTED that the presentation, as appended to the agenda, from M. Stone, Accessibility Specialist, with respect to Accessibility for Ontarians with Disabilities Act training, was received.

2.3 2020 and 2021 Annual New Sidewalk Program

That it BE NOTED that the attached presentation from J. Bos, Technologist II, with respect to the 2020 and 2021 Annual New Sidewalk Program, was received.

3. Consent

3.1 1st Report of the Transportation Advisory Committee

That it BE NOTED that the 1st Report of the Transportation Advisory Committee, from its meeting held on January 28, 2020, 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 Municipal Council Resolution - 1st Report of the Transportation Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on February 11, 2020, with respect to the 1st Report of the Transportation Advisory Committee, was received.

3.4 (ADDED) Notice of Planning Application - Official Plan Amendment - London Plan Housekeeping Amendment

That it BE NOTED that the Notice of Planning Application, dated February 19, 2020, from J. Lee, Planner I, with respect to an Official Plan Amendment related to a London Plan Housekeeping Amendment, was received.

4. Sub-Committees and Working Groups

4.1 Sub-Committee Update

That it BE NOTED that the Transportation Advisory Committee (TAC) held a general discussion with respect to sub-committee items on the 2020 TAC Work Plan.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 1:59 PM.

City of London
Cycling Master Plan Review

Master Plan Review Working Group

Timeline of Key Events

The Need to Review the CMP

Based on the timeline of events since the CMP was adopted, the CMP requires a detailed review based on:

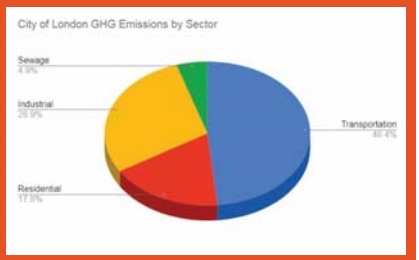
- **Climate Emergency**
  Are the mode share targets upon which the CMP is based consistent with the need for 45% reduction in CO2 emissions? If not, what mode split targets are required? Is the CMP consistent with achieving these targets?
- **Vision Zero**
  Is the CMP consistent with the Vision Zero principles that no loss of life is acceptable, that we all make mistakes, and that traffic fatalities and serious injuries are preventable and that eliminating them is a shared responsibility between road users and those that design/maintain them?

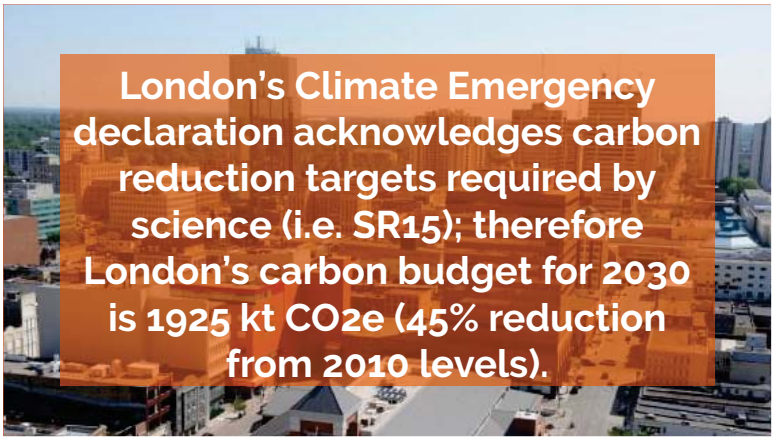
2017 Community Energy and Greenhouse Gas Report

London's total carbon emissions in 2017 were 2870 kilotonnes (kt) CO2 equivalent (CO2e)

Largest source of emissions is transportation sector

Around 70% of transportation sector emissions is from personal vehicles





Scenario Analysis of Carbon Emissions

Methodology

Different scenarios are analyzed, considering:

- Variable electrification of the automotive sector
- Complete electrification of the transit sector
- Variable mode split scenarios
- No changes in residential, industrial, and sewage emissions are assumed due to longer lifecycles of equipment, which is unlikely to be significantly changed by 2030 (also outside our scope as a committee)

Scenario Analysis of Carbon Emissions

TMP-Based Mode Split

TMP considers scenarios with two different growth patterns:

- **Scenario A:** population growth of 73,800 to a total population of ~430,000 by 2030 (21% increase from 2007)
- **Scenario B:** population growth of 140,000 to a total population of ~493,000 by 2030 (39% increase from 2007)
- No change in vehicle electrification assumed

Transportation Master Plan (TMP) Mode Split Targets

Mode	2009 Mode Split	2030 Target
Automobile	76%	60%
Transit	11%	20%
Active Transportation	**9%**	**15%**
- Cycling	~1%	5%
- Walking	~8%	10%
Other	5%	5%

TMP-Based Mode Split Analysis

	Scenario A (pop 430,000)	Scenario B (pop 493,000)
Change in transportation emissions (kt CO2e)	-61	+133
% Change in transportation emissions relative to 2010	-4%	+10%
Total 2030 Carbon Budget kt CO2e	1925	1925
Residential kt CO2e	510	510
Industrial kt CO2e	830	830
Sewage kt CO2e	140	140
Transportation as % of allowable GHG in 2030	68%	78%
Total Emissions (% of 2030 Target)	**145%**	**155%**

Scenario Analysis of Carbon Emissions

TMP-Based Mode Split with Electrification

The effects of electrification are examined:

- Full electrification of transit fleet assumed
- Variable electrification of vehicles considered
- International Energy Agency estimates ~30% electrification of personal vehicles by 2030
- Lifecycle emissions of EVs are on average 50% of conventional vehicles (potentially as low as 30% for carbon-free energy supply)

TMP-Based Analysis with Electrification

	100% EVs (pop 430,000)	50% EVs (pop 430,000)	25% EVs (pop 430,000)
Change in transport emissions (kt CO2e)	-716	-388	-225
% Change in transport emissions relative to 2010	-52%	-28%	-16%
Total 2030 Carbon Budget kt CO2e	1925	1925	1925
Residential kt CO2e	510	510	510
Industrial kt CO2e	830	830	830
Sewage kt CO2e	140	140	140
Transportation as % of allowable GHG in 2030	34%	51%	59%
Total Emissions (% of 2030 Target)	111%	128%	136%

Scenario Analysis of Carbon Emissions

Variable Mode Split without Electrification

The effects of mode split are examined:

- Reduce vehicle mode split
- Assume 5% "other" mode split
- Assume remaining share is equally split between active transportation and transit
- Assume Scenario A for population growth
- No change in vehicle electrification assumed

Variable Mode Split Analysis without Electrification

Parameter	Mode Split 5	Mode Split 15	Mode Split 30	Mode Split 45	Mode Split 60
Automobile Mode Share (%)	5	15	30	45	60
Transit Mode Share (%)	45	40	30	25	20
Active Transport Mode Share (%)	45	40	30	25	15
Other Transport Mode Share (%)	5	5	10	5	5
Transportation GHG (kt CO2e)	109	327	654	982	1309
GHG Non-Transport (kt CO2e)	1480	1480	1480	1480	1480
GHG-All (kt CO2e)	1589	1807	2134	2462	2462
Change in GHG from 2009	-92%	-76%	-52%	-28%	-4%
2030 Emissions Budget (kt CO2e)	1925	1925	1925	1925	1925
Transport Fraction of 2030 C Target	6%	17%	34%	51%	68%
Total GHG Relative to Target (kt CO2e)	**-336**	**-118**	**209**	**537**	**864**
Total Emissions (% of 2030 Target)	**83%**	**94%**	**111%**	**128%**	**145%**

Scenario Analysis of Carbon Emissions

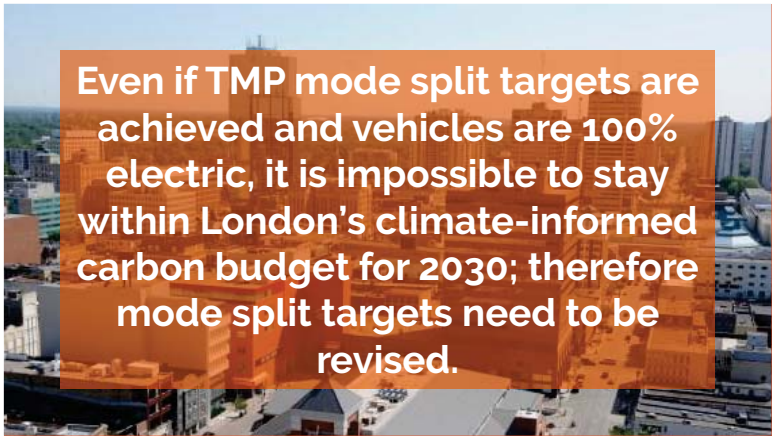
Variable Mode Split with Electrification

The effects of mode split are examined:

- This analysis represents "best of both worlds"; significant mode split changes with variable electrification
- Considers Scenario A for population growth

Variable Mode Split Analysis with Electrification

Parameter	TMP (Mode Split 60)	Mode Split 30 0% EV	Mode Split 30 25% EV	Mode Split 30 100% EV	Mode Split 45 25% EV
Automobile Mode Share (%)	60	30	30	30	45
Transit Mode Share (%)	20	35	35	35	25
Active Transport Mode Share (%)	15	30	30	30	25
Other Transport Mode Share (%)	5	5	5	5	5
Transportation GHG (kt CO2e)	1309	654	573	327	859
GHG Non-Transport (kt CO2e)	1480	1480	1480	1480	1480
GHG-All (kt CO2e)	2462	2134	2053	1807	2339
Change in GHG from 2009	-4%	-52%	-58%	-76%	-37%
2030 Emissions Budget (kt CO2e)	1925	1925	1925	1925	1925
Transport Fraction of 2030 C Target	68%	34%	30%	17%	45%
Total GHG Relative to Target (kt CO2e)	**864**	**209**	**128**	**-118**	**414**
Total Emissions (% of 2030 Target)	**145%**	**111%**	**107%**	**94%**	**121%**



Climate-Informed Mode Split Target

- 100% Electrification of London Transit Vehicles
- 25% Electrification of Private Cars and City Vehicles
- Mode Split:
  - 25% Automobile
  - 35% Transit
  - 35% Active Transportation (walking 10%, cycling 25%)
  - 5% Other
- Net GHG Emissions for this outcome: 1957 kt CO2e, ~102% of permitted emissions

The Four Types of Bicyclists

Strong and Fearless

People willing to bicycle with limited or no bicycle-specific infrastructure

Enthused and Confident

People willing to bicycle if some bicycle-specific infrastructure is in place

Interested but Concerned

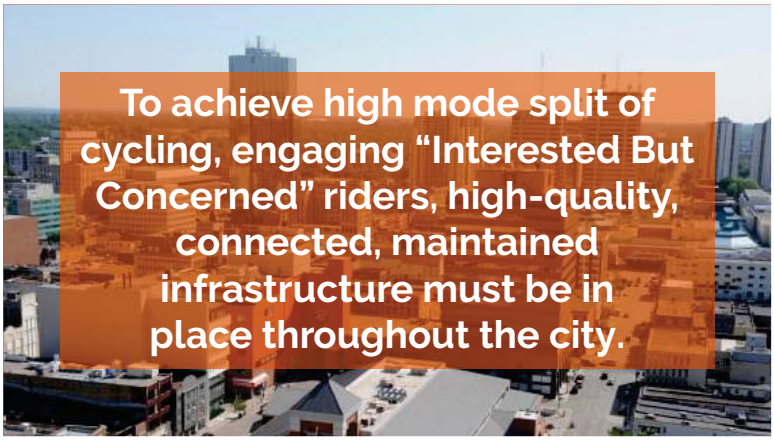
People willing to bicycle if high-quality bicycle infrastructure is in place

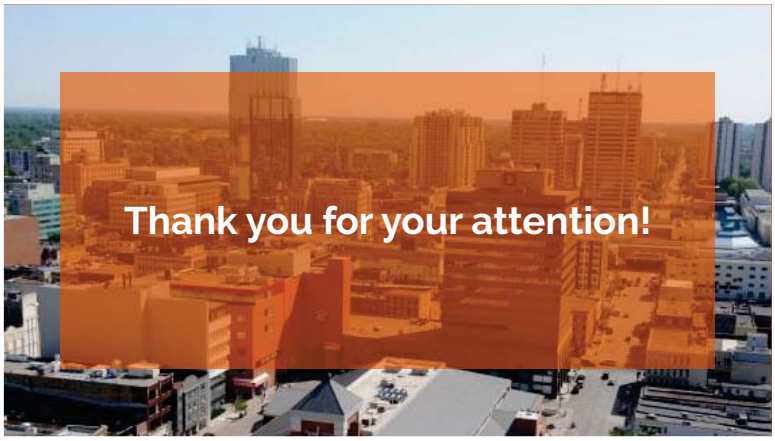
No Way, No How

People unwilling to bicycle even if high-quality bicycle infrastructure is in place

Distribution of the Four Types of Bicyclists

Infrastructure Requirements for AAA


To achieve high mode split of cycling, engaging “Interested But Concerned” riders, high-quality, connected, maintained infrastructure must be in place throughout the city.


Thank you for your attention!

Annual New Sidewalk Program

Transportation Advisory Committee Presentation
February 25, 2020

Annual New Sidewalk Program

- Annual program that responds to resident requests for sidewalks to be installed in neighbourhoods with no sidewalk or sidewalks on one side of the road.
- The goal of the program is to support and promote the City of London's road safety strategy **'Vision Zero'** by offering safe mobility options for all individuals.

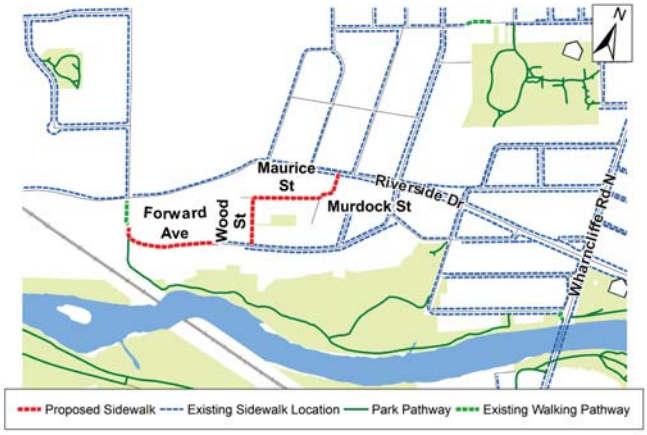
2020 Annual New Sidewalk Program - tendered

2020 Program

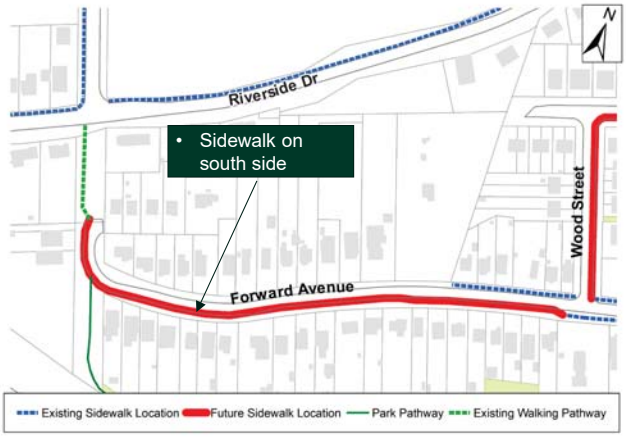
The 2020 Annual New Sidewalk Program will install sidewalks on the following streets:

- Kensington Village
  - This area is consists of Forward Avenue, Wood Street, Maurice Street, and Murdock Street
- Windermere Road
- Joliet Street
- Wavell Street at Merlin Crescent

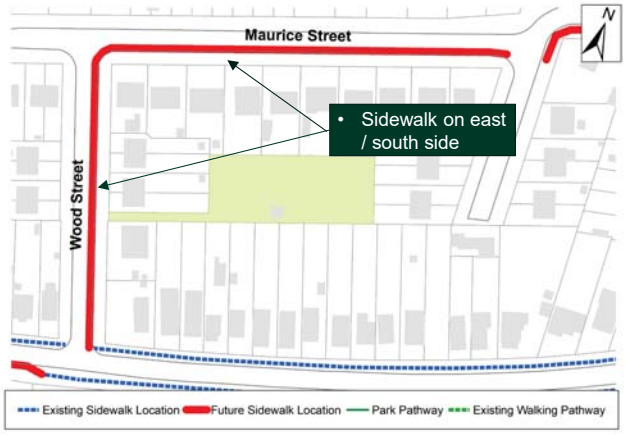
Kensington Village



Forward Avenue

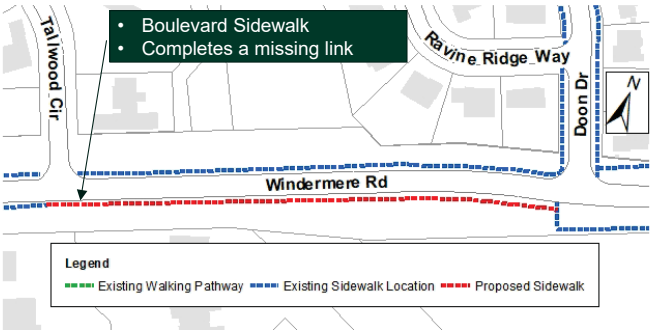


Wood Street & Maurice Street

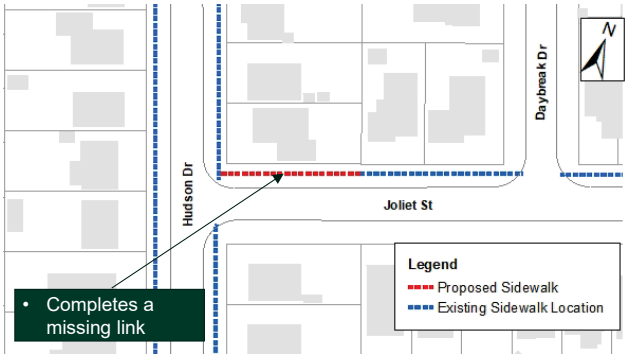


Murdock Street

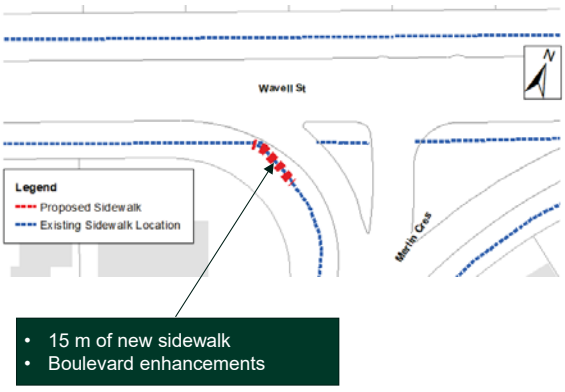
Windermere Road



Joliet Street

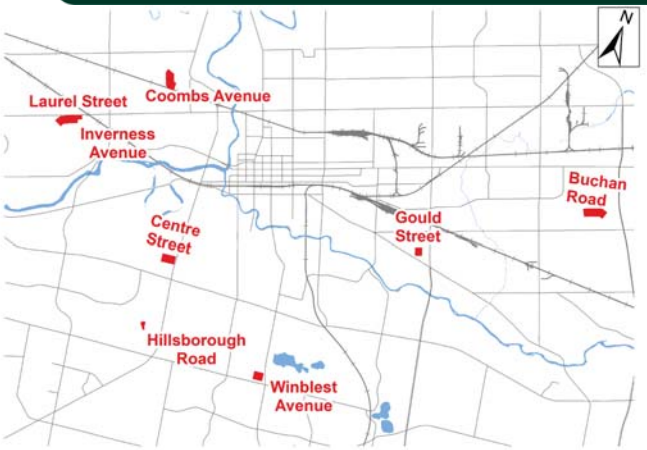


Wavell Street at Merlin Crescent



2021 Annual New Sidewalk Program - planned

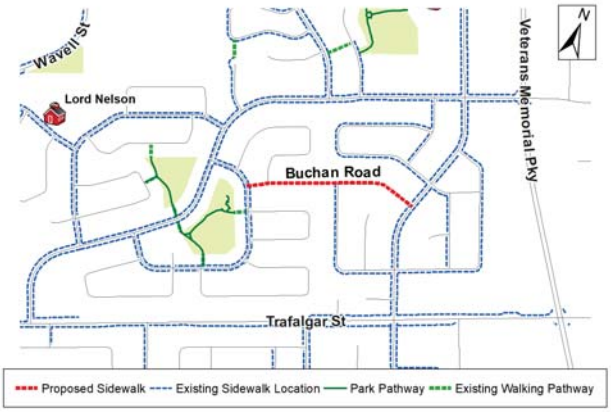
2021 Program



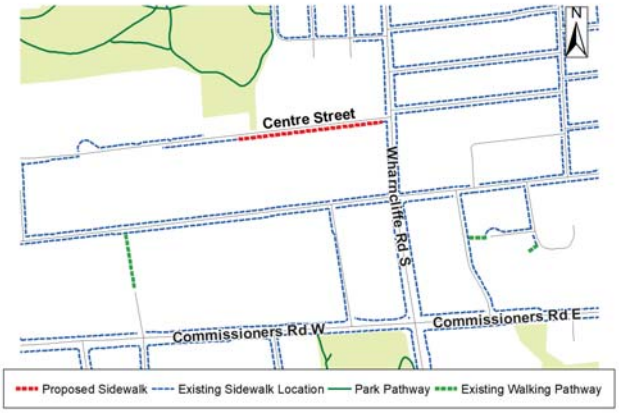
Chosen Locations Rationale

- Most of these locations are taken from the New Sidewalk List.
- A few locations are small sections (less then 100 m) that complete a missing link in the sidewalk network.
- Locations are coordinated with other reconstruction programs

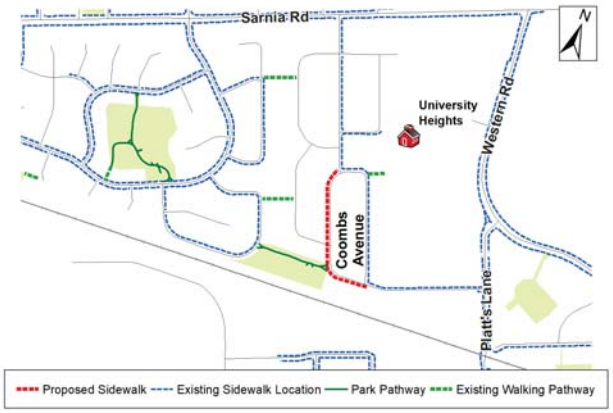
Buchan Road



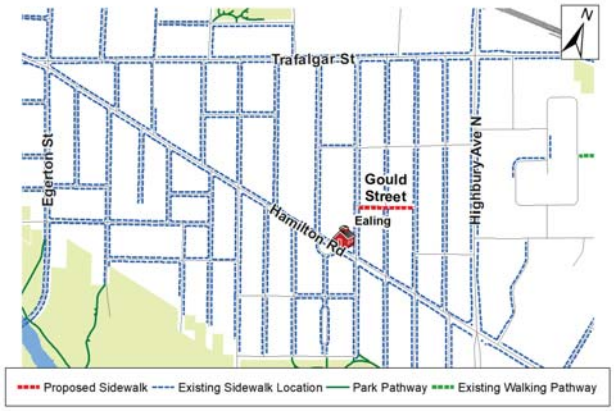
Centre Street



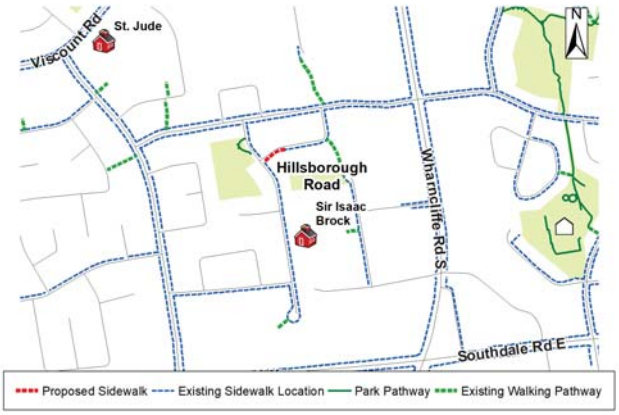
Coombs Avenue



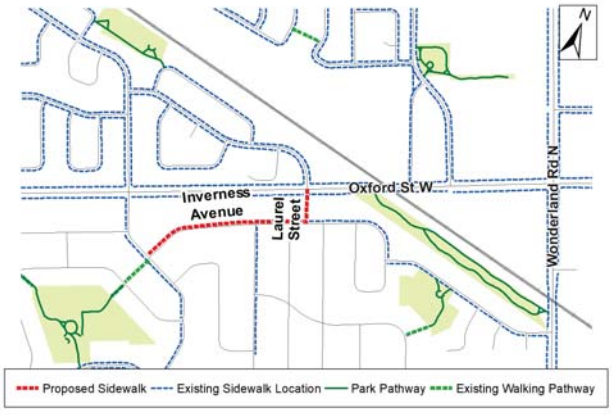
Gould Street



Hillsborough Road



Laurel Street & Inverness Avenue



Winblest Avenue

Next Steps

Next steps include

- Receiving topographic surveys
- Reviewing location options and designing
- Public liaising through letters and conversation

In late 2020 / early 2021, there will be a follow up presentation to the Transportation Advisory Committee prior to tendering.

Questions?

If you think of any questions afterwards:

- Email - jbos@london.ca
- Website – www.London.ca/sidewalks
- Phone - 519-661-2489 x 7348

John Bos
Technologist II
Transportation Planning & Design

Cycling Advisory Committee

Report

The 4th Report of the Cycling Advisory Committee
February 19, 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: None

ALSO PRESENT: G. Dales, A. Giesen, Sgt. S. Harding, P. Kavcic, T. MacDaniel, L. Maitland, A. Miller, A. Rosebrugh, and M. Stone

The meeting was called to order at 4:04 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 Accessibility for Ontarians with Disabilities (AODA) Orientation

That it BE NOTED that the presentation from M. Stone, Supervisor I, Municipal Policy (AODA), as appended to the agenda, with respect to 'Accessibility for Ontarians with Disabilities' customer service training, was received.

2.2 Dundas-TVP Connection

That it BE NOTED that the presentation from Z. Petch and S. Hayman, Representatives from IBI Group, as appended to the agenda, with respect to the planned Dundas - Thames Valley Parkway (TVP) connection, was received.

3. Consent

3.1 2nd Report of the Cycling Advisory Committee

That it BE NOTED that the 2nd Report of the Cycling Advisory Committee, from its meeting held on January 15, 2020, was received.

3.2 Municipal Council Resolution - 11th and 1st Reports of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution from its meeting held on January 14, 2020, with respect to the 11th and 1st Reports of the Cycling Advisory Committee, was received.

3.3 Municipal Council Resolution - 2nd Report of the Cycling Advisory Committee

That, in light of the discussion-heavy format of the 2020 Ontario Bike Summit ('Share the Road') conference, the following actions be taken with respect to the 2020 Cycling Advisory Committee (CAC) Budget:

a) a second member of the CAC BE PERMITTED to attend the above-noted conference; and,

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

it being noted that the Municipal Council resolution from its meeting held on February 11, 2020, with respect to the 2nd Report of the CAC, was received.

3.4 Letter of Resignation - K. Brawn

That the City Clerk BE REQUESTED to fill the existing vacancies in the Cycling Advisory Committee (CAC) membership in order that the CAC meet its full potential given the breadth and depth of the committee's objectives, as espoused in its 2020 work plan;

it being noted that the CAC strongly supports a re-staffing process that emphasizes and results in an equitable committee composition, including (but not limited to) diversity in gender, accessibility, age, et cetera.

4. Sub-Committees and Working Groups

4.1 2020 Work Plan Sub-Committee

That it BE NOTED that the committee held a general discussion with respect to its 2020 work plan;

it being further noted that discussion around item 5.3 on the agenda resulted in the removal of 'E-Bike Programs' from the committee's 2020 work plan.

4.2 Old East Village Bikeway Working Group

That the Municipal Council BE REQUESTED to forward the attached communications to Dillon Consulting and WSP, respectively, for their consideration;

it being noted that the above-noted communications were drafted by the Old East Village Bikeway Working Group and approved by the Cycling Advisory Committee in response to the developers' presentations and call for feedback at the CAC's December 18, 2019 meeting.

5. Items for Discussion

5.1 Development Charges - Discussion

That a more in-depth discussion with respect to development charges BE DEFERRED to the next meeting of the Cycling Advisory Committee;

it being noted that the committee held a brief, general discussion with respect to this matter.

5.2 Connected and Automated Vehicles - Progress Review

That it BE NOTED that the committee held a general discussion with respect to the Connected and Automated Vehicle (CAV) Strategic Plan;

it being further noted that the committee made revisions to a draft letter that will eventually be forwarded to the Civic Administration in response to the call for feedback/input on the CAV Strategic Plan.

5.3 E-bike Programs - Preliminary Discussion

That it BE NOTED that the committee held a general discussion with respect to E-Bike usage, E-Bike classifications, and the difficulty of enforcing proper usage in the absence of concrete Provincial legislation and regulations.

5.4 City of London Commuter Survey

That it BE NOTED that the committee held a general discussion with respect to the City's recently completed 'Commuter Survey', including feedback on the survey's language/format and the survey's value in relation to the potential creation of Transportation Management Associations in London.

6. Adjournment

The meeting adjourned at 6:38 PM.

February 13, 2020
Jamieson Roberts
Chair, Cycling Advisory Committee
City of London, Ontario
300 Dufferin Ave
London, ON N6B 1Z2

Mike Pletch
Dillon Consulting

Dear Mr. Pletch,

Thank you for attending the 12th meeting (2019) of the Cycling Advisory Committee, and presenting your ongoing work on regarding the Old East Village (OEV) Bikeway. The intent of this letter is to follow up with questions regarding the work, and to request further input on your ongoing projects. Written follow-up would be appreciated on or before March 31, 2020.

Regarding the intersection at Dundas-Lyle-Elizabeth Streets. Generally speaking, the intersection is complex, unprotected for cyclists and pedestrians, and has three separate motor vehicle phases. It received the largest amount of discussion from the committee, and will receive the majority of the discussion in this follow-up as well. The committee has several concurrent concerns regarding this junction:

- The “jughandle” left turn onto northbound Elizabeth Street may not be wide enough, nor have sufficient turning radius, to accommodate cargo bikes, adaptive cycles, bikes with trailers (including double-wide children trailers), tag-a-longs, or other non-standard bicycles. How will the team ensure accommodation of para-cyclists, family cyclists, and other wheeled vehicles in this space?
- A “scramble” style crossing for pedestrians and cyclists was suggested in the committee discussion, and we re-emphasize here that this treatment may be better for all parties, rather than mixing motor traffic with vulnerable road users.
- Barring a scramble crossing, right-turn only may be preferred for motor vehicles, to decrease conflict between motorists and vulnerable road users. The unusual nature of the intersection suggests additional controls would be beneficial for all users.
- Would your team consider raised crosswalks and cycle crossings, particularly on Dundas crossing Lyle Street?
- Leading green pedestrian and cycling intervals would be beneficial for avoiding “right hook” turns from motor vehicles turning off Dundas.
- No right on red is essential in all directions to ensure all user safety. In the drawings we received, there is only no right on red from Lyle onto Dundas.
- Some members found it problematic that cyclist and pedestrian crossings were limited (e.g. English Street junction has no left turn for cyclists), yet motorists movements were prioritized at all junctions.
- We heard in the meeting that much of the above was considered, and that our suggestions would make the intersection safer (the suggestions of our group were similar to those provided by subcontrator Urban Systems). However, these ideas were not put into practice in the design because “the developers probably wouldn’t go for that.” What does this mean, exactly? Who is accountable/responsible for safe design of streets in our city?

Other more general comments

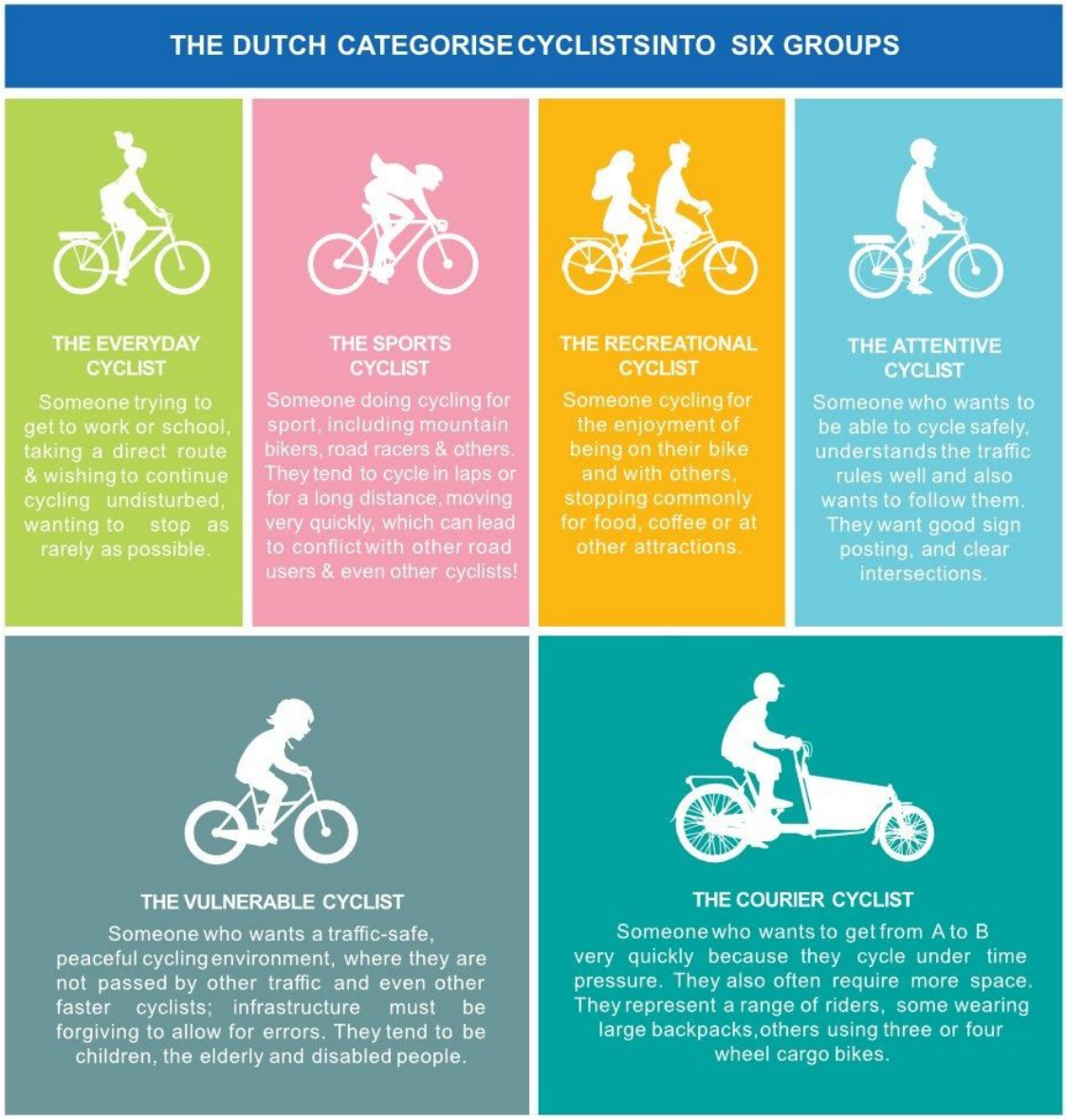
- What is the plan for snow removal in the corridor, particularly the narrow section between Adelaide and Elizabeth?
- How will the west end of the bikeway connect seamlessly with the next planned bikeway leg? This junction seems particularly well-suited to a protected intersection, given the high pedestrian and cycling volumes, and considerable extra space to accommodate additional safety features.
- As “salmon” riding (e.g. “wrong way cycling”) is common on King Street’s protected bike lane, where similar to this Dundas design, there are no westbound cycling facilities. What is being done to prevent this behaviour in the OEV?
- While not discussed in-meeting, a 30 km/h speed limit would be preferable, particularly in the “core” of the OEV from Adelaide to Ontario Streets, where substantial volumes of pedestrians are present.
- Short term bicycle parking in this area should be the standard “bike staple” design that is accessible to all types, shapes, and sizes of bike, both standard and non-standard as outlined above. Current post-and-ring design should be phased out, as this design is not as accessible as the tried-and-true bike staple. Decorative/artistic bike parking should only be included as public art, not as a component of regular required bike parking.
- Finally, we have included an infographic from Dutch cycling organization BYCS illustrating potential user groups of the OEV Bikeway. Could you please provide a brief overview (2-3 sentences for each) of how the OEV Bikeway serves, or does not serve, each type of cyclist.

Thank you for your time and consideration, we await your responses.

Sincerely,

Jamieson Roberts
On Behalf of the City of London Cycling Advisory Committee

cc:
Doug Macrae, City of London Director of Roads & Transportation
Peter Kavcic, City of London
Andrew Giesen, City of London
Daniel Turner, City of London
Councillor S. Lehman, Chair, City of London Civic Works Committee
Councillor M. Cassidy, Member, City of London Civic Works Committee
Councillor E. Peloza, Member, City of London Civic Works Committee
Councilor P. Van Meerbergen, Member, City of London Civic Works Committee
Councillor S. Lewis, Member, City of London Civic Works Committee



Source: https://safercycling.roadsafetyngos.org/best-practice-guide/ via https://twitter.com/cycling_embassy/status/1231609933726089216?s=21

February 13, 2020
Jamieson Roberts
Chair, Cycling Advisory Committee
City of London, Ontario
300 Dufferin Ave
London, ON N6B 1Z2

Stephen Tam and John Zunic
WSP Consulting

Dear Mr. Tam and Mr. Zunic,

Thank you for attending the 12th meeting (2019) of the Cycling Advisory Committee, and presenting your ongoing work on regarding the Dundas Street Bikeway. The intent of this letter is to follow up with questions regarding the work, and to request further input on your ongoing projects. Written follow-up would be appreciated on or before March 31, 2020.

Much of the committee's discussion centred on intersection design and connectivity with other routes.

- In the opinion of this committee, most of the cross streets in this section warrant a protected intersection to create a comfortable all-ages-and-abilities bikeway. Particularly Wellington, Waterloo, Colborne, William, and Adelaide need protected crossings for children, seniors, and other vulnerable cyclists to use the facilities.
- Setback crossings and adjacent crossings may be used contextually. Middle bicycle lanes or shared crossings should never be used in all-ages-and-abilites context.
- Protected intersections are preferable to two-stage-queue boxes. The "Ontario Bike Box" design used on Colborne (e.g. OTM Book 18 Figure 4.50) should never be used in any context. It is not all-ages-and-abilities friendly in any sense, and we could not find another jurisdiction with high rates of cycling that has used this design.
- How will the west end of the bikeway connect seamlessly with Dundas Place?
- How will the east end of the bikeway connect seamlessly with the OEV bikeway in both directions (e.g. how do on-road cyclists traveling westbound from the OEV toward downtown join the protected bikeway)?

Other more general comments and answers from your presentation

- Transit islands are greatly preferred to designs that require passengers boarding a bus to wait in the bike lane, or to step blindly off the bus into the bike lane. Lesson from King Street: the transit islands/timing points under Citi Plaza work reasonably well.
- Raised cycletrack, with raised crossings are preferable to at-grade crossings with precast concrete curbs.
- Widths of cycling facilities need to accommodate adaptive cycles, recumbents, trikes, double-wide child trailers, cargo bikes, and other non-standard cycling equipment. Standard Dutch design allows for two-up riding on standard bicycles with a child beside a parent, which we as a committee think sounds great. Lesson from Colborne Street: Colborne does *not* work for most non-standard bicycles.
- While not discussed in-meeting, a 30 km/h speed limit would be preferable, as this stretch of Dundas is a connector between two slower speed areas, the Old East Village, and Dundas Place, while passing two high schools and many residential/hotel properties. Consistency of speed limits

through the whole section from Ridout to Ontario Street would also assist in maintaining driver compliance, and would boost safety for all road users. Currently much of this stretch is over-wide, and feels like riding on a highway. Narrowing and slowing wherever possible would be greatly appreciated.

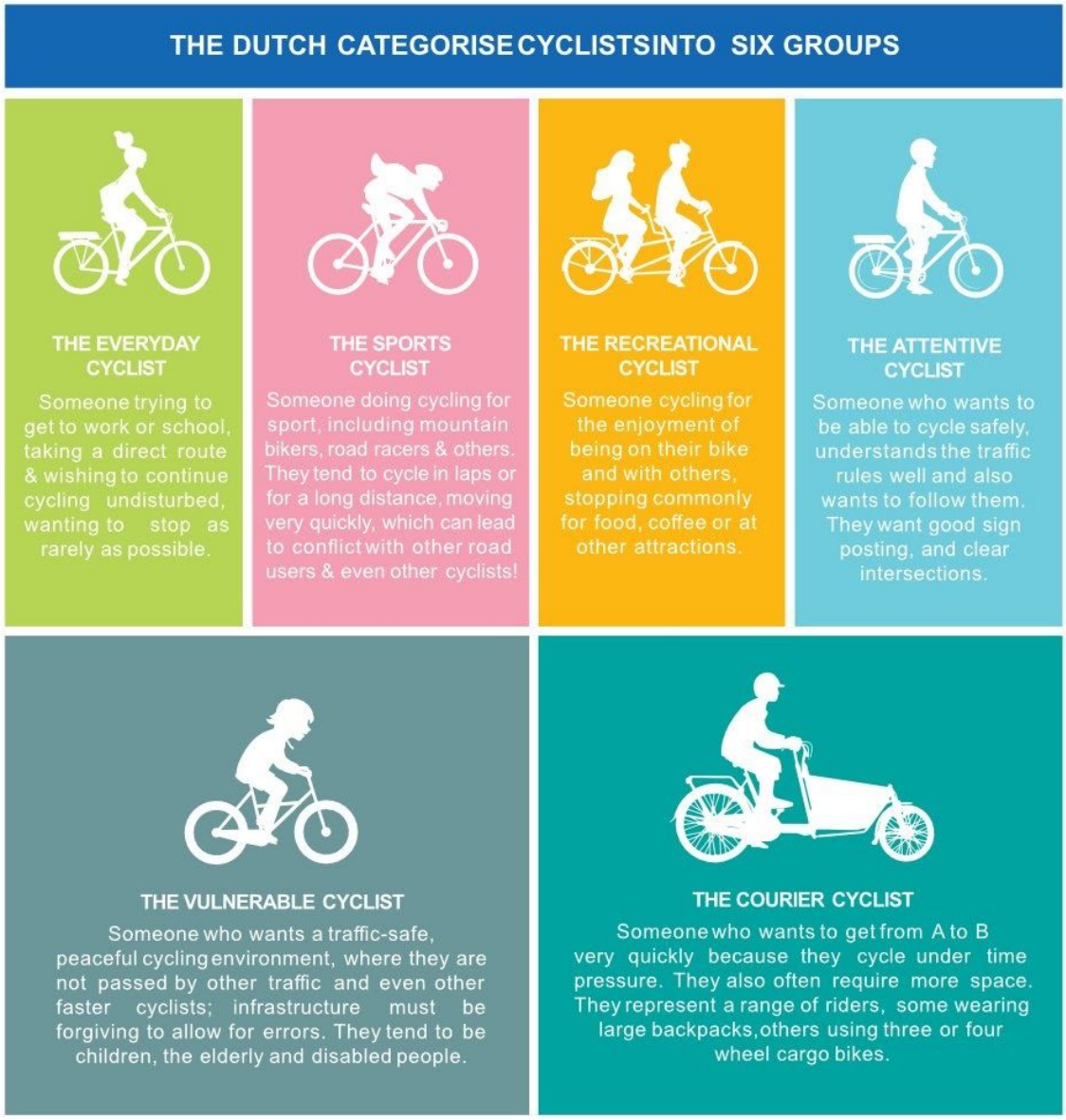
- Bollard placement and height was discussed in-meeting. High, closely-spaced flexi-posts as are currently deployed on King Street make children and sport cyclists in drop-bar position nearly invisible. Are there better standards or materials that could effectively protect cyclists while allowing them to be visible, too?
- Short term bicycle parking in this area should be the standard “bike staple” design that is accessible to all types, shapes, and sizes of bike, both standard and non-standard as outlined above. Current post-and-ring design should be phased out, as this design is not as accessible as the tried-and-true bike staple. Decorative/artistic bike parking should only be included as public art, not as a component of regular required bike parking.
- Finally, we have included an infographic from Dutch cycling organization BYCS illustrating potential user groups of the Dundas Street Bikeway. Could you please provide a brief overview (2-3 sentences for each) of how the Dundas Street Bikeway serves, or does not serve, each type of cyclist.

Thank you for your time and consideration, we await your responses.

Sincerely,

Jamieson Roberts
On Behalf of the City of London Cycling Advisory Committee

cc:
Doug Macrae, City of London Director of Roads & Transportation
Peter Kavcic, City of London
Andrew Giesen, City of London
Daniel Turner, City of London
Councillor S. Lehman, Chair, City of London Civic Works Committee
Councillor M. Cassidy, Member, City of London Civic Works Committee
Councillor E. Peloza, Member, City of London Civic Works Committee
Councilor P. Van Meerbergen, Member, City of London Civic Works Committee
Councillor S. Lewis, Member, City of London Civic Works Committee



Source: https://safercycling.roadsafetyngos.org/best-practice-guide/ via https://twitter.com/cycling_embassy/status/1231609933726089216?s=21

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**CONTRACT AWARD: TENDER NO. 20-15 WENIGE EXPRESSWAY BRIDGE REHABILITATION**

RECOMMENDATION

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

(a) McLean Taylor Construction Limited, **BE APPOINTED** the Contractor to complete the project, in the amount of $8,846,864.57 (excluding HST) in accordance with Section 13.2 (a) of the Procurement of Goods and Services Policy; it being noted that the bid submitted by Mclean Taylor Construction Limited was the lowest of seven (7) bids received and meets the City's specifications and requirements in all areas;

(b) Parsons Inc. (Parsons) **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of $781,660 (excluding HST), in accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy;

(c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;

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

(e) the approval given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract for the material to be supplied and the work to be done relating to this project (Tender 20-15); and,

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

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee – October 30, 2018 - Appointment of Consulting Engineer – Rehabilitation of Wenige Expressway Bridge and Highbury Avenue South Preliminary, Detailed Design and Tendering
- Civic Works Committee – August 29, 2017 – Wenige Expressway Bridge Drainage, Highbury Avenue South Over Thames River South Branch
- Board of Control – June 23, 2010 – Contract Award: Tender No. 10-93 Highbury

Avenue South Concrete Pavement Rehabilitation
- Board of Control – November 26, 2008 – Highbury Avenue Rehabilitation
- Environment and Transportation Committee – April 21, 2008 – Highbury Avenue Rehabilitation
- Environment and Transportation Committee – August 7, 2007 – Appointment of Consulting Engineer, Highbury Avenue Rehabilitation

2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by addressing and managing the infrastructure gap, and improving safety for all modes of transportation by improving and upgrading the bridge barricades, roadway lighting, and overall drainage in the area which will improve user safety within this corridor.

The City of London is responsible for a transportation system that promotes the movement of goods and services and strengthens economic growth. The road network provides mobility choices for residents and improves quality of life. Good roads promote business, create employment, provide social opportunities, improve emergency response and create markets.

DISCUSSION

Purpose

This report recommends the award of a tender related to the construction contract for the rehabilitation of the Wenige Expressway Bridge and nearby works. The limits are from Hamilton Road to approximately 250m south of the Bridge as illustrated in Appendix B. The report also recommends the existing contract with Parsons for engineering consulting services be extended to include contract administration and supervision.

Background

Wenige Expressway Bridge is located on Highbury Avenue, approximately 550 m south of Hamilton Road and spans the South Branch of the Thames River. The bridge was constructed in 1965, and it has had one major rehabilitation completed in about 1989. The structure is a continuous two-span reinforced concrete deck supported on six tapered welded steel plate girders which are supported on concrete abutments and a centre pier. The structure has a total span length of 76.2 m and an overall width of 18.39 m. The bridge accommodates four lanes of traffic on Highbury Avenue South over the South Branch of the Thames River (two northbound and two southbound) and is oriented on an approximate 20 degree skew to the river. Temporary concrete barriers were installed adjacent to the existing metal railings on the east side in 2009 and west side in 2011, after the metal railings were damaged by vehicle strikes. Recent temporary maintenance works have been done to maintain the expansion joints. At roughly 55 years of age, with heavy traffic loading, this bridge is due for a major rehabilitation.

The existing concrete roadway south of the Wenige Expressway Bridge to Hwy 401 was also built in the mid 1960’s, and it has been subject to the same heavy traffic loading as the current average annual daily traffic count is 48,000 vehicles. The concrete roadway was improved in 2008 & 2010 with repairs to joints & texture enhancements. It is also in poor condition and needs attention in the coming years.

In 2018, a preliminary structural design report was completed for the Wenige Expressway Bridge (4-BR-14) which summarized the scope of work required to repair this structure to current standards. As a result, on October 30, 2018, Parsons was assigned the detailed design and tendering phase of the project to incorporate the recommendations noted in the above bridge assessment, and to design the replacement for the concrete roadway southerly from the Thames River to Highway 401. The larger project is being broken into three construction phases. This contract is Phase 1, and it includes the rehabilitation of the Wenige Expressway Bridge along with the reconstruction of the roadway, lighting improvements and median barrier from south of Hamilton Road to just south of the South Branch of the Thames River. Phases 2 and 3 will be separate tenders, planned for subsequent years, and they will address the removal and replacement of the concrete roadway southerly to Highway 401.

Project Description

The Wenige Expressway Bridge will be rehabilitated over two construction seasons, beginning in April of 2020 and ending in October of 2021. Rehabilitation of the bridge will involve:

- re-coating of the structural steel components,
- constructing a new wider concrete bridge deck
- removal and construction of new median and side barrier systems
- elimination of deck joints by converting to semi-integral abutments
- removal and reconstruction of the ballast walls
- bridge bearing replacement
- localized concrete repairs on the abutments,
- waterproofing and a new asphalt road surface
- Other minor works involved with this project will be removing the existing deck drains and directing all drainage to nearby ditches and swales that will not only help with extending the life of the bridge, but allows runoff to be filtered prior to entering the South Branch of the Thames River
- Street lights and concrete medians will also be removed and replaced from 50 metres south of Hamilton Road to approximately 250 metres south of the bridge.

Concurrent with the bridge rehabilitation, EESD in partnership with Parks & Recreation, will be coordinating the construction of a pedestrian pathway connection below the south abutment of the bridge. This underpass connection consists of approximately 70 meters of 3.0 meter wide asphalt pathway complete with retaining walls and railings. The underpass will support the City's recreational trail system and provide a safe pedestrian crossing under Highbury Avenue with future links to managed trails along the Thames River east and west of Highbury Avenue.

<u>Year 1 (2020)</u>

The work area will be designated as an official construction zone and the speed limit on Highbury Avenue will be reduced to 60km/h approaching in both directions for the duration of the project.

In order to provide a safe work area, Highbury Avenue will be reduced from four lanes of traffic to two lanes of traffic. Traffic will be diverted to the northbound lanes via temporary crossovers (with one travel lane in each direction) while the work is completed on the southbound lanes. Removals of the concrete, asphalt and any existing utilities embedded in the bridge deck will then take place on the two (2) southbound lanes of the bridge while two-way north-south traffic operates on the remaining lanes. The rehabilitation of the southbound lanes is anticipated to be completed by the end of the 2020 construction season. Completion of the rehabilitation of the southbound lanes will include making the

bridge safe and operable for 4 lanes of traffic over the winter months while the contractor is not on site.

Year 2 (2021)
Construction in 2021 will be a mirror image of the activities that take place in 2020. Traffic will operate on the newly rehabilitated southbound lanes, in both directions, while removals and rehabilitations take place on the northbound lanes. Construction of the Thames Valley Parkway link, the street light and concrete median improvements will also take place in 2021. Construction is anticipated to be completed in October of 2021.

Traffic Management

For the duration of this project, with the exception of the winter shutdown, Highbury Avenue vehicular traffic will be reduced to one lane of traffic in each direction while traversing the construction zone. Median cross-overs will be constructed north and south of the bridge to facilitate the movement of vehicles. Speed reductions approaching and within the construction zone will be established for the duration of the project.

For safety and constructability reasons, access to Highbury Avenue North from Power Street will be closed for the duration of construction.

There will be periods of time where it will be necessary to close a section of the Thames Valley Parkway located under the north abutment of the Wenige Expressway Bridge. Detour signage will be in place for pedestrians and cyclists. City staff will work with the contractor to limit the duration of the closures to the Thames Valley Parkway.

Every effort is being made to ensure Londoners are aware of construction zones and traffic detours resulting from road work. Daily updates are provided through the City's website, www.london.ca/construction with information about road closures, ongoing and upcoming projects on City streets. The impact of this work is being mitigated through coordination and communication.

The specific communication strategies include:

- Construction Notice letter sent to residents and hand delivered to businesses in November of 2019;
- Public Information Centre materials posted on project website: www.london.ca/highburyandwenige
- 2020 construction program media release;
- Social media (Facebook and Twitter); and
- Renew London Website (project updates, daily email to media and emergency services).

Residents are encouraged to adapt to construction projects across the city by:

- Planning commutes and using alternative routes;
- Utilizing transit (www.ltconline.ca), carpooling (www.londoncarpools.ca), riding bikes or walking; and
- Adjusting travel times to avoid peak travel times.

Tender Summary

Tenders for RFT 20-15 Rehabilitation of Wenige Expressway Bridge were posted on December 23, 2019 and closed on January 30, 2020. Seven (7) contractors submitted

tender prices as listed below, excluding HST.

CONTRACTOR		TENDER PRICE SUBMITTED
1.	McLean Taylor Construction Limited	$8,846,864.57
2.	Clearwater Structures Inc.	$9,585,566.20
3.	Eiffage Innovative Canada Inc.	$9,944,368.00
4.	2274084 ONTARIO LTD o/a GMP CONTRACTING	$10,710,517.83
5.	Dufferin Construction Company, A division of CRH Canada Group Inc.	$10,784,422.40
6.	Toronto Zenith Contracting Limited	$12,436,774.00
7.	Facca Inc	$13,763,340.00

All tenders have been checked by the Environmental and Engineering Services Department and Parsons. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender estimate prior to tender opening was $8,683,650, excluding HST. All tenders include a contingency allowance of $800,000. Funds for this contract are available in the 2019 and recommended 2020 Capital Budget as noted in Appendix A.

Consulting Services

Parsons was awarded the detailed design of the Wenige Expressway Bridge Rehabilitations in October of 2018 after a two stage competitive process in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy in which the assignment was publicly advertised and firms were subsequently invited to submit detailed proposals.

With Parson's knowledge and positive performance on the detailed design, the consultant was invited to submit a proposal to carry out the contract administration & resident supervision for this project. Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other assignments of similar scope. The continued use of Parsons on this project for construction administration is of financial advantage to the City because the firm has specific knowledge of the project, and has undertaken work for which duplication would be required if another firm were to be selected.

The City's construction administration requirement for the creation of record drawings following construction requires the reviewing professional engineer to seal the drawings based on field verification and ongoing involvement. This requirement promotes consultant accountability for the design. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, Civic Administration is recommending that Parsons be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of $781,660 (excluding HST). These fees are associated with the construction contract administration and on-site supervision services to ensure that the City receives the product specified and associated value.

The continued use of Parsons on this project for these additional services is of financial advantage to the City due to the fact that the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected. The approval of this work will bring the value of the overall consulting assignment to $1,318,689. Funds for this assignment are available in the 2019 & 2020 Capital Budget. Subject to successful completion of this phase of construction, Parsons may be considered for the construction administration stages for Phases 2 and 3 which will address the replacement of the concrete roadway southerly to Highway 401.

Operating Budget Impacts

Additional operating costs attributed to new infrastructure installation are summarized in the following table.

DIVISION	**RATIONALE**	**ANNUAL OPERATIONAL COST INCREASE**
Park Operations	New pedestrian underpass	$8,000
Total		**$8,000**

CONCLUSION

The Wenige Expressway Bridge Rehabilitation is an important project to manage the transportation infrastructure gap and to maintain this important transportation link at an appropriate level of service and safety. Civic Administration reviewed the tender bids and recommends McLean Taylor Construction Limited be awarded the Rehabilitation of Wenige Expressway Bridge Contract in the amount of $8,846,864.57 (excluding HST).

Parsons has demonstrated an understanding of the City requirements for this project and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and inspection services for an upset fee estimate of $781,660, (excluding HST), as it is in the best financial and technical interests of the City.

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

Attach: Appendix A – Source of Financing
Appendix B – Location Map

cc: John Freeman, Manager, Purchasing and Supply
John Stevely, Procurement Officer, Purchasing and Supply
Gary McDonald, TCA
Trevor Hitchon, Technologist II
Jane Fullick, Senior Technologist
Karl Grabowski, Transportation Design Engineer
Jeff Bruin, Parks Planning
Jessica Morris, Sewer Engineering Division
Shane Maguire, Roadway Lighting & Traffic Control Division
John Riggs/Sonia Ahluwalia, Parsons Inc. 1069 Wellington Road South, Suite 214
London, Ontario N6E 2H6
Mclean Taylor Construction Limited, 25 Water Street N. P.O. Box 190
St Marys, Ontario N4X 1B1

APPENDIX 'A'

#20029

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Contract Award: Tender No. 20-15
Wenige Expressway Bridge Rehabilitation
(Subledger BR170002)
Capital Project TS176319 - Bridges Major Upgrades
Capital Project TS176320 - Bridges Major Upgrades
Capital Project TS144619 - Road Networks Improvements (Main)
Capital Project TS144620 - Road Networks Improvements (Main)
Capital Project ES269319 - Specialized Sewer Repairs
Capital Project PK212419 - New Thames Valley Parkway
Capital Project TS512318 - Street Light Maintenance
Capital Project TS512319 - Street Light Maintenance
McLean Taylor Construction Limited - $8,846,864.57 (excluding H.S.T.)
Parsons Inc. - $781,660.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES		**Approved Budget**	**Revised Budget**	**Committed to Date**	**This Submission**		**Balance for Future Work**
TS176319 - Bridges Major Upgrades							
Engineering		$1,104,506	$1,104,506	$1,104,506			$0
Construction		6,893,858	6,893,858	1,746,181	5,147,677		0
City Related		2,836	2,836	2,836			0
		8,001,200	8,001,200	2,853,523	5,147,677		0
TS176320 - Bridges Major Upgrades							
Engineering		732,732	732,732		491,605		241,127
Construction		4,454,979	4,454,979		416,350		4,038,629
City Related		20,000	20,000				20,000
		5,207,711	5,207,711	0	907,955		4,299,756
TS144619 - Road Networks Improvements							
Engineering		655,310	655,310	655,310			0
Construction		13,263,586	13,263,586	11,760,172	1,503,414		0
City Related		404	404	404			0
		13,919,300	13,919,300	12,415,886	1,503,414		0
TS144620 - Road Networks Improvements (Main)							
Engineering		1,000,000	1,000,000	136,845	231,909		631,246
Engineering (Bell Canada)	3)		3,555		3,555		0
Construction		11,196,200	11,196,200	1,373,152	1,121,340		8,701,708
Construction (Bell Canada)	3)		40,232		40,232		0
		12,196,200	12,239,987	1,509,997	1,397,036		9,332,954
ES269319 - Specialized Sewer Repairs							
Engineering		24,390	24,390		24,390		0
Construction		3,876,610	3,876,610	3,325,347	276,039		275,224
		3,901,000	3,901,000	3,325,347	300,429		275,224
PK212419 - New Thames Valley Parkway							
Engineering		650,000	650,000	10,583	16,084		623,333
Construction		2,849,100	2,849,100	16,781	182,031		2,650,288
		3,499,100	3,499,100	27,364	198,115		3,273,621
TS512318 - Street Light Maintenance							
Engineering		335,528	335,528	307,716	27,812		0
Construction		2,042,646	2,042,646	1,743,254	299,392		0
Traffic Lights		1,222,268	1,222,268	1,222,268			0
		3,600,442	3,600,442	3,273,238	327,204		0
TS512319 - Street Light Maintenance							
Engineering		300,000	300,000	8,504			291,496
Construction		2,385,907	2,385,907	201,312	15,387		2,169,208
		2,685,907	2,685,907	209,816	15,387		2,460,704
NET ESTIMATED EXPENDITURES		**$53,010,860**	**$53,054,647**	**$23,615,171**	**$9,797,217**	**1)**	**$19,642,259**
SUMMARY OF FINANCING:							
TS176319 - Bridges Major Upgrades							
Capital Levy		$2,800,310	$2,800,310	$2,800,310			$0
Drawdown from Capital Infrastructure Gap R.F.		1,200,890	1,200,890		1,200,890		0
Federal Gas Tax		4,000,000	4,000,000	53,213	3,946,787		0
		8,001,200	8,001,200	2,853,523	5,147,677		0

APPENDIX 'A'

#20029

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Contract Award: Tender No. 20-15
Wenige Expressway Bridge Rehabilitation
(Subledger BR170002)
Capital Project TS176319 - Bridges Major Upgrades
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McLean Taylor Construction Limited - $8,846,864.57 (excluding H.S.T.)
Parsons Inc. - $781,660.00 (excluding H.S.T.)

		Approved Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
TS176320 - Bridges Major Upgrades						
Capital Levy		735,023	735,023		735,023	0
Drawdown from Capital Infrastructure Gap R.F.		2,472,688	2,472,688			2,472,688
Federal Gas Tax		2,000,000	2,000,000		172,932	1,827,068
		5,207,711	5,207,711	0	907,955	4,299,756
TS144619 - Road Networks Improvements						
Capital Levy		1,010,583	1,010,583	1,010,583		0
Drawdown from Capital Infrastructure Gap R.F.		803,560	803,560		803,560	0
Federal Gas Tax		12,105,157	12,105,157	11,405,303	699,854	0
		13,919,300	13,919,300	12,415,886	1,503,414	0
TS144620 - Road Networks Improvements						
Capital Levy		22,107	22,107	22,107		0
Debenture Quota		1,582,505	1,582,505			1,582,505
Drawdown from Capital Infrastructure Gap R.F.		1,679,160	1,679,160			1,679,160
Federal Gas Tax		8,912,428	8,912,428	1,487,890	1,353,249	6,071,289
Other Contributions (Bell Canada)	3)		43,787		43,787	0
		12,196,200	12,239,987	1,509,997	1,397,036	9,332,954
ES269319 - Specialized Sewer Repairs						
Capital Sewer Rates		3,901,000	3,901,000	3,325,347	300,429	275,224
PK212419 - New Thames Valley Parkway						
Capital Levy		296,625	296,625	10,545	76,342	209,738
Debenture Quota		1,051,733	1,051,733			1,051,733
Drawdown from City Services - Parks & Rec Reserve Fund (Development Charges)	2)	2,150,742	2,150,742	16,819	121,773	2,012,150
		3,499,100	3,499,100	27,364	198,115	3,273,621
TS512318 - Street Light Maintenance						
Capital Levy		3,533,477	3,533,477	3,273,238	260,239	0
Drawdown from Capital Infrastructure Gap R.F.		66,965	66,965		66,965	0
		3,600,442	3,600,442	3,273,238	327,204	0
TS512319 - Street Light Maintenance						
Capital Levy		2,585,462	2,585,462	209,816	15,387	2,360,259
Drawdown from Capital Infrastructure Gap R.F.		100,445	100,445			100,445
		2,685,907	2,685,907	209,816	15,387	2,460,704
TOTAL FINANCING		**$53,010,860**	**$53,054,647**	**$23,615,171**	**$9,797,217**	**$19,642,259**

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Wenige Expressway Bridge Rehabilitation
(Subledger BR170002)
Capital Project TS176319 - Bridges Major Upgrades
Capital Project TS176320 - Bridges Major Upgrades
Capital Project TS144619 - Road Networks Improvements (Main)
Capital Project TS144620 - Road Networks Improvements (Main)
Capital Project ES269319 - Specialized Sewer Repairs
Capital Project PK212419 - New Thames Valley Parkway
Capital Project TS512318 - Street Light Maintenance
Capital Project TS512319 - Street Light Maintenance
McLean Taylor Construction Limited - $8,846,864.57 (excluding H.S.T.)
Parsons Inc. - $781,660.00 (excluding H.S.T.)

1) **FINANCIAL NOTE:**

ENGINEERING

	TS176320	TS144620	TS144620 (Bell Canada)	ES269319
Contract Price	$483,103	$227,898	$3,555	$23,968
Add: HST @13%	62,803	29,627		3,116
Total Contract Price Including Taxes	545,906	257,525	3,555	27,084
Less: HST Rebate	54,301	25,616		2,694
Net Contract Price	$491,605	$231,909	$3,555	$24,390

	PK241419B	TS512318	Total
Contract Price	$15,805	$27,331	$781,660
Add: HST @13%	2,055	3,553	101,154
Total Contract Price Including Taxes	17,860	30,884	882,814
Less: HST Rebate	1,776	3,072	87,459
Net Contract Price	$16,084	$27,812	$795,355

CONSTRUCTION

	TS176319	TS176320	TS144619	TS144620	TS144620 (Bell Canada)
Contract Price	$5,058,645	$409,149	$1,477,412	$1,101,946	$40,232
Add: HST @13%	657,624	53,189	192,063	143,253	
Total Contract Price Including Taxes	5,716,269	462,338	1,669,475	1,245,199	40,232
Less: HST Rebate	568,592	45,988	166,061	123,859	
Net Contract Price	$5,147,677	$416,350	$1,503,414	$1,121,340	$40,232

	ES269319	PK241419B	TS512318	TS512319	Total
Contract Price	$271,265	$178,882	$294,214	$15,120	$8,846,865
Add: HST @13%	35,264	23,255	38,248	1,966	1,144,862
Total Contract Price Including Taxes	306,529	202,137	332,462	17,086	9,991,727
Less: HST Rebate	30,490	20,106	33,070	1,699	989,865
Net Contract Price	$276,039	$182,031	$299,392	$15,387	$9,001,862

TOTAL ENGINEERING & CONSTRUCTION **$9,797,217**

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

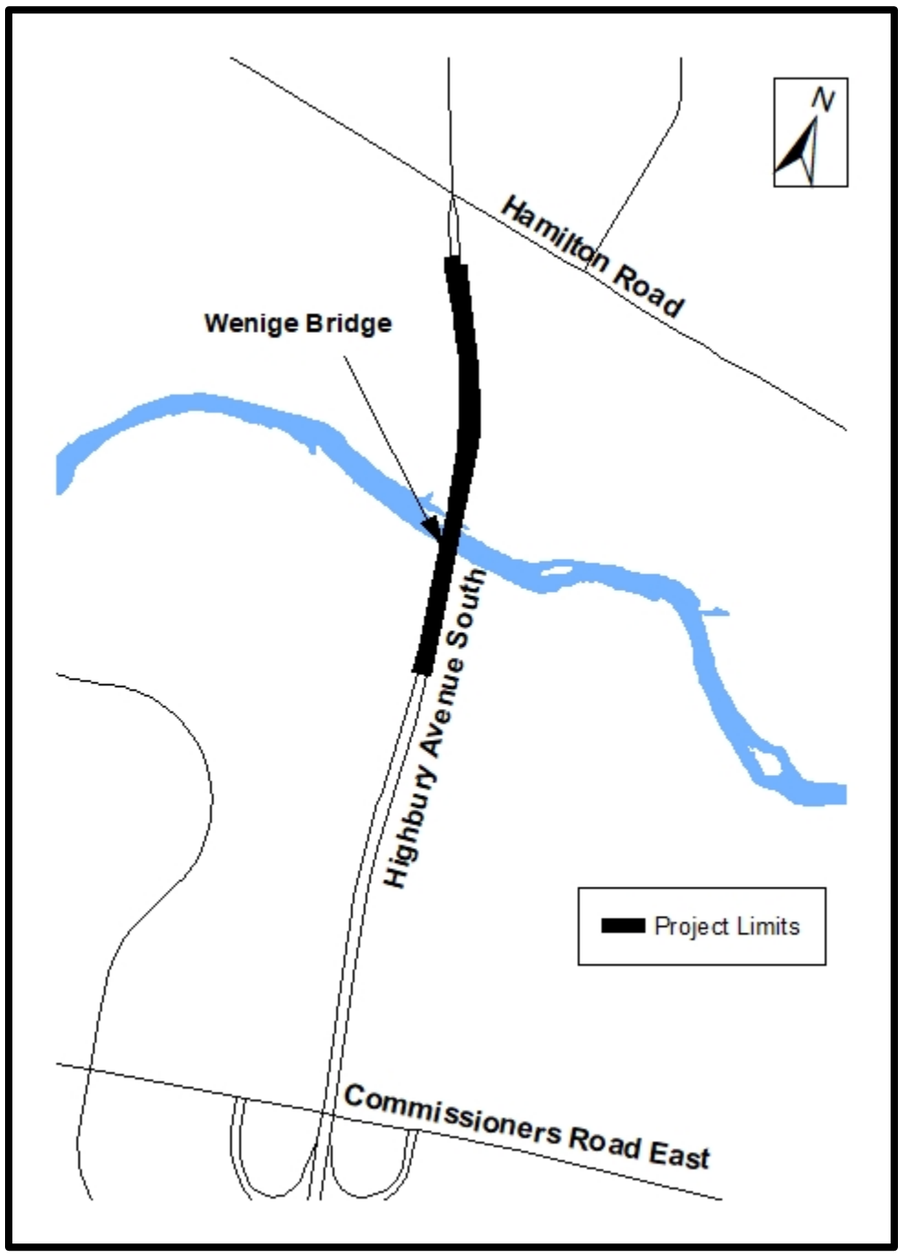
3) Bell Canada has confirmed the approval of their contribution towards this project. The expenditures have increased to accommodate their contributions.

4) There is an additional annual operating cost of $8,000 attributable to new infrastructure installation in Parks Operations.

lp

Jason Davies
Manager of Financial Planning & Policy

APPENDIX B
LOCATION MAP
TENDER 20-15



TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**CONTRACT AWARD: TENDER NO. 20-16 DUNDAS STREET – OLD EAST VILLAGE**

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of the Dundas Street – Old East Village:

(a) The bid submitted by Bre-Ex Construction Inc. at its tendered price of $12,482,777.14, excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by Bre-Ex Construction Inc. was the lowest of four bids received and meets the City's specifications and requirements in all areas;

(b) Dillon Consulting Ltd. (Dillon) **BE AUTHORIZED** Consulting Engineers to complete the contract administration and supervision for Dundas Street – Old East Village in accordance with the estimate, on file, at an upset amount of $1,498,109.03, excluding HST, in accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy;

(c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;

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

(e) the approval given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract for the material to be supplied and the work to be done relating to this project (Tender 20-16);

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

(g) the Civic Administration **BE DIRECTED** to continue consultation with the Old East Village Business Improvement Association throughout the duration of the construction project.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee – November 12, 2018 – Appointment of Consulting Engineer, Infrastructure Renewal Program – Contract C Dundas Street from Adelaide Street to Ontario Street
- Civic Works Committee – February 20, 2019 - Downtown OEV East-West Bikeway Corridor Evaluation

- Planning and Environment Committee – June 17, 2019 – Draft Old East Village Dundas Street Corridor Secondary Plan

2019-23 STRATEGIC PLAN

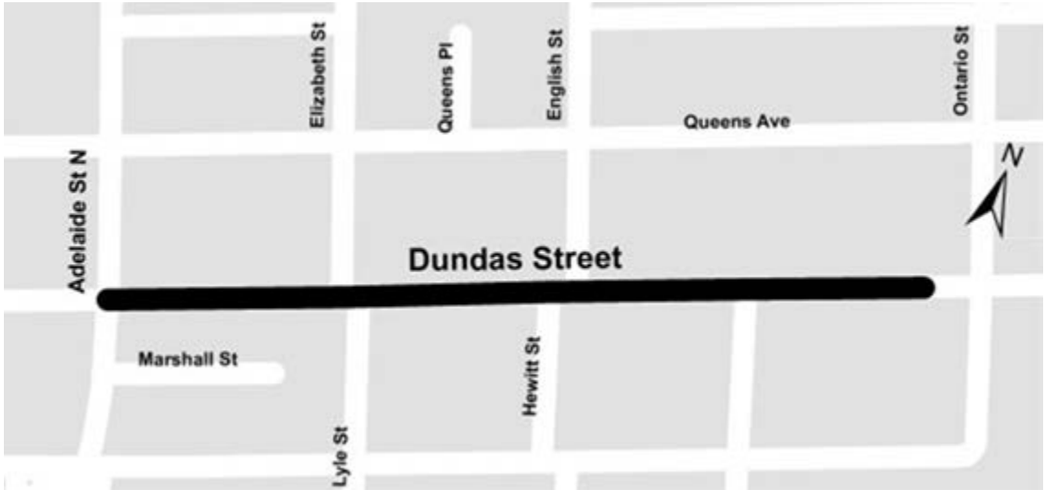
The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by addressing and managing the infrastructure gap and improving safety for all modes of transportation by improving mobility for cyclists, transit, automobile users and pedestrians within this corridor.

The City of London is responsible for a transportation system that promotes the movement of goods and services and strengthens economic growth. The transportation network provides mobility choices for residents and improves quality of life. Good streets promote business, create employment, provide social opportunities, improve emergency response and create markets.

BACKGROUND

Purpose

This report recommends award of a tender RFT 20-16 for the Dundas Street reconstruction from Adelaide Street North to Ontario Street to Bre-Ex Construction Inc. It also recommends that the existing contract with Dillon Consulting Ltd. for engineering consulting services be extended to include contract administration and supervision.



Context

This project will implement required renewal of above and below ground infrastructure to manage the infrastructure gap. The project will also implement streetscape improvements to create an environment more conducive to walking, cycling and taking transit. The project is one of ten London projects with provincial and federal funding from the Investing in Canada Infrastructure Program (ICIP).

The built environment design is informed by the consultation and recommendation from the Downtown OEV East-West Bikeway Corridor Evaluation in collaboration with the Old East Village Dundas Street Corridor Secondary Plan. From these studies, Council endorsed the implementation of Dundas Street and Queens Avenue OEV Hybrid, which can be seen below.

This alternative is a shared cycling route along Dundas Place between Ridout Street and Wellington Street, uni-directional cycle tracks on Dundas Street between Wellington Street and William Street, a cycling couplet on Dundas Street (eastbound) and Queens Avenue (westbound) between William Street and Quebec Street, with side street cycling connections proposed on William Street and Quebec Street.

This project will construct the next phase of the east-west bikeway beginning in spring 2020 with the construction of this project scheduled for two years. The remaining phases of projects that are planned to construct the east-west bikeway can be seen below.

Project Coordination	Location	From	To	Year
Dundas Street Cycle Track	Dundas Street	Wellington Street	Adelaide Street	2020
	William Street	Dundas Street	Queens Avenue	2020
Road Resurfacing (improved westbound lane)	Queens Avenue	William Street	Quebec Street	2022
Dundas TVP Connection	Dundas Street	Kensington Bridge	Ridout Street	2020-2023

DISCUSSION

Project Description

Dundas Street between Adelaide Street North and Ontario Street is within the Old East Village (OEV) district which is a dense commercial area with high transit ridership. Renewal of above and below ground infrastructure is necessary. To help provide a safe, pedestrian-friendly environment with access to transit connections and future rapid transit stations, this project has incorporated an enhanced pedestrian realm while addressing necessary underground work; including replacing and upgrading utilities, aging sewers and watermains. Pedestrian realm enhancements include wider sidewalks and boulevard, planter boxes and trees, an eastbound cycling facility including bicycle parking and enhanced street lighting.

This project is planned to be constructed over two construction seasons starting in spring 2020 and ending in fall 2021. The overall project improvements generally include:

- Replacement of existing sewers with new sanitary and storm sewer, including private drain connections;

- Replacement of watermain and individual water services;
- Utility upgrades;
- Full road reconstruction including new asphalt, curb and gutter, parking bays on the north side of Dundas Street, separated east bound cycle lane, and wider sidewalks; and,
- Unique urban design features and landscaping, including three raised planter beds and over 100 new trees.

Infrastructure replacement needs have been coordinated within Environmental and Engineering Services for efficient use of funds during construction. The project budget has been included in the recommended 2020 Wastewater and Treatment, Water and Transportation Capital Works Budgets.

The proposed works approaching Ontario Street have been coordinated with the Bus Rapid Transit team.

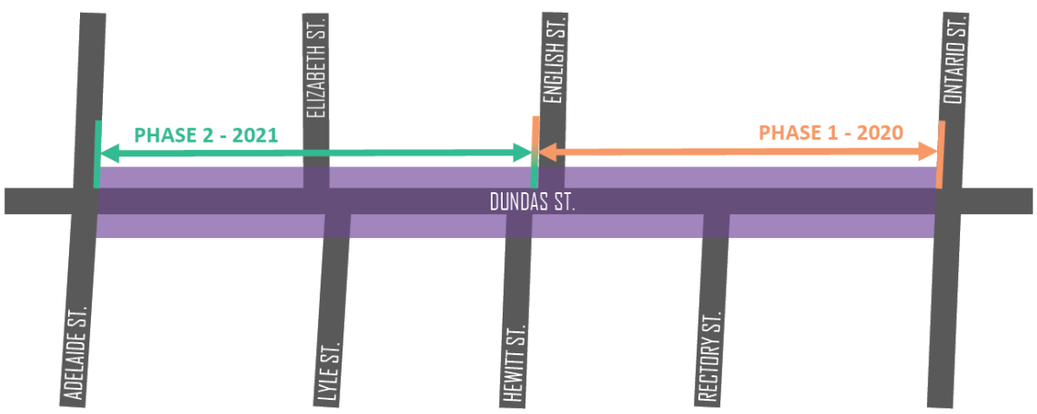
This project also includes work by four utility partners (London Hydro, Bell, Rogers and Start). This coordinated effort addresses existing utility needs and upgrades for downtown intensification. The work identified by the four utility partners, to be funded by them as appropriate, was included within the City's tender for this project.

Traffic Management

During the duration of construction a full road closure on Dundas Street is anticipated while maintaining accessible pedestrian activity and vehicular access to local driveways. A full road closure is required due to the required excavations and narrow width of the right-of-way.

In order to minimize the impact on the general public, local businesses, and residents it is generally proposed to undertake the construction in phases as follows (see below image):

- Phase 1A – Dundas Street, west of English Street to west of Rectory Street
- Phase 1B – Intersection of Dundas Street and Rectory Street
- Phase 1C – east of Rectory Street to Ontario Street
- Phase 2A – Adelaide Street North to east of Elizabeth Street
- Phase 2B – east of Elizabeth Street to east of Hewitt Street (match to Phase 1A)



It should be noted that the breaking down of the construction into these phases minimizes impacts and inconvenience to the general public, local businesses and residents.

Signed detour routes for buses, vehicles and cyclists will direct road users to travel westbound via Quebec Street and Queens Avenue. Eastbound road users will be

directed to use King Street to Ontario Street. Signage within the construction project will assist pedestrians to reach destinations.

Public Consultation

Public consultation has been critical to ensuring a successful project. A summary of key events is below:

- Public Information Centre 1 (June 26, 2019);
- Cycling Advisory Committee (July 10, 2019);
- Transportation Advisory Committee (July 15, 2019);
- Accessibility Advisory Committee (September 10, 2019)
- City and Dillon Staff hosted three days of business drop-in sessions (October, 2019);
- Public Information Centre 2 (December 5, 2019)
- Cycling Advisory Committee (December 18, 2019)
- Transportation Advisory Committee (January 28, 2020)
- Accessibility Advisory Committee (February 27, 2020)

City Staff also consulted with select properties and business owners on a one on one setting to get familiar with individual needs along Dundas Street. The Old East Village Business Improvement Association has played a key role in ensuring community coordination, engagement and providing essential feedback regarding design and coordination considerations. Throughout the duration of the design, the City and the Old East Village Business Improvement Association have been engaged in regular discussions to improve the overall design solution and construction mitigation measures.

Construction Mitigation

Consultation played a major role in building this project. Both the public and the Old East Village Business Improvement Association provided City staff with their unique perspective of the Old East Village District which shaped the design and construction mitigation techniques. The importance of pedestrian connectivity to the municipal parking lots was highlighted throughout the consultation stages. Pedestrian connectivity improvements to both Municipal Lot 1 and Municipal Lot 2 are included in the Dundas Street Old East Village project. These improvements include increased signage, improved lighting, unique pavement markings and enhanced walkways. These improvements are anticipated to be complete in 2020, which will make access to Municipal Lot 1 and Municipal Lot 2 more convenient during the second year of construction.

Parking incentives for Municipal Lot 1 and Municipal Lot 2 are being provided throughout this project as parking will be encouraged to side streets and municipal parking lots, when Dundas Street is closed during construction. Staff have partnered with the Old East Village Business Improvement Association to advertise the parking incentives so that customers and business owners are aware. In addition to parking incentives, improved wayfinding signage to the parking lots is a priority at the start of construction so residents become more familiar with access locations for these municipal parking lots.

Site security is also being proactively enhanced in the contract to improve public safety based on consultation during this Dundas Street construction project, as well as past consultation during the East-West Bikeway Feasibility Study and the Old East Village Dundas Street Corridor Secondary Plan. These public events provided staff with a

better understanding of the pedestrian volumes and unique street environment within the Old East Village district.

Using lessons learned on past projects, the contractor will be improving the street lighting at the start of construction which will allow pedestrians to feel more comfortable in the evening. City staff are also improving the lighting levels on side streets along the project corridor through a separate contract. These lighting improvements will help guide pedestrians as the street changes throughout construction. Pedestrian signage and temporary walkways are included to provide a more comfortable construction environment so that all pedestrians are able to access businesses along the street.

To enhance the communication of the project to the public and businesses, this project is included within the 2020 roster of the Core Construction program. This program offers accentuated attention to communications concerning construction impacts, enhanced coordination among City service areas and externally provides focused ongoing business relations dialogue.

Tender Summary

The tender for the Dundas Street – Old East Village Project were posted on December 23, 2019 and closed January 31, 2020. Four contractors submitted tender prices as listed below, excluding HST.

CONTRACTOR		TENDER PRICE SUBMITTED
1.	Bre-Ex Construction Inc	$12,482,777.14
2.	Omega Contractors Inc.	$12,803,259.37
3.	Amico Infrastructure (Oxford) Inc.	$14,562,756.10
4.	J-AAR Excavating Limited	$15,173,997.85

All tenders have been checked by the Environmental and Engineering Services Department and Dillon. No mathematical errors were found. The results of the tendering process indicate a competitive process. The submitted bid by Bre-Ex Construction Inc. is in line with the tender estimate that was prepared prior to tender opening. All tenders include a contingency allowance of $1,500,000.

Consulting Services

Dillon Consulting was awarded the detailed design of the Dundas Street Infrastructure Renewal project by Council on November 12, 2018. Due to the consultant's knowledge and positive performance on the detailed design, the consultant was invited to submit a proposal to carry out the contract administration and resident supervision for this project. Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other Infrastructure Renewal Program assignments of similar scope.

The continued use of Dillon on this project for construction administration is of financial advantage to the City because the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

The City's construction administration requirement for the creation of record drawings following construction requires a reviewing professional engineer to seal the drawings based on field verification and ongoing involvement. This requirement promotes

consultant accountability for the design. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, Civic Administration is recommending that Dillon be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of $1,498,109.03, excluding HST. These fees are associated with the construction contract administration and resident supervision services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services for this project to $2,544,256.85, excluding HST, between 2019 and 2021.

Operating Budget Impacts

Additional annual sewer and transportation operating costs attributed to new infrastructure installation are summarized in the following table.

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Sewer Operations	Cleaning and flushing of additional sewers, manholes, and catchbasins.	$200
Transportation Operations	Additional 810m of bicycle lane summer and winter maintenance	$8,100

CONCLUSION

The Dundas Street reconstruction will undertake important infrastructure renewal. The infrastructure renewal project provides the opportunity for streetscape improvements. The design has been carefully created considering extensive consultation with the community and Old East Village Business Improvement Association. The construction will be undertaken carefully and supported by specifically created mitigation measures and communication tactics informed by recent construction experience in the downtown. The streetscaping component of the project is benefitting from federal and provincial funding through the ICIP.

Civic Administration reviewed the tender bids and recommends Bre-Ex Construction Inc. be awarded the Dundas Street – Old East Village project in the amount of $12,482,777.14 (excluding HST). Upon Council approval and contract award, staff will confirm a schedule with the contractor and initiate a communication program for the various construction locations.

It is also recommended that in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, Dillon Consulting Limited be authorized to carry out the construction administration and complete this project for a fee estimate of $1,498,109.03, excluding HST.

PREPARED BY:	REVIEWED & CONCURRED BY:
GARFIELD DALES, P. ENG. **DIVISION MANAGER** **TRANSPORTATION PLANNING & DESIGN**	**DOUG MACRAE, P.ENG., MPA** **DIRECTOR, ROADS AND TRANSPORTATION**

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

Attach: Appendix A – Source of Financing

cc: John Freeman, Manager, Purchasing and Supply
John Stevely, Procurement Officer, Purchasing and Supply
Gary McDonald, TCA
Trevor Hitchon, Technologist II
Peter Kavcic, Transportation Design Engineer
Kyle Chambers, Sewer Engineering Division
Aaron Rozentals, Water Engineering Division
Shane Maguire, Roadway Lighting & Traffic Control Division
Brian Huston, Dillon Consulting Ltd.
Bre-Ex Construction Inc, 247 Exeter Road, London, Ontario N6L 1A

APPENDIX 'A'

#20033

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Contract Award: Tender No. 20-16
Dundas Street - Old East Village
(Subledger WS19C00C)
Capital Project TS1749 - Dundas Street - Old East Village Streetscape Improvements - PTIS
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES254020 - Infrastructure Renewal Program - Stormwater Sewers & Treatment
Capital Project ES302519 - Wastewater Servicing Built Area Works
Capital Project ES543619 - Stormwater Sewer Built Area Works
Capital Project EW376520 - Infrastructure Renewal Program - Watermains
Capital Project TS406719 - Traffic Signals - Maintenance
Capital Project TS512319 - Street Light Maintenance
Bre-Ex Construction Inc. - $12,482,777.14 (excluding H.S.T.)
Dillon Consulting Inc. $1,498,109.03.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES		Approved Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
TS1749 Dundas Street Old East Village Streetscape Improvements - PTIS						
Engineering		$1,605,000	$1,605,000		$640,596	$964,404
Engineering (Utilities Share)	2)		173,050		173,050	0
Construction		6,595,000	6,595,000		5,327,011	1,267,989
Construction (Utilities Share)	2)		1,452,399		1,452,399	0
		8,200,000	9,825,449	0	7,593,056	2,232,393
ES241420 - IRP- Sanitary Sewers						
Engineering		1,724,865	1,724,865	216,272	10,596	$1,497,997
Engineering (Utilities Share)		68,176	68,176	68,176		0
Construction		8,543,460	8,543,460	2,005,432	26,433	6,511,595
Construction (Utilities Share)		1,169,247	1,169,247	1,169,247		0
City Related Expenses		25,000	25,000			25,000
		11,530,748	11,530,748	3,459,127	37,029	8,034,592
ES254020 - IRP-Stormwater Sewers & Treatment						
Engineering		2,000,000	2,000,000	216,273	7,646	1,776,081
Construction		11,392,126	11,392,126	2,005,431	125,158	9,261,537
City Related Expenses		100,000	100,000			100,000
		13,492,126	13,492,126	2,221,704	132,804	11,137,618
ES302519- Wastewater Servicing Built Area Works						
Engineering		300,000	300,000	60,634	230,213	9,153
Construction		4,393,220	4,393,220	1,270,755	1,968,393	1,154,072
		4,693,220	4,693,220	1,331,389	2,198,606	1,163,225
ES543619 - Stormwater Sewer Built Area Works						
Engineering		800,000	800,000	54,098	166,100	579,802
Construction		8,968,368	8,968,368	1,133,780	1,334,218	6,500,370
		9,768,368	9,768,368	1,187,878	1,500,318	7,080,172
EW376520 - IRP-Watermains						
Engineering		2,318,186	2,318,186	403,094	201,487	1,713,605
Construction		15,000,000	15,000,000	3,936,540	1,678,857	9,384,603
		17,318,186	17,318,186	4,339,634	1,880,344	11,098,208
TS406719 - Traffic Signals - Maintenance						
Engineering		500,000	500,000	57,001	35,795	407,204
Construction		2,176,385	2,176,385	896,071	298,256	982,058
Traffic Signals		1,406,426	1,406,426	1,406,426		0
		4,082,811	4,082,811	2,359,498	334,051	1,389,262
TS512319 - Street Light Maintenance						
Engineering		300,000	300,000	8,504	55,949	235,547
Construction		2,385,907	2,385,907	216,699	466,187	1,703,021
		2,685,907	2,685,907	225,203	522,136	1,938,568
NET ESTIMATED EXPENDITURES		**$71,771,366**	**$73,396,815**	**$15,124,433**	**$14,198,344**	**1) $44,074,038**

APPENDIX 'A'

#20033

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Contract Award: Tender No. 20-16
Dundas Street - Old East Village
(Subledger WS19C00C)
Capital Project TS1749 - Dundas Street - Old East Village Streetscape Improvements - PTIS
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES254020 - Infrastructure Renewal Program - Stormwater Sewers & Treatment
Capital Project ES302519 - Wastewater Servicing Built Area Works
Capital Project ES543619 - Stormwater Sewer Built Area Works
Capital Project EW376520 - Infrastructure Renewal Program - Watermains
Capital Project TS406719 - Traffic Signals - Maintenance
Capital Project TS512319 - Street Light Maintenance
Bre-Ex Construction Inc. - $12,482,777.14 (excluding H.S.T.)
Dillon Consulting Inc. $1,498,109.03.00 (excluding H.S.T.)

		Approved Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
SUMMARY OF FINANCING:						
TS1749 Dundas Street Old East Village Streetscape Improvements - PTIS						
Debenture	5)	$2,186,940	$2,186,940	$0	$399,619	$1,787,321
Federal PTIS (Public Transit Infrastructure Stream)		3,280,000	3,280,000		3,037,222	242,778
Provincial PTIS (Public Transit Infrastructure Stream)		2,733,060	2,733,060		2,530,766	202,294
Contributions from Utility Companies	2)		1,625,449		1,625,449	0
		8,200,000	9,825,449	0	7,593,056	2,232,393
ES241420 - IRP- Sanitary Sewers						
Capital Sewer Rates		$5,642,540	$5,642,540			$5,642,540
Federal Gas Tax		4,650,785	4,650,785	2,221,704	37,029	2,392,052
Contribution from Utility Companies		1,237,423	1,237,423	1,237,423		0
		11,530,748	11,530,748	3,459,127	37,029	8,034,592
ES254020 - IRP-Stormwater Sewers & Treatment						
Capital Sewer Rates		2,277,960	2,277,960	2,221,704	56,256	0
Drawdown from Sewage Works Reserve Fund		11,214,166	11,214,166		76,548	11,137,618
		13,492,126	13,492,126	2,221,704	132,804	11,137,618
ES302519- Wastewater Servicing Built Area Works						
Drawdown from Sewage Works Reserve Fund		2,928,570	2,928,570	1,198,250	619,136	1,111,184
Drawdown from City Services - Wastewater Reserve Fund (Development Charges)	3)	1,764,650	1,764,650	133,139	1,579,470	52,041
		4,693,220	4,693,220	1,331,389	2,198,606	1,163,225
ES543619 - Stormwater Sewer Built Area Works						
Drawdown from Sewage Works Reserve Fund		4,346,924	4,346,924	1,069,090	393,848	2,883,986
Drawdown from City Services - Stormwater Reserve Fund (Development Charges)	3)	5,421,444	5,421,444	118,788	1,106,470	4,196,186
		9,768,368	9,768,368	1,187,878	1,500,318	7,080,172
EW376520 - IRP-Watermains						
Capital Water Rates		10,753,000	10,753,000	4,339,634	1,880,344	4,533,022
Drawdown from Capital Water Reserve Fund		6,565,186	6,565,186			6,565,186
		17,318,186	17,318,186	4,339,634	1,880,344	11,098,208
TS406719 - Traffic Signals - Maintenance						
Capital Levy		3,881,921	3,881,921	2,359,498	334,051	1,188,372
Drawdown from Capital Infrastructure Gap Reserve Fund		200,890	200,890			200,890
		4,082,811	4,082,811	2,359,498	334,051	1,389,262
TS512319 - Street Light Maintenance						
Capital Levy		2,585,462	2,585,462	225,203	522,136	1,838,123
Drawdown from Capital Infrastructure Gap R.F.		100,445	100,445			100,445
		2,685,907	2,685,907	225,203	522,136	1,938,568
TOTAL FINANCING		**$71,771,366**	**$73,396,815**	**$15,124,433**	**$14,198,344**	**$44,074,038**

APPENDIX 'A'

#20033

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Contract Award: Tender No. 20-16
Dundas Street - Old East Village
(Subledger WS19C00C)
Capital Project TS1749 - Dundas Street - Old East Village Streetscape Improvements - PTIS
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES254020 - Infrastructure Renewal Program - Stormwater Sewers & Treatment
Capital Project ES302519 - Wastewater Servicing Built Area Works
Capital Project ES543619 - Stormwater Sewer Built Area Works
Capital Project EW376520 - Infrastructure Renewal Program - Watermains
Capital Project TS406719 - Traffic Signals - Maintenance
Capital Project TS512319 - Street Light Maintenance
Bre-Ex Construction Inc. - $12,482,777.14 (excluding H.S.T.)
Dillon Consulting Inc. $1,498,109.03.00 (excluding H.S.T.)

1) **FINANCIAL NOTE:**

Engineering

	TS1749	TS149-Utilities	ES241420	ES254020	ES302519B
Contract Price	$629,517	$173,050	$10,412	$7,513	$226,231
Add: HST @13%	81,837	0	1,354	977	29,410
Total Contract Price Including Taxes	711,354	173,050	11,766	8,490	255,641
Less: HST Rebate	70,758	0	1,170	844	25,428
Net Contract Price	$640,596	$173,050	$10,596	$7,646	$230,213

	ES543619B	EW376520	TS406718	TS512319	Total
Contract Price	$163,227	$198,002	$35,176	$54,981	$1,498,109
Add: HST @13%	21,220	25,740	4,573	7,148	172,259
Total Contract Price Including Taxes	184,447	223,742	39,749	62,129	1,670,368
Less: HST Rebate	18,347	22,255	3,954	6,180	148,936
Net Contract Price	$166,100	$201,487	$35,795	$55,949	$1,521,432

Construction

	TS1749	TS1749-Utilities	ES241420	ES254020	ES302519B
Contract Price	$5,234,877	$1,452,399	$25,976	$122,993	$1,934,349
Add: HST @13%	680,534	0	3,377	15,989	251,465
Total Contract Price Including Taxes	5,915,411	1,452,399	29,353	138,982	2,185,814
Less: HST Rebate	588,400	0	2,920	13,824	217,421
Net Contract Price	$5,327,011	$1,452,399	$26,433	$125,158	$1,968,393

	ES543619B	EW376520	TS406718	TS512319	Total
Contract Price	$1,311,142	$1,649,820	$293,097	$458,124	$12,482,777
Add: HST @13%	170,448	214,477	38,103	59,556	1,433,949
Total Contract Price Including Taxes	1,481,590	1,864,297	331,200	517,680	13,916,726
Less: HST Rebate	147,372	185,440	32,944	51,493	1,239,814
Net Contract Price	$1,334,218	$1,678,857	$298,256	$466,187	$12,676,912

Engineering and Construction Total **$14,198,344**

2) London Hydro, Bell Canada, Start Communications and Rogers Communications have confirmed the approval of their contribution towards this project. The expenditures have increased to accommodate their contributions.
3) Development Charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2019.
4) There will be additional annual operating costs of $200 for Sewer Operations and $8,100 for Transportation Operations attributable to new infrastructure installations

Note to City Clerk:

5) Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary authorizing by-law.

An authorizing by-law should be drafted to secure debenture financing for project TS1749 - Dundas Street Old East Village Streetscape Improvements - PTIS for the net amount to be debentured of $2,186,940.

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Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG, MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**CONTRACT AWARD: TENDER RFT 20-05 VETERANS MEMORIAL PARKWAY NORTHWARD EXTENSION AND HURON STREET IMPROVEMENTS**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of contracts for Veterans Memorial Parkway Northward Extension and Huron Street Improvements:

a) The bid submitted by L82 Construction Ltd. at its tendered price of $11,248,527.24, excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by L82 Construction Ltd. was the lowest of four bids received and meets the City's specification and requirements in all areas;

b) Stantec Consulting Ltd. (Stantec) **BE AUTHORIZED** Consulting Engineers to complete the contract administration, construction supervision and additional effort required for coordination of utility relocation and stormwater management work required for the said projects in accordance with the estimate, on file, at an upset amount of $854,882.92, excluding HST, and in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;

c) the financing for the project **BE APPROVED** in accordance with the "Sources of Financing Reports" attached hereto as Appendix A;

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

e) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract for the material to be supplied and the work to be done relating to this project (Tender 20-05); and,

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

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee – December 1, 2015 – Veterans Memorial Parkway North Extension Huron Street to Clarke Road Detailed Design Appointment of

Consulting Engineer

- Build and Natural Environment Committee – February 14, 2011 – Veterans Memorial Parkway Financial Analysis
- Planning Committee – April 12, 2010 – Public Meeting and OPA for Veterans Memorial Parkway
- Municipal Council – October 20, 2008 – Full presentation to Municipal Council related to the recommendations of staff report on the Veterans Memorial Parkway Environmental Assessment and concurrent Official Plan Amendment
- Planning Committee – October 6, 2008 – Statutory Public Meeting, Presentation on the Veterans Memorial Parkway Class Environmental Assessment Environmental Study Report
- Environment and Transportation Committee – July 14, 2008 – Veterans Memorial Parkway Class Environmental Assessment
- Environment and Transportation Committee Presentation – November 12, 2007 – Len Rach, Giffels Consulting and Director of Roads and Transportation Veteran's Memorial Parkway Interchange Study
- Environment and Transportation Committee – July 17, 2006 - Airport Road Interchanges – Environmental Assessment Study - Consultant Appointment
- Environment and Transportation Committee – February 06, 1996 - Airport Road Extension Environmental Study Report

2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the focus area of Building a Sustainable City by building new transportation, water and sewer infrastructure to meet the long term needs of our community. The extension of this important transportation and economic corridor will contribute to providing convenient and connected mobility choices and facilitating goods movement.

BACKGROUND

Purpose

This report recommends the award of construction tender RFT 20-05 for the Veterans Memorial Parkway (VMP) Northward Extension from Huron Street to Clarke Road and Huron Street Improvements to L82 Construction Ltd. It also recommends that the existing contract with Stantec Consulting Ltd. be extended to include contract administration, construction supervision and additional effort related to coordination of utility work and stormwater management aspects of the project.

Context

VMP is a major north-south corridor on the east side of the City. It conveniently provides access to and from Highway 401 and extends from Wilton Grove Road in the south to Huron Street in the north. VMP is a controlled access road providing a direct link between Highway 401 and the London International Airport and surrounding industrial, residential and agricultural lands. The VMP has been identified as a key component of the City's transportation system in a number of transportation planning studies completed to date.

The VMP Northward Extension from Huron Street to Clarke Road was identified as a priority project in the Smart Moves 2030 Transportation Master Plan (TMP). This project is an important component and the next implementation phase of the initial VMP Class Environmental Assessment Study completed in 2008.

DISCUSSION

Project Description

The Official Plan has long identified a high order VMP corridor that extends north and connects to Clarke Road. Currently, VMP terminates at Huron Street and the majority of the traffic is forced to go through the Clarke Road and Huron Street Intersection which creates significant traffic congestion particularly during rush hours. Providing a direct connection of VMP to Clarke Road will improve network efficiency and will alleviate the traffic issues and improve the level of service in the area.

The project involves a two-lane extension of VMP north of Huron Street along the alignment illustrated in Figure 1. The two-lanes will match the existing road cross-sections to the north and south. The project design accounts for a future four-lane symmetrical widening as four-lane corridor improvements advances from the south and north. These future projects are currently identified in the second half of the 20-year Development Charges Background Study horizon.

Since the commencement of the detailed design in 2015, opportunities have arisen to coordinate and combine infrastructure works into this contract as the industrial lands surrounding the planned extension have evolved. This contract also delivers the Huron Street Improvements from VMP to the Canadian National Rail tracks which is another project recommended in the Development Charges Background Study to facilitate industrial growth. Combining both projects will reduce overall construction impacts for commuters and nearby residents, as well as provide improved cost-effectiveness. Unique design features and additional components delivered in this project can be seen below:

- Adjusting of the 1.5 km extension of VMP expressway road alignment from Huron Street to Clarke Road to avoid impacts to Hydro One infrastructure;
- New 400 mm diameter watermain along the proposed extension of VMP;
- Introduction of a new signalized intersection at the entrance to the Fanshawe Conservation Area;
- New sanitary sewer services on Huron Street west and east of VMP to service Huron Industrial Lands development and local properties;
- Rehabilitation of an existing section of VMP southerly to Oxford Street East;
- Introduction of a path connection from the proposed signalized intersection of VMP/Clarke Road/Fanshawe Conservation Area entrance to Ted Early Sports Complex;
- Proposed signalized intersection at VMP/Clarke Road/Fanshawe Conversation Area entrance accommodates a future multi-use pathway on the west side of Clarke Road as shown in the Clarke Road Improvements Environmental Assessment;
- Coordination with the Huron Industrial Stormwater Management Facility project; and,

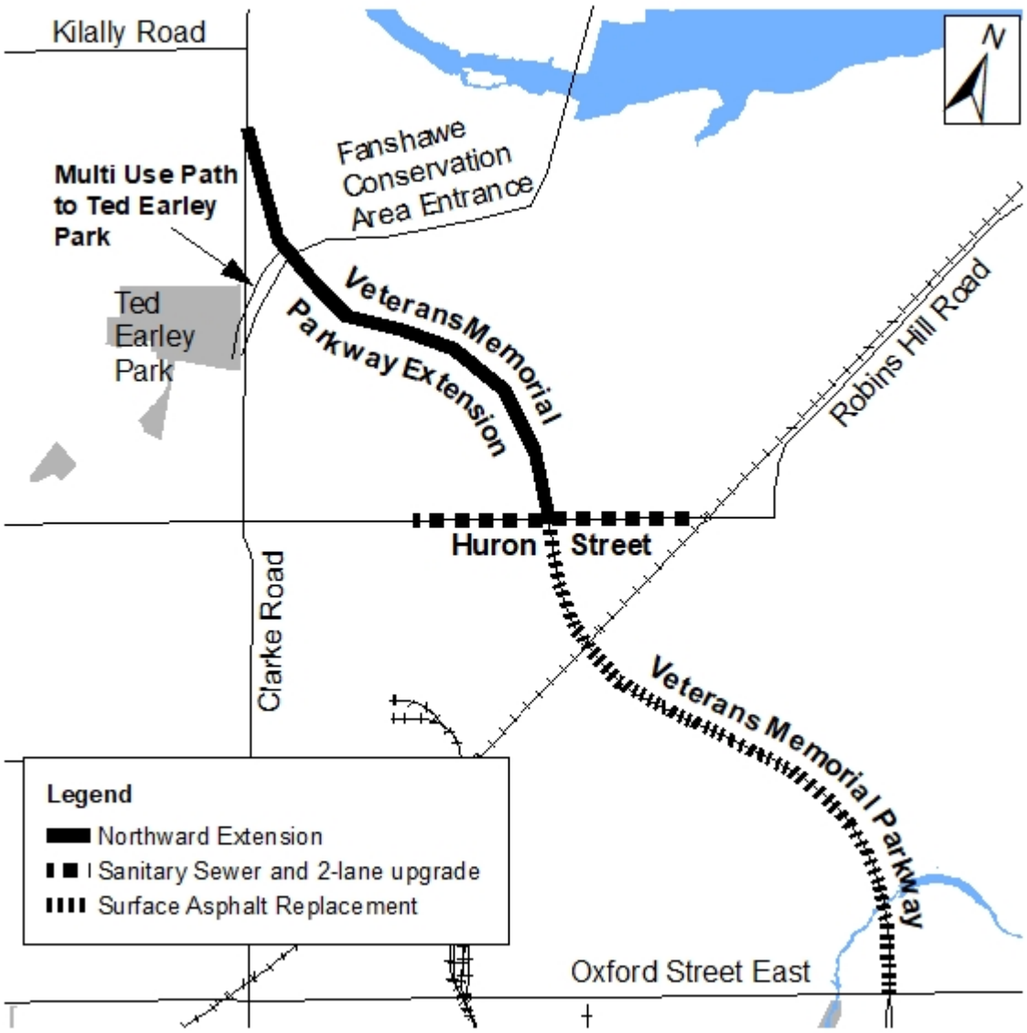
- Other improvements of the existing infrastructure effected by the project such as lighting, signals, stormwater management, etc.

Infrastructure replacement needs have been coordinated within Environmental and Engineering Services and Development and Compliance Services for efficient use of funds during construction. The project budget for the collaborative components in this project have been included in the recommended 2020 Industrial Wastewater and Industrial Water budgets.

The construction is anticipated to commence in Spring 2020. The project is expected to be completed by the end of the 2020 construction season with surface asphalt on Huron Street to be placed in 2021.

Figure 1 shows the location and alignment of the proposed VMP extension, rehabilitation work on existing VMP and sewer work on Huron St. The abandoned section of Clarke Road west of the new intersection with VMP will be grassed with granular base so that existing utilities can be maintained.

Figure 1. Location Map and Proposed Alignment



Traffic Management

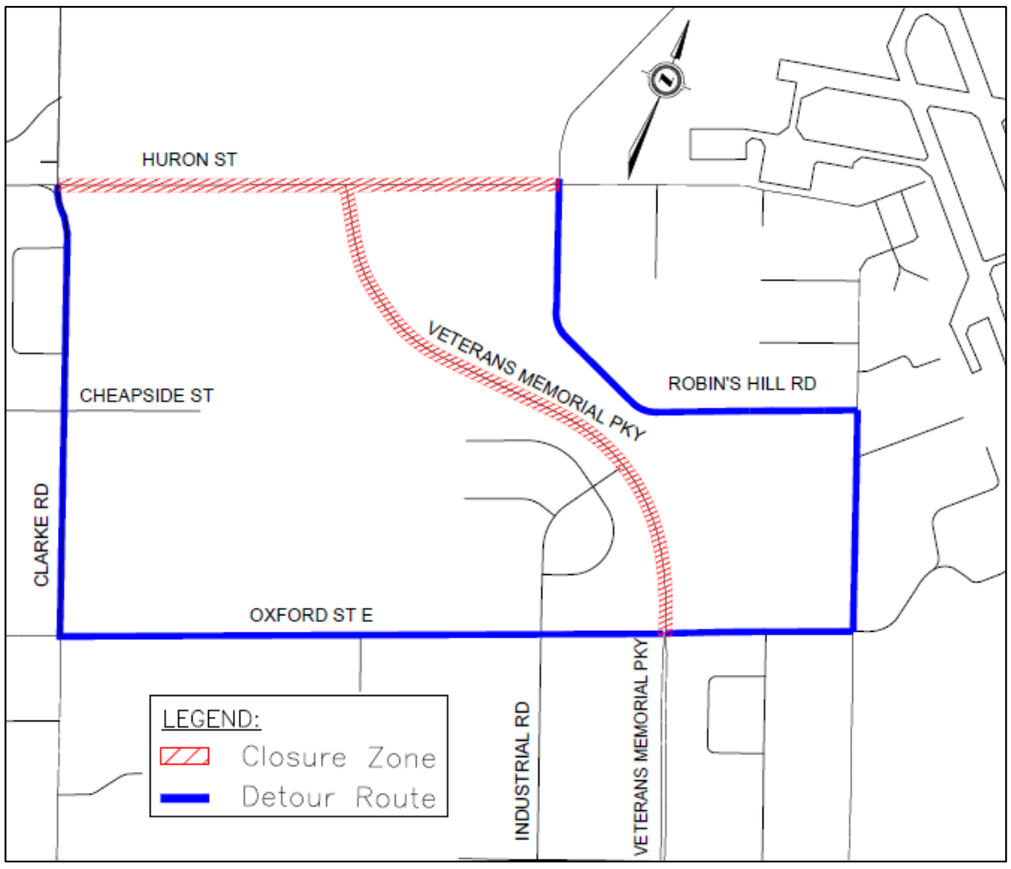
A closure of VMP (from Huron Street to Oxford Street) and Huron Street (from Clarke Road to the CNR tracks) will be required. This closure is necessary for commuter and contractor safety and constructability of both the deep sanitary sewers on Huron

Street and adjustment of the roadway grades at the existing intersection of VMP and Huron Street. The duration of the closure will be minimized as much as possible and is expected to be six to eight weeks long.

The Traffic Management Plan was developed with the most appropriate detour route for this closure shown on Figure 2 below. Communications to raise awareness will be implemented to mitigate impacts to travellers.

The rest of the traffic disruptions will be minor in nature and include localized lane restrictions on Clarke Road and at the entrance to the Fanshawe Conservation Area to be coordinated with UTRCA.

Figure 2: Detour Route for Huron St and VMP Closure



Tender Summary

Tenders for the VMP Northward Extension project (RFT 20-05) were opened on February 11, 2020. Four contractors submitted their prices as listed below, excluding HST:

	CONTRACTOR	TENDER PRICE SUBMITTED
1.	L82 Construction Ltd.	$11,248,527.24
2.	J-AAR Excavating Limited	$12,691,314.60
3.	Bre-Ex Construction Inc.	$13,062,515.22
4.	Aecon Construction and Materials Limited	$17,425,623.03

All tenders have been checked by Stantec Consulting Ltd. and the Environmental and Engineering Services Department and include a $1,200,000 contingency amount. No mathematical errors were found. The result of the tendering process indicated a

competitive process. The engineering estimate for this project was $14,555,170, excluding HST. The submitted bid by L82 Construction Ltd. is in line with the tender estimate that was prepared prior to the tender opening.

Consulting Services

Stantec was awarded the detailed design of the Veteran's Memorial Parkway North Extension project on December 1, 2015 after a competitive process. Due to the consultant's knowledge and positive performance on the detailed design, the consultant was invited to submit a proposal to carry out the contract administration, construction supervision and additional effort related to coordination of utility work and stormwater management aspects of the project. Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates were consistent with other infrastructure assignments of similar scope.

The continued use of Stantec on this project for construction administration is of financial advantage to the City because the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected. The City's construction administration requirement for the creation of record drawings following construction requires the reviewing professional engineer to seal the drawings based on field verification and ongoing involvement. This requirement promotes consultant accountability for the design. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order maintain this accountability process and to manage risk.

In accordance with Section 15.2(g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that Stantec Consulting Ltd. be authorized to carry out the contract administration for the VMP Northward Extension and Huron Street Improvements projects for a fee estimate of $854,882.92, excluding HST. The approval of this work will bring the value of the overall consulting assignment to $1,263,241.92, excluding HST. These fees include additional effort related to utility and stormwater management coordination and the new sanitary sewer and related roadway improvements on Huron Street. Adding the planned Huron Street improvements to this project provides cost efficiencies associated with traffic staging and contractor mobilization and will minimize future traffic disruption as compared to undertaking a separate project.

Operating Costs

Anticipated annual operating costs associated with the additional infrastructure is summarized below:

Service Area	Rationale	Increase in Annual Operating Costs
Roadside Operations	Additional Roadway	$52,876
Forestry Operations	Additional trees	$8,290
Parks Operations	Additional vegetation and multi-use path	$38,000
Water Operations	Additional watermain along VMP extension	$600
Sewer Operations	Additional sewers along Huron Street	$950
Traffic Signals	Additional traffic signal at VMP/Clarke	$7,292
Street Lighting	Additional street lighting at intersections	$1,336

CONCLUSION

The VMP Northward Extension is identified in the London Plan and transportation planning documents. The project will create network efficiencies, address local traffic deficiencies, accommodate future growth and development and improve active transportation and safety through introducing a new signalized intersection and pathway. The coordinated Huron Street Improvements will facilitate employment lands development. Staff recommend that the construction contract for the VMP Northward Extension and Huron Street Improvements be awarded to L82 Construction Ltd. in the amount of $11,248,527.24, excluding HST. Upon Council approval and contract award, staff will confirm a schedule with the contractor and initiate a communication program for the various construction locations.

It is also recommended that in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, Stantec Consulting Ltd. be authorized to carry out the construction administration and coordination to complete this project for a fee estimate of $854,882.92, excluding HST.

PREPARED BY:	**REVIEWED & CONCURRED BY:**
GARFIELD DALES, P. ENG. **DIVISION MANAGER** **TRANSPORTATION PLANNING & DESIGN**	**DOUG MACRAE, P.ENG.** **DIRECTOR, ROADS AND TRANSPORTATION**

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

Attach: Appendix A: Source of Financing

cc: John Freeman, Manager, Purchasing and Supply
Gary McDonald, TCA
Andrew Macpherson, Parks Planning and Operations
Aaron Rozentals, Water Engineering
Chris McIntosh, Industrial Lands Development
Kevin Graham, Sewer Engineering
Brian Nourse, Construction Administration
Peter Kavcic, Transportation Planning and Design
Paul Yanchuk, Transportation Planning and Design
L82 Construction Ltd., 2070 Huron Street, London ON, N5V 5A7
Stantec Consulting Ltd., 171 Queens Avenue, 6th Floor, London ON, N6A 5J7

APPENDIX 'A'

#20026

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Contract Award: Tender RFT 20-05
Veterans Memorial Parkway Northward Extension and Huron Street Improvements
(Subledger RD150022)
Capital Project TS1621-1 - Veterans Memorial Pky - Huron St to Clarke Road
Capital Project TS1410 - Huron Street Upgrades VMP Easterly to Railway
Capital Project TS144620 - Road Networks Improvements (Main)
Capital Project ID2195 - Watermain Industrial
Capital Project ID1057 - Industrial Wastewater Servicing Works
Capital Project PK212419 - New Thames Valley Parkway
L82 Construction Ltd. - $11,248,527.24 (excluding H.S.T.)
Stantec Consulting Ltd. (Stantec) - $854,882.92 (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
TS1621-1 - Veterans Memorial Pky - Huron St to Clarke Road						
Engineering		$1,254,700	$450,857	$503,028		$300,815
Land Acquisition		1,850,515	403,192			1,447,323
Construction		7,153,685	33,306	7,120,379		0
Utilities		2,018,000	254,334			1,763,666
City Related		100,000	215			99,785
		12,376,900	1,141,904	7,623,407		3,611,589
TS1410 - Huron Street Upgrades VMP Easterly to Railway						
Engineering		154,767		154,767		0
Construction		1,606,324		1,606,324		0
Utilities		13,309				13,309
City Related		20,000				20,000
		1,794,400	0	1,761,091		33,309
TS144620 - Road Networks Improvements (Main)						
Engineering		1,000,000	114,731	22,114		863,155
Construction		11,196,200	1,005,306	367,846		9,823,048
		12,196,200	1,120,037	389,960		10,686,203
ID2195 - Watermain Industrial						
Engineering		500,000		78,551		421,449
Construction		4,434,053	645,586	981,828		2,806,639
		4,934,053	645,586	1,060,379		3,228,088
ID1057 - Industrial Wastewater Servicing Works						
Engineering		1,000,100	494,382	100,886		404,832
Construction		7,250,000	4,515,097	1,353,343		1,381,560
		8,250,100	5,009,479	1,454,229		1,786,392
PK212419 - New Thames Valley Parkway						
Engineering		650,000		10,583		639,417
Construction		2,849,100		16,781		2,832,319
		3,499,100	0	27,364		3,471,736
NET ESTIMATED EXPENDITURES		**$43,050,753**	**$7,917,006**	**$12,316,430**	**1)**	**$22,817,317**
SUMMARY OF FINANCING:						
TS1621-1 - Veterans Memorial Pky - Huron St to Clarke Road						
Capital Levy		$55,400	$55,400			$0
Debenture Quota		664,580		440,366		224,214
Drawdown from Industrial Oversizing R.F.		48,400	15,491	32,909		0
Drawdown from City Services - Roads Reserve Fund (Development Charges)	2)	11,608,520	1,071,013	7,150,132		3,387,375
		12,376,900	1,141,904	7,623,407		3,611,589

APPENDIX 'A'

#20026

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Contract Award: Tender RFT 20-05
Veterans Memorial Parkway Northward Extension and Huron Street Improvements
(Subledger RD150022)
Capital Project TS1621-1 - Veterans Memorial Pky - Huron St to Clarke Road
Capital Project TS1410 - Huron Street Upgrades VMP Easterly to Railway
Capital Project TS144620 - Road Networks Improvements (Main)
Capital Project ID2195 - Watermain Industrial
Capital Project ID1057 - Industrial Wastewater Servicing Works
Capital Project PK212419 - New Thames Valley Parkway
L82 Construction Ltd. - $11,248,527.24 (excluding H.S.T.)
Stantec Consulting Ltd. (Stantec) - $854,882.92 (excluding H.S.T.)

		Approved Budget	Committed to Date	This Submission	Balance for Future Work
TS1410 - Huron Street Upgrades VMP Easterly to Railway					
Debenture Quota	4a)	246,232		241,661	4,571
Drawdown from City Services - Roads Reserve Fund (Development Charges)	2)	1,548,168		1,519,430	28,738
		1,794,400	0	1,761,091	33,309
TS144620 - Road Networks Improvements (Main)					
Capital Levy		22,107	22,107		0
Debenture Quota		1,582,505			1,582,505
Drawdown from Capital Infrastructure Gap R.F.		1,679,160			1,679,160
Federal Gas Tax		8,912,428	1,097,930	389,960	7,424,538
		12,196,200	1,120,037	389,960	10,686,203
ID2195 - Watermain Industrial					
Drawdown from City Services - Water Reserve Fund (Development Charges)	2)	4,934,053	645,586	1,060,379	3,228,088
ID1057 - Industrial Wastewater Servicing Works					
Drawdown from City Services - Wastewater Reserve Fund (Development Charges)	2)	1,000,100	1,000,100		0
Debenture By-law No. W.-5643-22 (Serviced through City Services - Wastewater R.F. (Development Charges))	2) & 5)	7,250,000	4,009,379	1,454,229	1,786,392
		8,250,100	5,009,479	1,454,229	1,786,392
PK212419 - New Thames Valley Parkway					
Capital Levy		296,625		10,545	286,080
Debenture Quota	4b)	1,051,733			1,051,733
Drawdown from City Services - Parks & Rec Reserve Fund (Development Charges)	2)	2,150,742		16,819	2,133,923
		3,499,100	0	27,364	3,471,736
TOTAL FINANCING		**$43,050,753**	**$7,917,006**	**$12,316,430**	**$22,817,317**

1) **FINANCIAL NOTE:**

ENGINEERING

	TS1621-1	TS1410	TS144620	ID2195
Contract Price	$494,327	$152,090	$21,732	$77,192
Add: HST @13%	64,263	19,772	2,825	10,035
Total Contract Price Including Taxes	558,590	171,862	24,557	87,227
Less: HST Rebate	55,562	17,095	2,443	8,676
Net Contract Price	$503,028	$154,767	$22,114	$78,551

	ID1057	PK241419A	Total
Contract Price	$99,142	$10,400	$854,883
Add: HST @13%	12,888	1,352	111,135
Total Contract Price Including Taxes	112,030	11,752	966,018
Less: HST Rebate	11,144	1,169	96,089
Net Contract Price	$100,886	$10,583	$869,929

APPENDIX 'A'

#20026

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Contract Award: Tender RFT 20-05
Veterans Memorial Parkway Northward Extension and Huron Street Improvements
(Subledger RD150022)
Capital Project TS1621-1 - Veterans Memorial Pky - Huron St to Clarke Road
Capital Project TS1410 - Huron Street Upgrades VMP Easterly to Railway
Capital Project TS144620 - Road Networks Improvements (Main)
Capital Project ID2195 - Watermain Industrial
Capital Project ID1057 - Industrial Wastewater Servicing Works
Capital Project PK212419 - New Thames Valley Parkway
L82 Construction Ltd. - $11,248,527.24 (excluding H.S.T.)
Stantec Consulting Ltd. (Stantec) - $854,882.92 (excluding H.S.T.)

CONSTRUCTION

	TS1621-1	**TS1410**	**TS144620**	**ID2195**
Contract Price	$6,997,227	$1,578,542	$361,484	$964,847
Add: HST @13%	909,640	205,210	46,993	125,430
Total Contract Price Including Taxes	7,906,867	1,783,752	408,477	1,090,277
Less: HST Rebate	786,488	177,428	40,631	108,449
Net Contract Price	$7,120,379	$1,606,324	$367,846	$981,828

	ID1057	**PK241419A**	**Total**
Contract Price	$1,329,936	$16,491	$11,248,527
Add: HST @13%	172,892	2,144	1,462,309
Total Contract Price Including Taxes	1,502,828	18,635	12,710,836
Less: HST Rebate	149,485	1,854	1,264,335
Net Contract Price	$1,353,343	$16,781	$11,446,501

TOTAL CONSTRUCTION & ENGINEERING **$12,316,430**

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

3) Additional annual operating costs attributed to additional infrastructure as follows: Roadside Operations - $52,876, Forestry Operations - $8,290, Parks Operations - $38,000, Water Operations - $600, Sewer Operations - $950, Traffic Signals - $7,292 and Street Lighting - $1,336.

Note to City Clerk:

4) Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary authorizing by-laws.

a) An authorizing by-law should be drafted to secure debenture financing for project TS1410 - Huron Street Upgrades VMP Easterly to Railway for the net amount to be debentured of $246,232.00.

b) An authorizing by-law should be drafted to secure debenture financing for project PK212419 - New Thames Valley Parkway for the net amount to be debentured of $1,051,733.00.

5) The City Clerk be authorized to increase Debenture By-law No. W.-5643-22 by $2,250,000.00 from $5,000,000.00 to $7,250,000.00.

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Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**CYCLING MASTER PLAN TECHNICAL AMENDMENTS**

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Cycling Master Plan - Technical Amendments:

a) The amendments to the Cycling Master Plan **BE APPROVED** as identified herein and in Appendix A, Appendix B, and Appendix C; and,

b) The report content providing an update on Cycling Master Plan Action Item #6 – “Creating a Cycling Specific Web Presence”, and Action Item #9 – “Establishing Performance Measures” **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – January 10, 2017 – Queens Avenue and Colborne Street Cycle Tracks
- Strategic Priorities and Policy Committee – May 3, 2017- Rapid Transit Alternative Corridor Review
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – February 20, 2019 – Downtown OEV East-West Bikeway Corridor Evaluation
- Strategic Priorities and Policy Committee – May 6, 2019 – Approval of 2019 Development Charges By-Law and DC Background Study

2019-2023 STRATEGIC PLAN

The following report supports the 2019 – 2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation.

BACKGROUND

One of the recommendations of the 2016 London ON Bikes Cycling Master Plan (CMP) was to periodically update the Cycling Master Plan based on current policies and best practice reviews. The transportation network has also evolved since the adoption of the Cycling Master Plan in 2016 with a number of technical studies, environmental assessments (EA), and project related improvements to the cycling network.

With the recent approval of the 2019 Development Charges Background Study and the completion of the Transit Project Approval Process (TPAP) for Rapid Transit, a number of technical amendments are required to ensure the Cycling Master Plan remains current and reflects the changes to the cycling network contained in these documents.

On-going reviews and studies for improvements to the cycling network and facilities across the City will continue to be undertaken on a project specific basis as required to support the further development of the cycling network. This approach ensures that improved consultation and technical review for each project is undertaken as required and provides the opportunity to be responsive to evolving needs.

A further review of cycling programs will be undertaken in connection with the development of the Climate Emergency Action Plan.

CONSULTATION

Stakeholder Consultation - CMP Technical Amendments

Cycling Advisory Committee

City staff presented the proposed technical amendments to the Cycling Advisory Committee (CAC) on September 18, 2019, the Committee members subsequently reviewed the presentation in a working group. On October 16, 2019, the CAC working group provided a report. The report recommendations primarily relate to climate change and present a significant departure from City staff's request for feedback around cycling best practices and potential cycling route adjustments. City staff will be able to utilize the report completed by the Cycling Advisory Committee as a resource during development of the Climate Emergency Action Plan, program reviews and the future update of the Cycling Master Plan, as further review and public consultation will be required.

London Cycle Link

On October 2, 2019, City staff met with the Executive Director of London Cycle Link. The discussion centered on amendments to the routes and facilities contained in the Cycling Master Plan. It was highlighted that a grid network of cycling infrastructure and all ages and abilities infrastructure were Cycle Link priorities.

Stakeholder Consultation – Update to CMP Action Item #6 Creating a Cycling Specific Web Presence and Action Item #9 Establishing Performance Measures

On May 16, 2018 City staff presented to the Cycling Advisory Committee updated website cycling specific content for the City of London's cycling specific web presence, implementing action item #6 of the Cycling Master plan. Building on this action item, staff recently presented the new eco-counter website to the Cycling Advisory Committee on October 16, 2019, that highlights cycling counts available to the public. Staff provided an overview of the existing permanent cycling count infrastructure and also provided an overview of future projects expected to contain counters which will continue to improve the City's cycling performance measures. A webpage has been developed to

allow easy access to this information in real time and can be found on the City's webpage as follows: Home – Residents – Road and Transportation – Cycling – Bike Data (Bike Data).

DISCUSSION

CMP Technical Amendments

With the recent approval of the 2019 Development Charges By-Law and the completion of the Transit Project Approval Process (TPAP) for Rapid Transit and other studies, a number of technical amendments are required to ensure the Cycling Master Plan reflects the changes to the cycling network contained in these documents.

Future Subdivisions

The 2019 Development Charges Background Study and associated Development Charges By-Law (DC) contains an active transportation component which was not a part of past development charges. This new component provides for the provision of cycling infrastructure on neighbourhood connectors as part of the subdivision development process. The active transportation component also helps to implement the complete streets vision as it relates to Neighbourhood Connectors. By building cycling infrastructure directly into new subdivision neighbourhood connector streets, the City is able to provide infrastructure to promote transportation mobility options. Incorporating a complete streets approach to new subdivisions will make the mode shift targets more achievable as identified in the Cycling Master Plan and Transportation Master Plan. By including these cycling connections directly into new neighbourhoods, it will reduce the need to revisit established neighbourhoods to incorporate future cycling infrastructure. This build-once approach will reduce the impacts of future construction and improve the equity for residents as it provides more transportation mobility choices. The inclusion of bike lanes on Neighbourhood Connectors that have been identified in the London Plan, but not yet built through the subdivision process, would add approximately 38.4 km of designated cycling infrastructure. A map containing the proposed cycling infrastructure in new subdivisions can be seen in Appendix A. It is important that the design of cycling infrastructure in new subdivisions follow the guidelines set out in the Ontario Traffic Manual Book 18 for Cycling Facilities.

Rapid Transit

During the Rapid Transit EA and TPAP process, the study team looked to incorporate cycling infrastructure wherever possible to provide multi modal corridors and connections to rapid transit stations. Through this process, a number of corridors for cycling infrastructure were identified; there were also a number of corridors that are constrained due to the existing right of way width and not able to accommodate cycling infrastructure. Also, with the addition of rapid transit at two locations, cycling routes had to be relocated to other streets due to constrained right of ways. These relocations allowed staff the opportunity to determine other suitable alternatives still in close proximity to destinations within the City. A review of the cycling network and opportunities through the Rapid Transit process resulted in a net increase of an additional 2.7 km of separated facilities and 0.3 km of designated facilities. ("Separated" refers to an exclusive bikeway separated by a physical barrier or buffer, pavement markings and signage. "Designated" refers to bike lanes designated by pavements markings and signage.) Appendix B includes a map indicating the proposed changes as part of the rapid transit project.

Other Studies

Following the adoption of the Cycling Master Plan in 2016 there have been a number of studies and environmental assessments (EA's) that were able to incorporate cycling

infrastructure on corridors that were not originally identified in the Cycling Master Plan. For instance, a number of infrastructure planning changes resulted in the east-west bikeway feasibility study which reviewed a number of corridors and highlighted a preferred separated cycling facility on Dundas Street. The original east-west connection in the CMP was a couplet on King Street and Queens Avenue. Through the EA process, a number of opportunities for increased and enhanced cycling infrastructure have been identified and formally adopted by Council, as seen in Appendix C. As a result of these studies and EA's, the amount of separated facilities in the plan have increased by 1.0 km, and designated facilities have increased by an additional 5.7 km.

CMP Action Item's #6 and #9 Update

To continue building on the success of the Cycling Master Plan and to further implement Action Items 6 and 9 (Creating a Cycling Specific Web Presence, and Establishing Performance Measures), staff have created a dedicated webpage for cycling. The new webpage consolidates previously scattered cycling information and also includes new educational and awareness information created with community partners.

The website also includes cycling ridership data. Staff have been installing permanent cycling counters in collaboration with planned infrastructure projects to collect better data. Currently, the City has installed five permanent counters that provide real time cycling and pedestrian counts at five locations. This count data is displayed in real time under a newly created cycling specific webpage called Bike Data. This new webpage builds on and enhances the city's online cycling presence. The data will allow staff to gather valuable information on a variety of cycling facilities and provide information such as volume, time of day use, seasonal variations, weekday vs weekend use, and hourly peaks. The data is available to the public in an open source format so anyone may view the information in real time.

CONCLUSION

To ensure that the Cycling Master Plan is a functional and current resource that reflects the reports and studies completed and approved by Council, the proposed technical amendments as mentioned in this report and appendices are recommended. The recommendations contained in this report will expand the cycling network and create new cycling connections through the implementation of capital projects and future subdivisions.

As transportation and cycling planning continues to be informed by new studies and policies, staff will monitor and periodically prepare amendments to the Cycling Master Plan for Council's approval to ensure the document continues to be relevant and up to date. As part of future cycling projects, staff will continue to look for opportunities to implement permanent cycling counters to build robust data collection for cycling infrastructure. This data will allow for monitoring of trends and usage which will allow for more informed decision making.

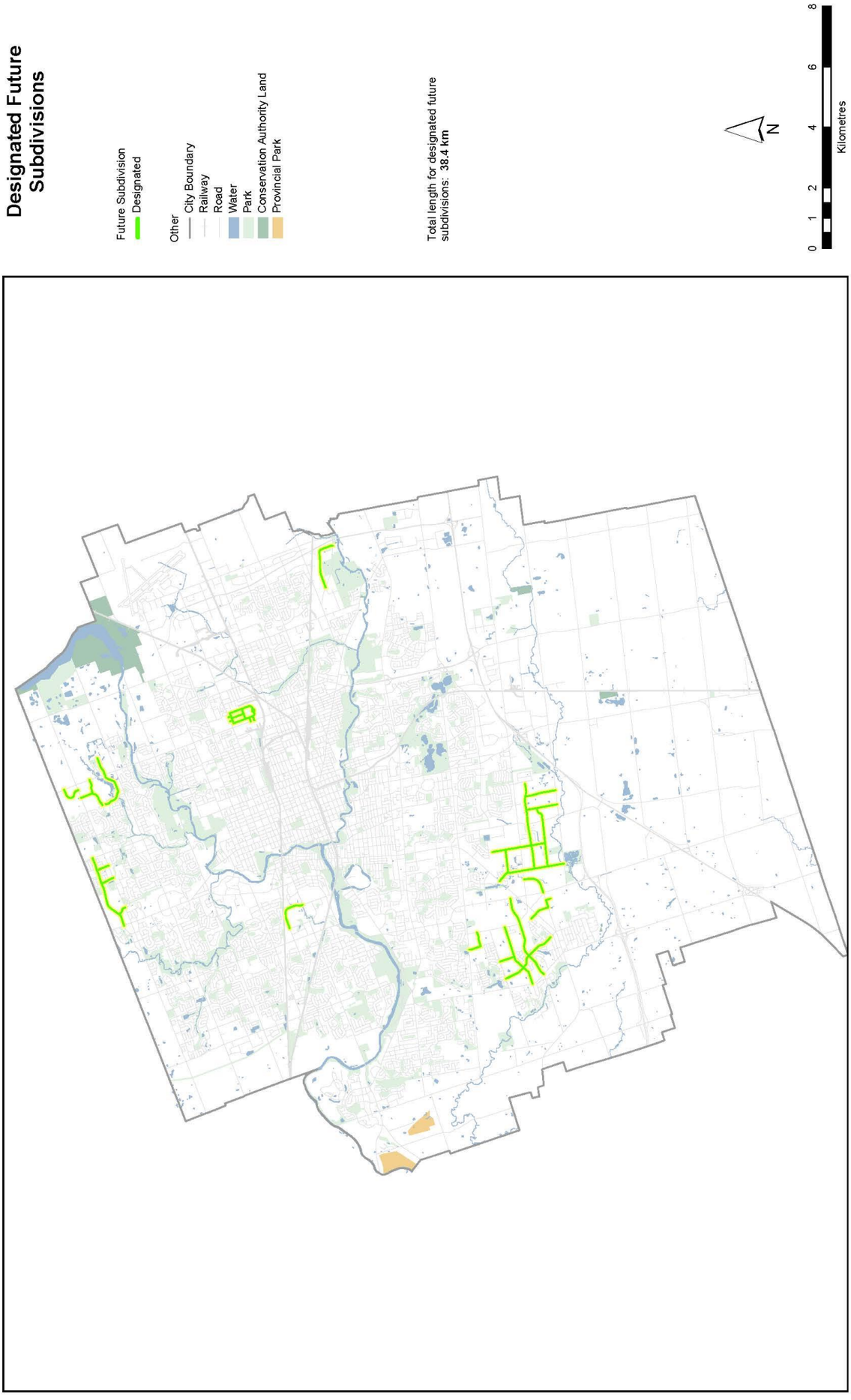
Staff will also continue to work with the cycling community and interested stakeholders to develop cycling infrastructure that supports the goals of the London Plan, the Transportation Master Plan, and the Cycling Master Plan. A broader review of cycling programs is planned in connection with the development of the Climate Emergency Action Plan and will consider methods to accelerate implementation of more and improved infrastructure.

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

Attach: Appendix A – Future Subdivisions
Appendix B – Rapid Transit Cycling Adjustments
Appendix C – Environmental Assessments and Studies

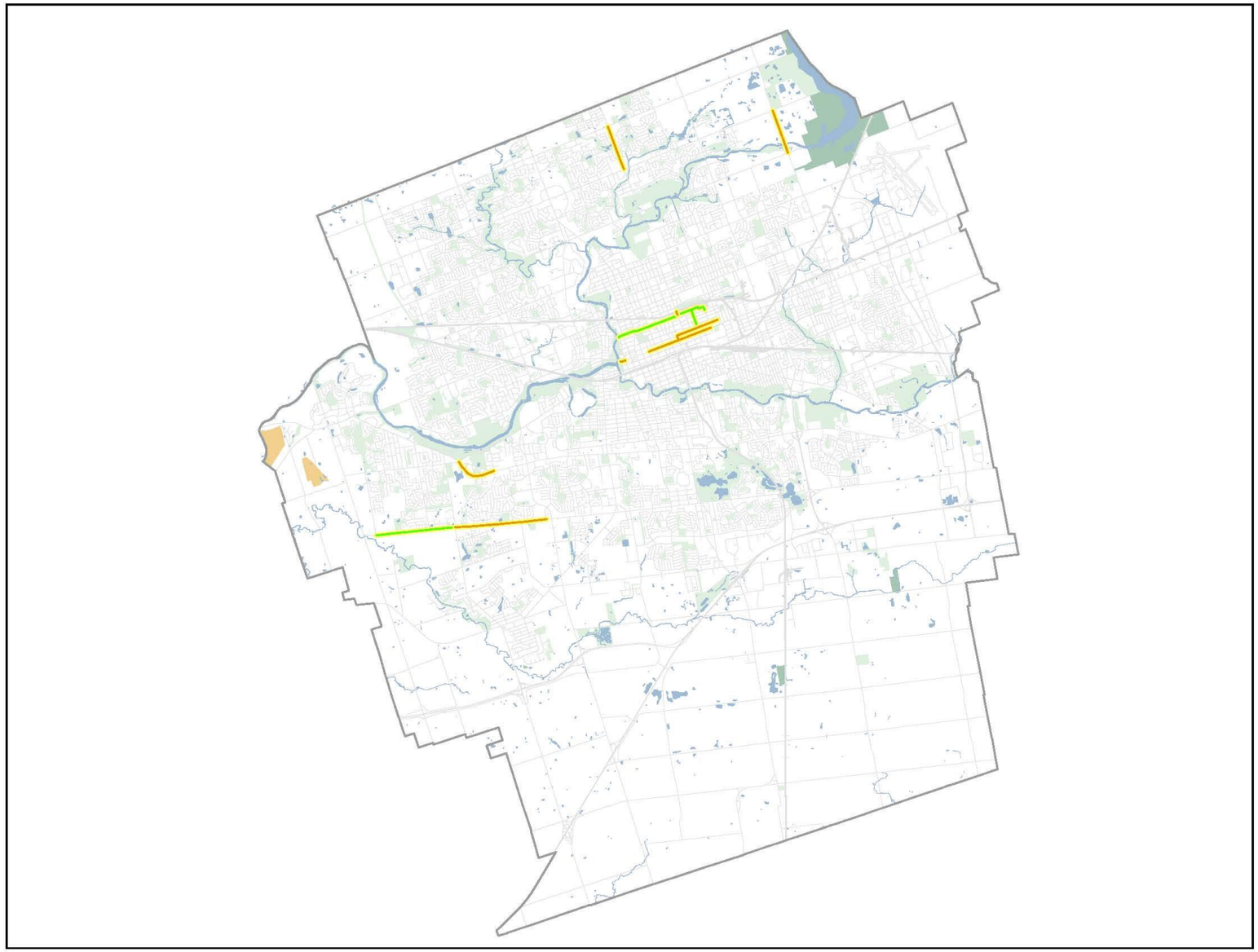
c: Daniel Hall, London Cycle Link
Cycling Advisory Committee
M. Feldberg, Development Services

Appendix A


Designated Future Subdivisions
Future Subdivision
Designated
Other
City Boundary
Railway
Road
Water
Park
Conservation Authority Land
Provincial Park
Total length for designated future subdivisions: 38.4 km
N
0
1
2
4
6
8
Kilometres

Appendix B

Rapid Transit EA
Cycling Adjustments
Proposed Technical Amendments
Designated
Separated
Other
City Boundary
Railway
Road
Water
Park
Conservation Authority Land
Provincial Park
Total length for separated proposed technical amendments: 12.2 km
Total length for designated proposed technical amendments: 1.7 km
N
0
1
2
4
6
8
Kilometres



Environmental Assessment Areas and Studies

EA and Studies
- Designated
- Separated

Other
- City Boundary
- Railway
- Road
- Water
- Park
- Conservation Authority Land
- Provincial Park

Total length for separated facilities identified through an Environmental Assessment or study: **10.6 km**

Total length for designated facilities identified through an Environmental Assessment or study: **5.9 km**

N

0 1 2 4 6 8

Kilometres

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER AND GEORGE KOTSIFAS P.ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL**
SUBJECT:	**COMMENTS ON THE ONTARIO MINISTRY OF TRANSPORTATION'S DRAFT TRANSPORTATION PLAN FOR SOUTHWEST ONTARIO**

RECOMMENDATION

That, on the joint recommendation of the Managing Director, Environmental and Engineering Services and City Engineer and the Managing Director, Development and Compliance Services and Chief Building Official, the following comments and discussion **BE ENDORSED** by Council and be submitted by City Administration to the Ontario Ministry of Transportation (MTO) regarding *Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario.*

PREVIOUS REPORTS PERTINENT TO THIS MATTER

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

- Strategic Priorities and Policy Committee – November 25, 2019 - Climate Change Emergency
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – May 28, 2018 – High Speed Rail
- Civic Works Committee – May 28, 2018 – Railway Rationalization
- Civic Works Committee – May 28, 2018 – Connected and Autonomous Vehicles
- Civic Works Committee – May 28, 2018 – Smart Moves Transportation Master Plan Accomplishments
- Civic Works Committee – July 17, 2017 – High Speed Rail
- Civic Works Committee - October 4, 2016 – Southwest Ontario's Public Transportation Opportunities
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – March 3, 2014 – London Road Safety Strategy

COUNCIL'S 2019-2023 STRATEGIC PLAN

Municipal Council has recognized the importance of transit, improved mobility and improving travel to other cities through better transportation connectivity specifically regional transit connections in its 2019-2023 - Strategic Plan for the City of London as follows:

Strengthening Our Community
Londoners have access to the supports they need to be successful.

Building a Sustainable City
London's infrastructure is built, maintained, and operated to meet the long-term needs of our community. Londoners can move around the city safely and easily in a manner that meets their needs.

Growing our Economy
London will develop a top quality workforce. London is a leader in Ontario for attracting new jobs and investments.

Leading in Public Service
Increase the effectiveness of London's strategic advocacy.

BACKGROUND

PURPOSE
The purpose of this report is to provide Council with:

- An overview of the Ontario Ministry of Transportation's (MTO) recently released report entitled: *Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario*;

- City of London comments regarding MTO's draft plan with respect to local and regional mobility, accessibility and transportation options;

- To seek endorsement of a staff response to MTO regarding the draft transportation plan.

CONTEXT
In their 2019 budget, the provincial government "paused capital funding for high-speed rail" and committed to "examine options for improved connections between London, Kitchener and Toronto to spur economic activity in the region by improving mobility and increasing travel reliability" (2019 Ontario Budget, pg. 73). The Province further committed to bring forward a dedicated Southwest Ontario Transportation Plan in the Fall of 2019. This commitment was reiterated by the Minister of Transportation at the 2019 Association of Municipalities Annual Conference.

On January 17th, 2020 the Ontario Ministry of Transportation (MTO) released its regional plan for Southwest Ontario as the first of four plans that will be developed to form a long-term transportation plan for Ontario.

MTO's plan entitled: *Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario* is organized around five goals and associated actions summarized as follows:

1. Getting people moving and connecting communities

Notable actions identified in the plan include:
- Improved intercommunity bus service
- Improved public transit through infrastructure funding and gas tax programs
- Discussions with freight rail companies and others towards passenger rail enhancements

- Exploring opportunities to increase passenger rail service and train speeds in Southwestern Ontario including working with rail companies, VIA and Go Transit, to increase options for those travelling between London and Toronto as well as conducting technical reviews of rail corridors
- Establishing a task force with local mayors and Indigenous Chiefs to focus on improving connections between communities for all modes of transportation
- Working with municipal and federal partners to support active transportation connections within and between communities and to transit systems

2. Supporting a competitive open for business environment

Notable actions identified in the plan include:
- Explore opportunities to provide additional commuter parking lot spaces
- Technical studies to determine future provincial highway needs
- Consideration of large, slow moving farm equipment in road and rail design
- Supports to the trucking industry such as updating the Long Combination Vehicle Program and the reduced load periods

3. Improving safety

Some of the notable actions identified in the plan include:
- Highway 401 improvements from London to Tilbury
- Improvements to pavement marking technology and traffic control devices
- Exploring faster clearing of highways after collisions
- Update to the Emergency Detour Route guidelines
- Partnering to increase awareness of human trafficking along 400 series highways

4. Providing choice and convenience

Notable actions identified in the plan include:
- Establish partnerships with municipalities and emergency services to share and integrate traffic data and identify pilot project opportunities
- Investigate and identify actions to integrate different modes of travel including first mile/last mile connections to other modes
- Ongoing E-bike pilot program for municipalities
- Support transit oriented development at transit stations
- Support integration of transportation and technology such as smart phone applications, trip planning and increased use of transit

5. Preparing for the future

Notable actions identified in the plan include:
- Continue to support CV/AV technology and its development including allowing more testing of emerging technology on Ontario roads.
- Explore establishment of an innovation corridor on Highway 401 between London and Tilbury
- Review of locations for alternative fueling stations including electric and hydrogen
- Consider the impacts of climate change on transportation infrastructure
- Undertake an airport activity and infrastructure survey to assess the role that they play in economic development and public services

The plan also highlights previously announced provincial and federal investments in the region related to transit and transportation infrastructure including $103 million under the Public Transit Infrastructure Stream (PTIS) for 10 transit related projects in London.

The need for an integrated transportation system is identified in the plan as well as future needs and opportunities related to:

- Intercommunity bus services
- More reliable passenger train service
- More local public transit
- A strong highway network
- Reliable local road network
- Regional airports and ferries

MTO identifies that the draft plan will evolve based on input from partners and stakeholders. A web-based survey has also been established to provide input on the plan and collect information regarding travel behaviours. The survey will remain open to collect information until March 17, 2020.

DISCUSSION

Improving regional transportation connections is vital to supporting London's continued growth and prosperity. Strong, accessible, convenient connections between London and the Southwestern Ontario region, as well as between London and major centers like Toronto, will help fulfill London's strategic vision as "our region's connection to the World".

To that end, London's submission intends to highlight the current and growing need for transportation connections, including by road, rail and air. Although highways will continue to be an essential component of the transportation network, projections show that there will be twice as many cars on Highway 401 within 20 years. As of 2016, there were an estimated 50,000 trips being made from around the region into London per day, and that number has certainly continued to grow. The Southwestern Ontario Transportation Plan should set out practical but ambitious approaches to managing the flow of people and goods between our region and the rest of the province, country, and the world, recognizing the important role that London plays as a centre for employment, healthcare, education and culture in this region.

London's 2019-2023 Strategic Plan includes direct and indirect references to the need to advance comprehensive transit and transportation initiatives, both within the city and as part of a broader regional effort.

Smart Moves Transportation Master Plan

The City's 2030 Transportation Master Plan (TMP) is a long-term transportation strategy focused on improving mobility for residents of the City by providing viable choices through all modes of travel and shifting to a more sustainable transportation system. The Smart Moves Transportation Master Plan was approved by Council in 2012 and provides a mobility transportation plan that covers all modes of how people and commerce move about the City. It aims to improve all modes of transportation, while addressing and shaping the city's population growth and mobility needs.

The TMP categorized the proposed actions under five "Smart Moves":

1. Rethinking Growth to Support the Transportation Master Plan
   Smart Moves suggests a strong link between land use and transportation and the London Plan operationalizes the land use framework required to support Smart Moves.

2. Taking Transit to the Next Level
   The implementation of a rapid transit system will result in significant improvements in London's public transit system and is a central component of London's land use and transportation policy.
3. Actively Managing Transportation Demand
   Healthy sustainable mobility choices are supported with various City programs.
4. Greater Investment in Cycling and Walking Infrastructure
5. More Strategic Program of Road Network Improvements

London's Response to MTO's Draft Transportation Plan

Recognizing London's current policies and programs related to transportation, mobility and options and the future opportunities related to Province's draft transportation plan for Southwestern Ontario, the following comments are provided to serve as the basis for a London response to MTO. The comments are grouped under four themes as follows:

1. Improved transportation connectivity for London

With evolving policy work underway at the provincial and federal levels, there are a number of intercity transportation initiatives that may present opportunities for increased passenger rail connectivity and service for London.

In June 2019, VIA Rail, in partnership with the Canadian Infrastructure Bank, announced plans to explore high frequency rail service on the existing corridor between Toronto and Quebec City. This project, if approved by the Government of Canada, would create new trains on dedicated tracks between Quebec City, Montreal, Ottawa, and Toronto.

Amtrak, the largest American passenger rail service, is exploring opportunities to resuscitate passenger rail service connecting the United States and Canada. The proposal includes expanding Amtrak's existing higher-speed passenger service from Chicago to Detroit, the construction of a cross-border processing facility, and upgrades to the Windsor VIA Rail connection, where service would then continue on the existing VIA infrastructure through to Toronto. Passenger rail service from Detroit to Toronto last ran in 1967.

With significant interest for increased transportation connectivity to the east and west of the London region, it is important that the provincial and federal governments as well as private sector stakeholders are engaged to explore opportunities to connect London. As Southwestern Ontario's hub city, London's economic impact to Ontario's prosperity must be reflected in any plans for increasing inter-city connectivity in Ontario and beyond. Improved connectivity and rail service levels between London and the Greater Toronto area will continue to be vital for London residents, businesses, academic institutions and others in order to attract and retain employees. This would also complement existing intercommunity busing programming connecting communities such as Strathroy, Thorndale, Sarnia and St. Thomas into London as well as future expansions on the horizon.

In recognition of the importance of London to the broader region as an economic and employment hub, London is supportive of the province's recognition of the need for increased carpooling lots as these would not only support London's rapid transit initiative but also improve regional connectivity and support more sustainable travel decisions.

It is recommended that London pursue a leadership role in partnership with local and regional businesses, organizations and municipalities in developing the Southwest Ontario Transportation Plan. London is interested in working closely with both provincial and federal governments, as well as rail operators such as VIA, CN Rail, CP Rail, GO Transit, to ensure holistic solutions can be identified and implemented.

2. Active Transportation and Mobility Choices

MTO's draft plan identifies a network of nearly 1800 kilometres of cycling routes within Southwestern Ontario and demonstrates a willingness to work with municipalities and others to support transportation connections within and between communities and connections to transit systems. This is in alignment with the goals of London's Transportation Master Plan and Cycling Master Plan. The City is supportive of continuing to work with the province to achieve these goals and in particular interested in exploring new funding opportunities to support these programs.

3. Climate Change

On April 23, 2019, Council approved a declaration of a Climate Emergency and requested Civic Administration to report back on tangible actions that the municipality can undertake. A report to the Strategic Priorities and Policy Committee on November 25, 2019 identified next steps and highlighted the interrelationship between programs, projects and strategies designed to mitigate greenhouse gas (GHG) emissions and adapt to a changing climate.

Considering that transportation related emissions contribute the most significant portion of GHG production, it is expected that the provincial plan would include initiatives related to promotion of alternative, cleaner fuel use such as electricity and hydrogen. Provincial leadership will be necessary to further target the largest contributor to GHG in Ontario. This leadership and GHG reducing initiatives will be important on our path towards being carbon neutral by 2050; but more importantly, to make significant gains by 2030.

MTO's draft plan acknowledges the impacts that climate change is having on our transportation infrastructure and the need to adopt climate change mitigation and adaptation measures into decision making processes.

London is transitioning to a more sustainable transportation system by increasing opportunities for increased use of transit, walking and cycling. Historic provincial and federal investments toward London's 10 transit projects under the Public Transit Infrastructure Stream (PTIS) underscores the importance of these partnerships. Additional investments will support the City's commitment to long-term sustainability and resiliency.

4. Connected and Automated Vehicles

Related to the province's goal of preparing for the future, the City of London is underway with the development of a Connected and Automated Vehicle Strategy and is an active member of the Municipal Alliance for Connected and Autonomous Vehicles in Ontario (MACAVO). The Province is a key partner in this initiative and the City looks forward to an active role as the province continues to research, develop, test and pilot this technology in Ontario.

The province has identified Highway 401 in the London area as an "Innovation Corridor," where new transportation management products may be tested. The City would be interested in pursuing opportunities to leverage research, knowledge and funding associated with this initiative, maximizing private and academic investments already underway in the London area, Stratford and beyond.

SUMMARY

This report acknowledges the province's recent draft Southwest Ontario Transportation Plan and the government's commitment to work collaboratively to improve transportation and mobility services and options within the London area and beyond. The plan provides a description of a broad number of initiatives under five categories. Several of the plan objectives align and/or influence City of London transportation goals.

As a significant economic and employment hub for southwestern Ontario, London should play an active leadership role in working with the provincial government to shape the final transportation plan for this part of Ontario. This includes the opportunity for London elected officials and/or staff, as appropriate, to be involved with various task forces and committees associated in the draft plan. Upon Council endorsement, the response comments provided in this report will be conveyed to the Ministry of Transportation.

PREPARED BY:	**REVIEWED AND CONCURRED BY:**
GARFIELD DALES, P. ENG. **DIVISION MANAGER,** **TRANSPORTATION PLANNING AND DESIGN**	**DOUG MACRAE, P. ENG., MPA** **DIRECTOR, ROADS AND TRANSPORTATION**
RECOMMENDED BY:	**RECOMMENDED BY:**
KELLY SCHERR, P. ENG., MBA, FEC **MANAGING DIRECTOR,** **ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**	**GEORGE KOTSIFAS, P. ENG.** **MANAGING DIRECTOR,** **DEVELOPMENT AND COMPLIANCE SERVICES AND** **CHIEF BUILDING OFFICIAL**

February 28, 2020

cc: Patti McKague, Director, Strategic Communications, Government Relations and Community Engagement
Jennie Dann, Director, Major Projects
Jay Stanford, Director, Environment, Fleet and Solid Waste
Adam Thompson, Manager, Government Relations
Gregg Barrett, Director, City Planning & City Planner
Transportation Advisory Committee
Cycling Advisory Committee

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the proposed by-law, attached as Appendices A, B and C **BE INTRODUCED** at the Municipal Council meeting to be held on March 24, 2020, for the purpose of amending the Traffic and Parking By-law (PS-113).

2019-23 STRATEGIC PLAN

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

BACKGROUND

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

1. No Stopping Zones

St. Marguerite d'Youville Catholic School

Staff have been notified that the school buses for St. Marguerite d'Youville Catholic School are utilizing the u-driveway at the front of the school rather than the lay-by on Hawthorne Road, therefore the existing 'no stopping anytime' and 'school bus loading' zones for the lay-by are no longer required. Staff have been requested by the school and parents of students to allow drop-off and pick-up of students within this inlet bay during school drop-off and pick-up times, and allow for parking outside those times. It is recommended to replace the existing 'no stopping anytime' and 'school bus loading' zones with 'no parking 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday from September 1st to June 30th'.

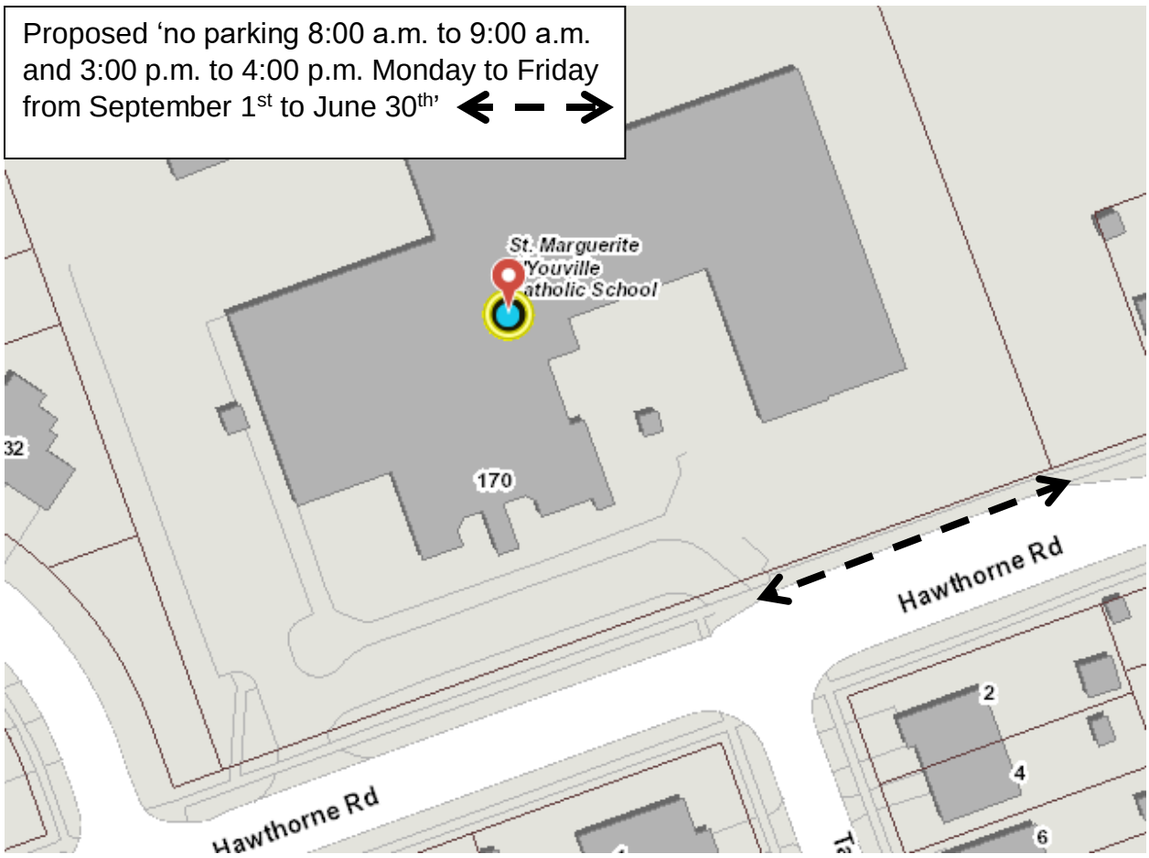


Figure 1: St. Marguerite d'Youville Catholic School - Hawthorne Road

St. Pius X Catholic School

At the request of area residents, staff has reviewed the current parking regulations on Vancouver Street within the vicinity of St. Pius X Catholic School to create more opportunitites for on street parking for residents and their guests. Consultation with the school recommends replacing the existing 'no stopping anytime' zone on the west side of Vancouver Street from 28 m south of Wavell Street to 132 m south of Wavell Street with 'no stopping 8:00 a.m. to 4:00 p.m. Monday to Friday from September 1st to June 30th'. This will allow the school to maintain their bus access needs for daily pick-up and drop-off times and multiple monthly field trips as well as provide more on-street parking opportunitites for area residents and their guests.

It is also recommended to replace the existing 'no stopping 7:30 a.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday to Friday' zone on the east side of Vancouver Street from Wavell Street to 160 m south of Wavell Street with 'no stopping 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday from September 1st to June 30th' to coincide with school drop-off and pick-up times, as well as to allow for more opportunitities for area residents and their guests to utilize the 'no parking anytime' zone as a loading zone. The existing 'no parking anytime' zone on the east side of Vancouver Street from Wavell Street to Trafalgar Street will remain.

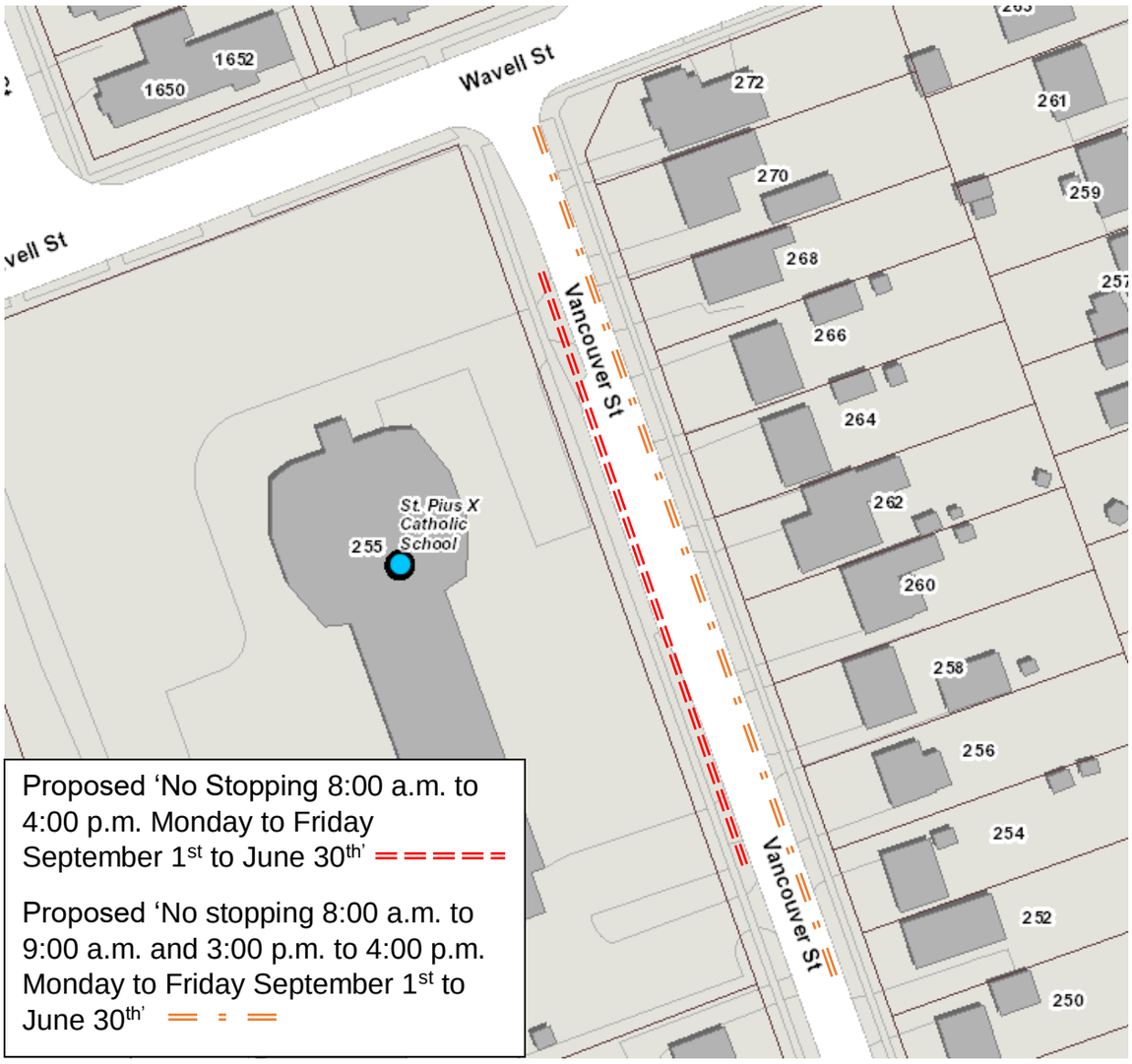


Figure 2: Vancouver Street

St. John Catholic French Immersion School

The St. John Catholic French Immersion School moved from Hill Street to Coronation Drive, therefore the existing ‘no stopping 8:00 a.m. to 6:00 p.m.’ and ‘school bus loading’ zones on the south side of Hill Street are no longer required. It is recommended to remove them and leave the existing ‘no parking anytime’ zone in place.

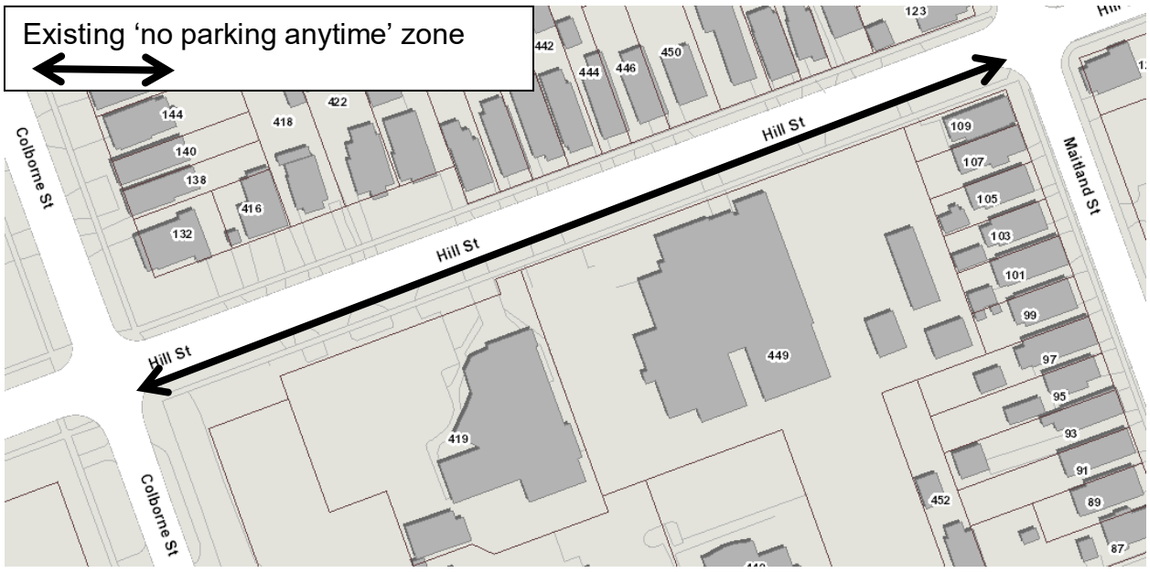


Figure 3: Hill Street

1235 Richmond Street

A lay-by is to be constructed on the west side at 1235 Richmond Street to allow for pick-up and drop-off of residents at this address. Changes to the existing ‘no stopping’ zone is required. The existing ‘no parking anytime’ zone will remain in place so that vehicles are not left parked unattended.

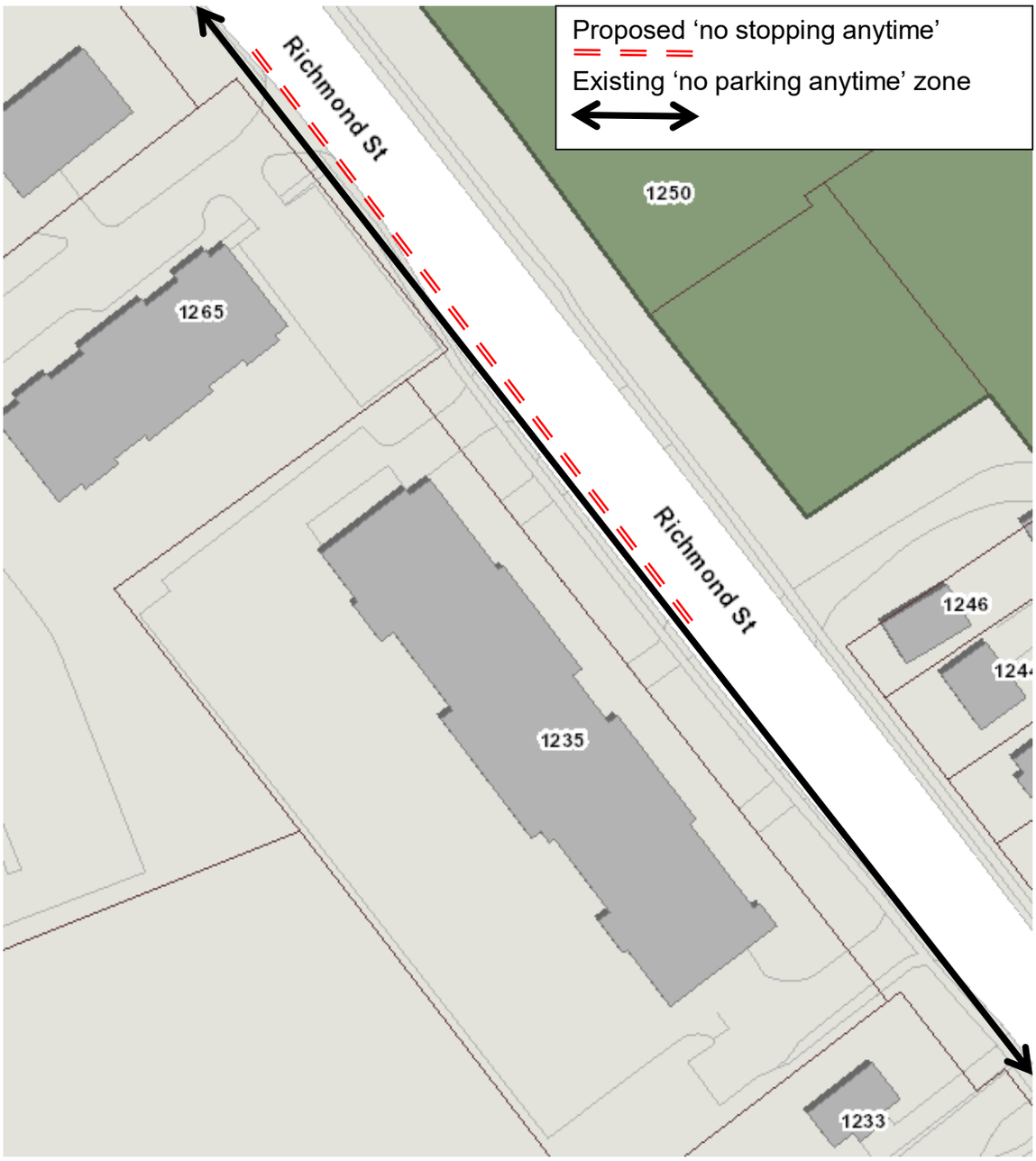


Figure 4: Richmond Street

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

2. No Parking Zones

Callaway Road

The subdivision development agreement specifies the construction of parking bays on the south side of Callaway Road from the west end to Royal Oaks Bend. ‘No parking anytime’ zones are recommended for the north side of Callaway Road opposite the parking bays, and the south side of Callaway Road outside the limits of the parking bays.

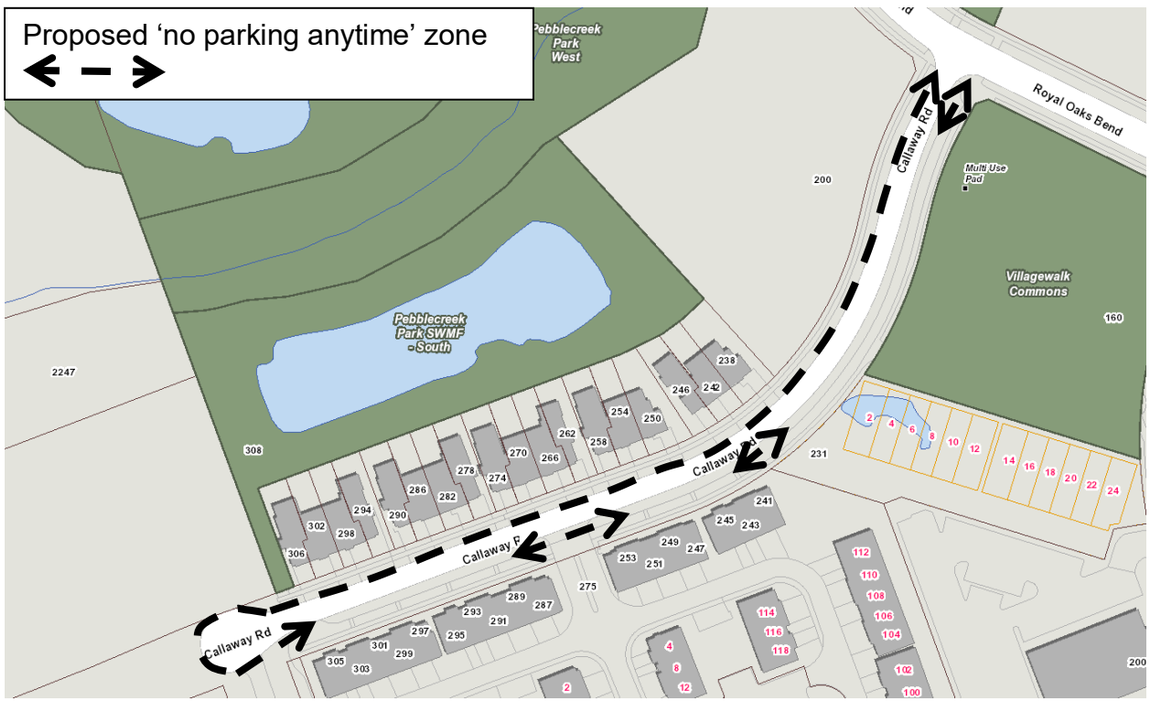


Figure 5: Callaway Road

An amendment is required for Schedule 2 (No Parking) to address the above change.

3. Loading Zones

505 Talbot Street

When Talbot Street between Kent Street and Dufferin Avenue was reconstructed in 2018 and 2019, a lay-by was installed on the west side of Talbot Street north of Dufferin Avenue to be used as a ‘loading zone’ for the area buildings. This new ‘loading zone’ should be added to Schedule 5 Loading Zones of the PS-113 Traffic and Parking By-law.

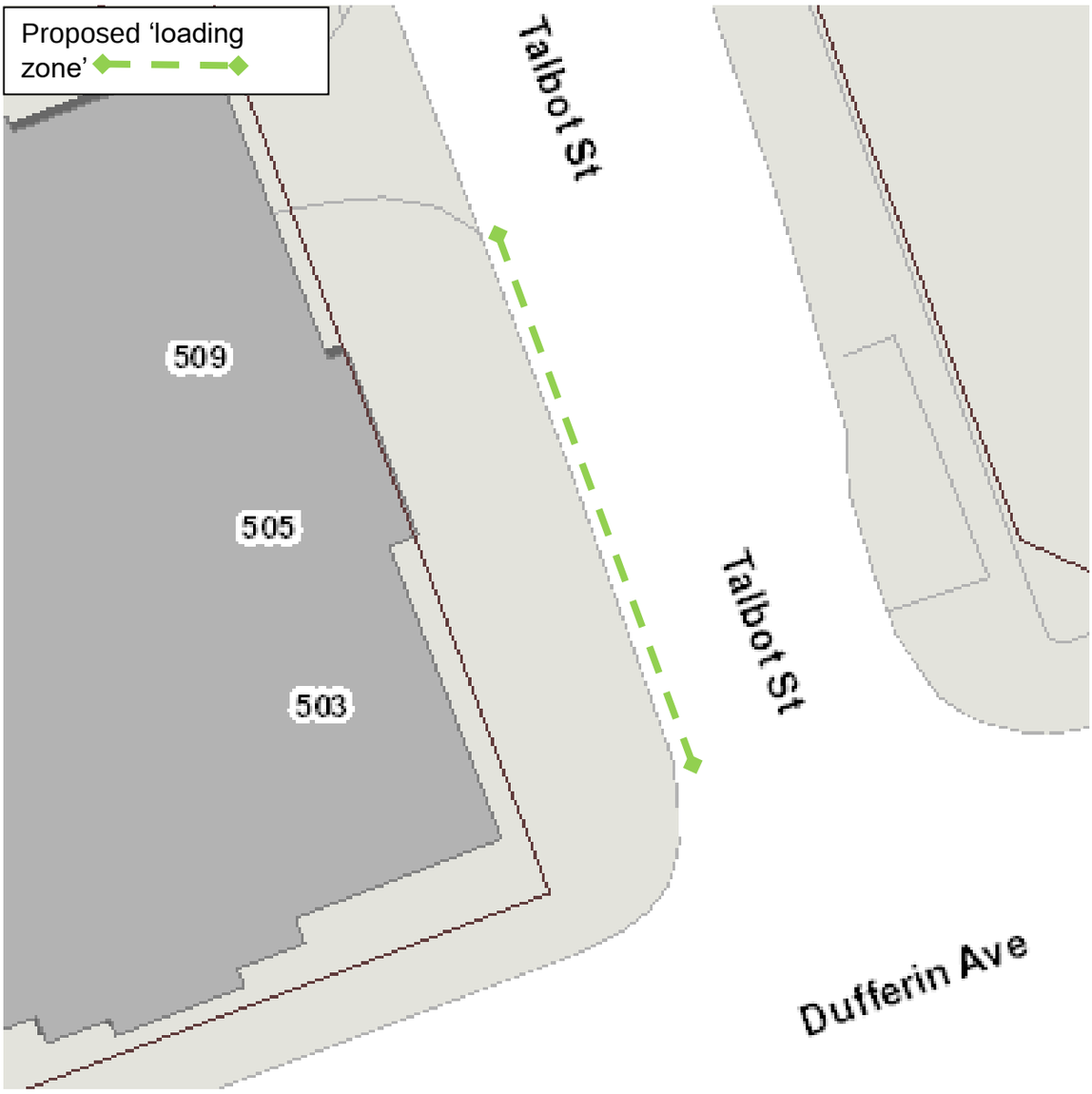


Figure 6: Talbot Street

A review of Schedule 5 (Loading Zones) identified some typographical errors that require correction. An amendment is required to Schedule 5 (Loading Zones) to address the above changes.

4. Limited Parking

123 St. George Street

Staff received a request of the property manager and tenants of 123 St. George Street to replace the on-street ‘loading zone’ with a 2 hour ‘limited parking’ zone. Modifications to the signage and the appropriate schedules are recommended to accommodate this change.

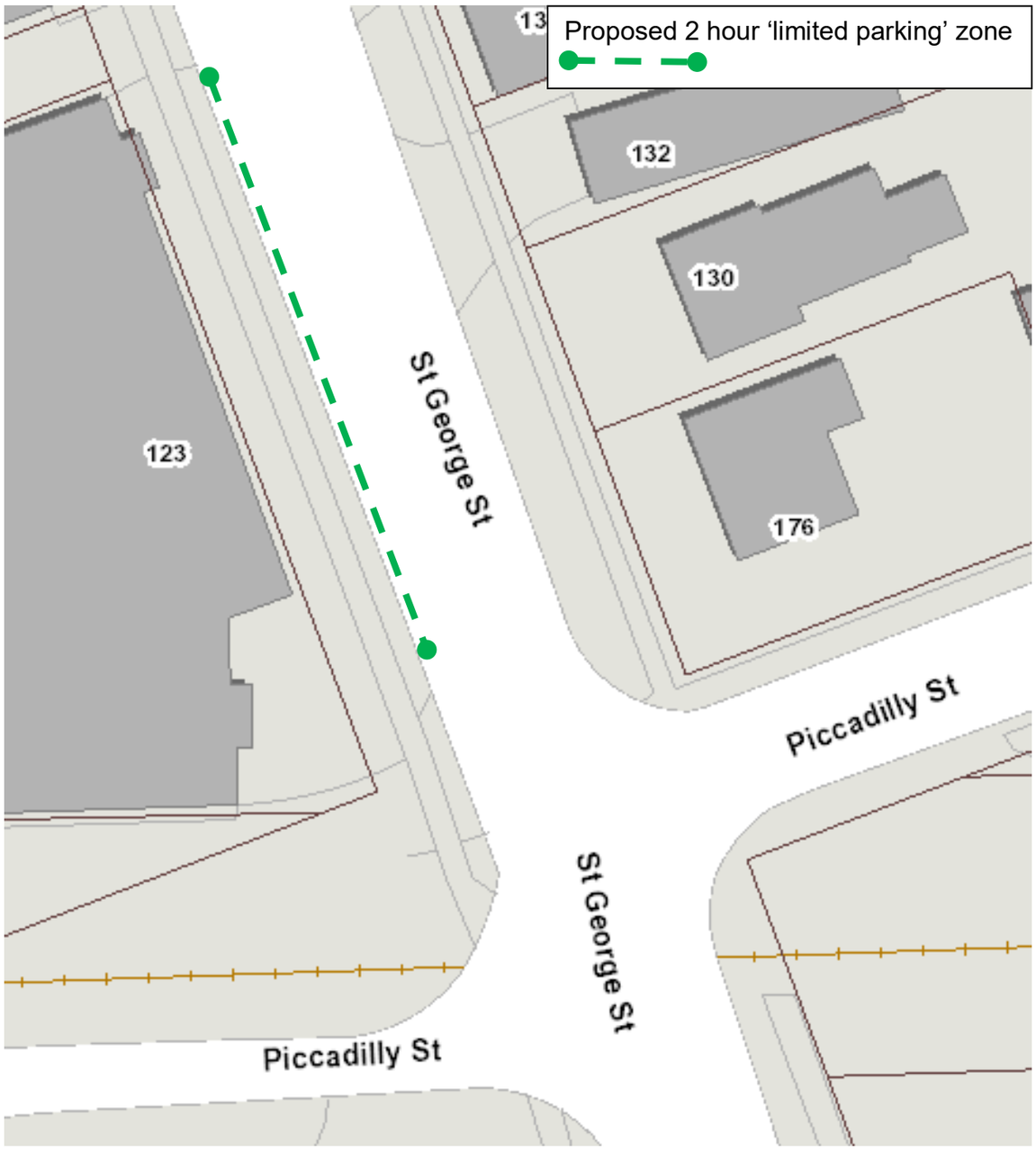


Figure 7: St. George Street

Amendments are required to Schedule 5 (Loading Zones) and Schedule 6 (Limited Parking) to address the above changes.

5. Stop and Yield Signs

To address operational and safety concerns, it is recommended that the following traffic controls be implemented:

Stop Signs

- Bancroft Road at Bow Street;
- Bancroft Road at Hudson Drive;
- Bow Street at Bancroft Road;
- Hudson Drive at Bancroft Road;
- Marley Place at McKenzie Avenue

Yield Signs

- Durrow Street at Hamley Road;
- Durrow Street at Shamrock Road;
- Hamley Road at Shamrock Road

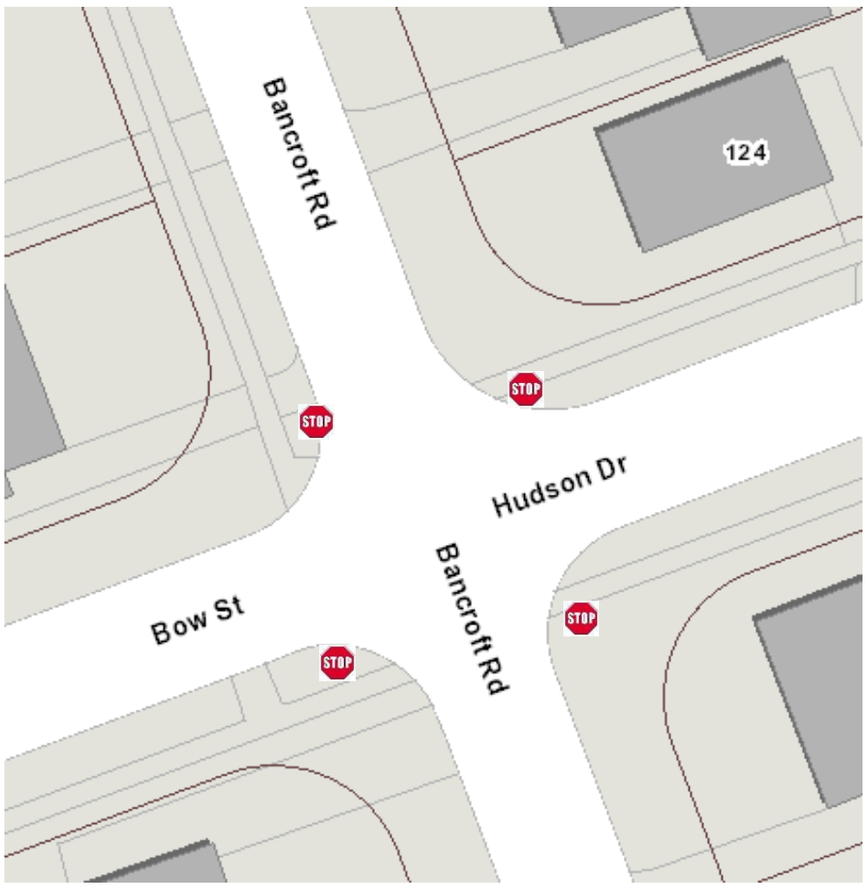


Figure 8: Bow St, Hudson Drive at Bancroft Road (All-way Stop)

Figure 9: Driver Lane at Auto Mall Avenue

Figure 10: Durrow Street, Hamley Road and Shamrock Road

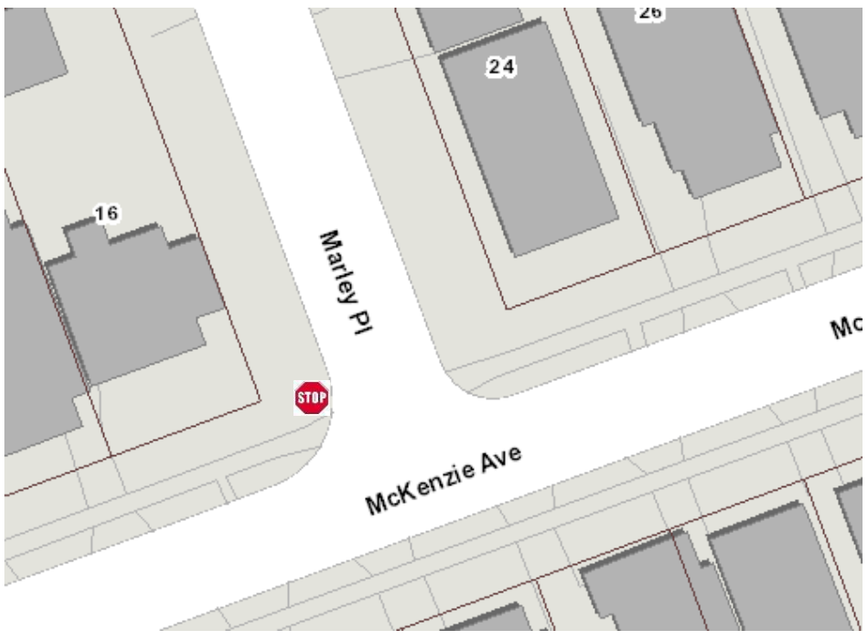


Figure 11: Marley Place

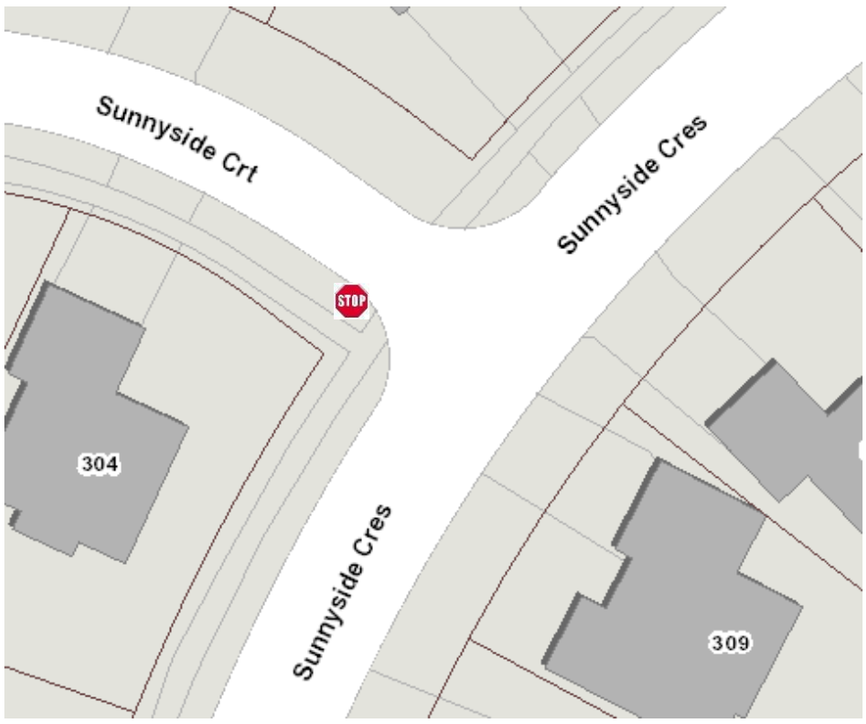


Figure 12: Sunnyside Court

Princess Avenue

The City Hall Parking Garage will be undergoing construction rehabilitation during the summer of 2020 that will require the closure of the underground access from Dufferin Avenue. The Princess Avenue basement access will be the exit from the parking garage for both levels and the lower level access will be the entrance to the parking garage for both levels. To facilitate this an 'all-way stop' will be required for Princess Avenue and Centennial Lane for the duration of the project.

Figure 13: Princess Avenue

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

6. Speed Limits

Higher Speeds

Veterans Memorial Parkway

The northerly extension of Veterans Memorial Parkway from Huron Street to Clarke Road is to be constructed in 2020. Amendments are recommended to maintain consistency with the existing southerly portion of the Veterans Memorial Parkway and to lower the speed limit on Clarke Road.

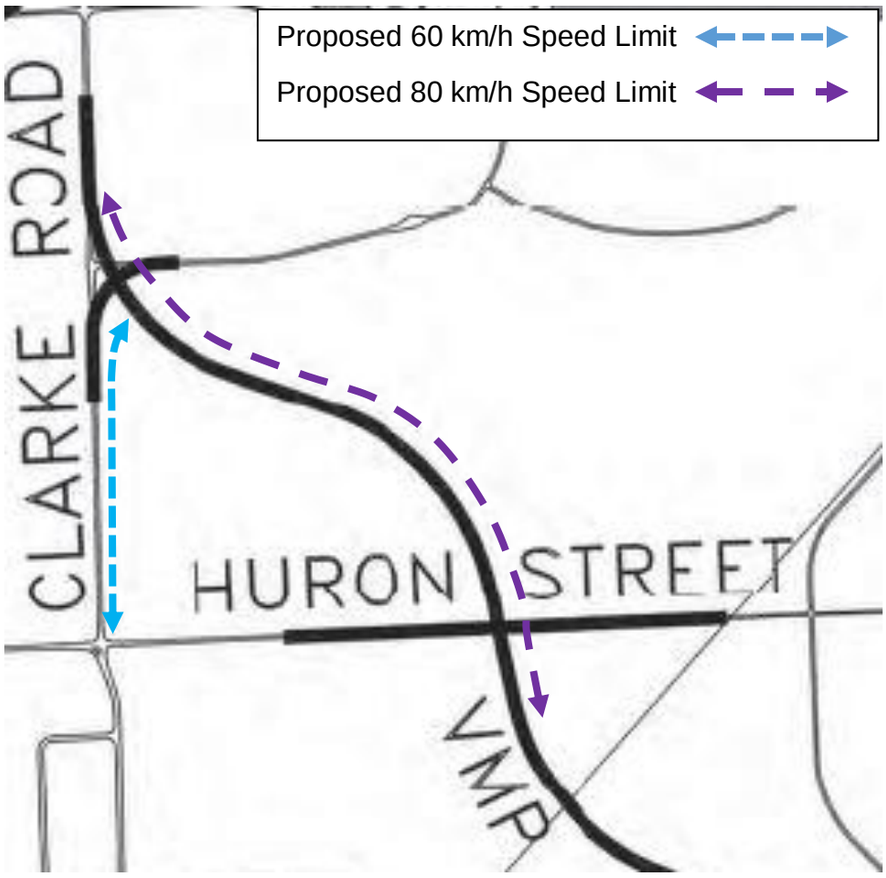


Figure 14: Veterans Memorial Parkway North Extension

Lower Speeds

Dundas Place

Construction of the Dundas Place Flex Street is substantially complete and open to all users. This street design allows pedestrians, cyclists and motorists to effectively share the same space. In order to further facilitate this flexible use of the street, it is recommended that the posted speed limit be reduced to 30 km/h. As noted above, different users will be occupying the same space; therefore, safety is of special concern and the street should be designated as a Community Safety Zone. It should be noted that lower speed limits are typical of flex streets in other municipalities.

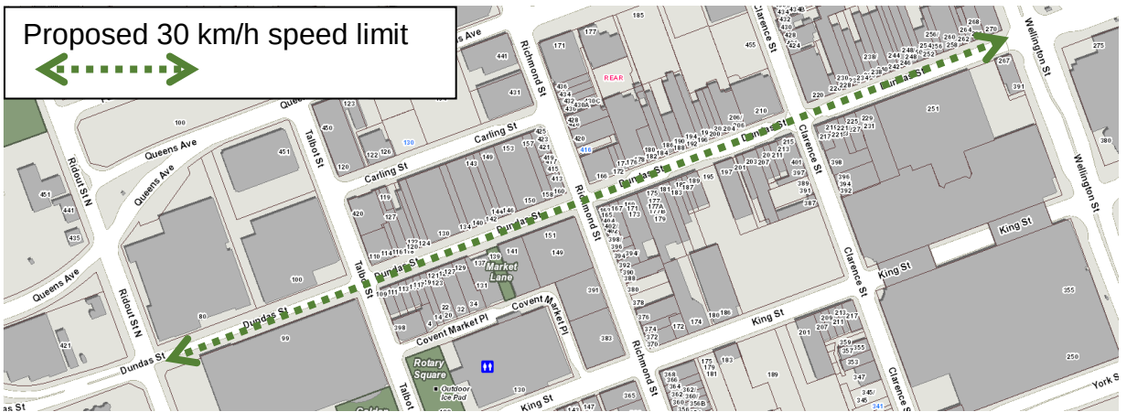


Figure 15: Dundas Place

A review of Schedule 17.1 discovered an error with limits of Brydges Street and Wavell Street. The changes do not impact the school zone signage.

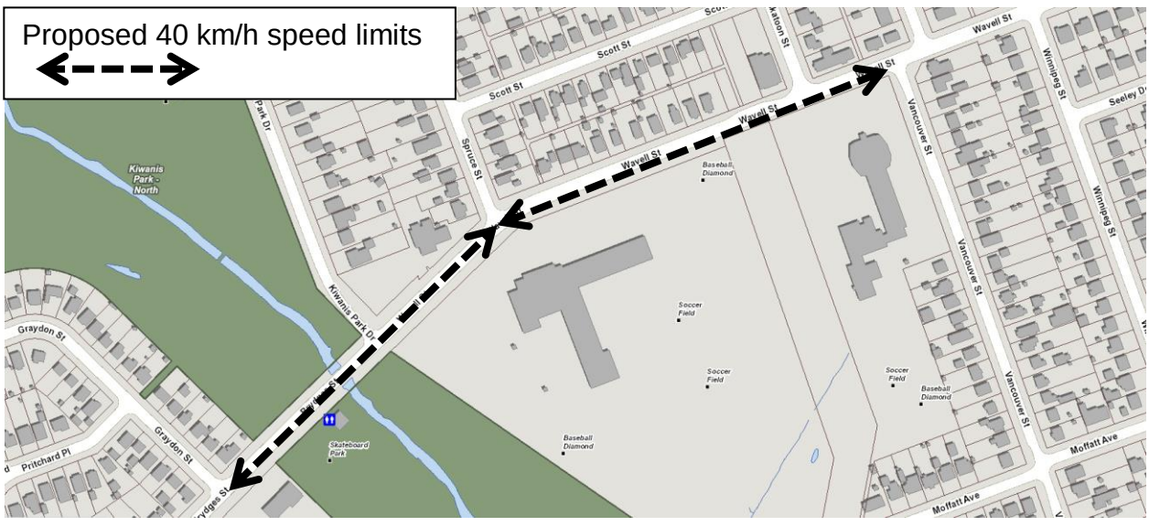


Figure 16: Brydges Street and Wavell Street

A walkway connects Jack Chambers Public School to Virginia Road. It is recommended that the speed limit on Virginia Road be reduced to 40 km/h and to designate the school zone as a School Community Safety Zone.

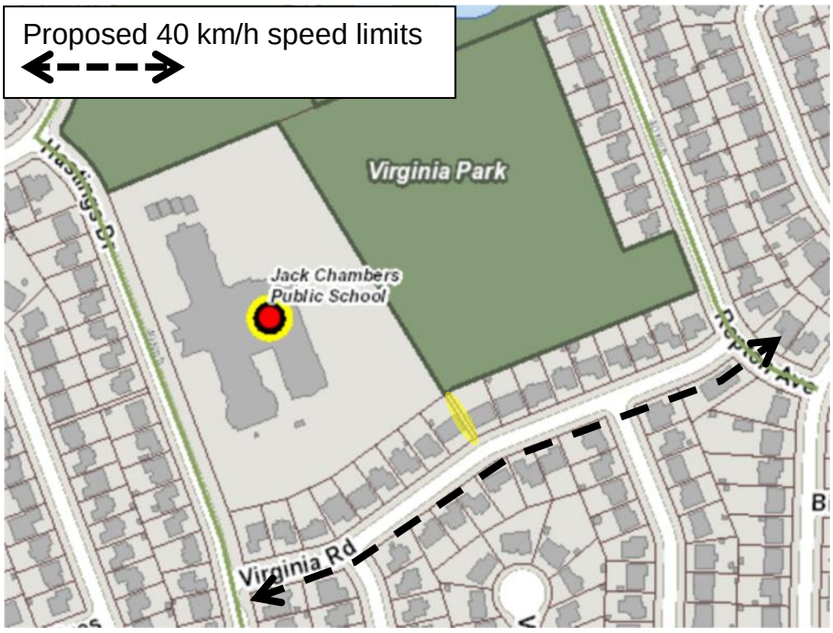


Figure 17: Virginia Road

Amendments are required to Schedule 17 (Higher Speeds), Schedule 17.1 (Lower Speeds) and Schedule 17.2 (School Community Safety Zones) to address the above changes and PS-113 Sections 32 and Section 33.

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

https://cityhub/services/ees/roads/trans-op/CR/2020-03-10/2020-03-10-CWC-RPT-Traffic and Parking By-law v3.docx

March 2, 2020/db

Attach: Appendix A: By-law to amend the Traffic and Parking by-law (PS-113)
Appendix B: By-law to amend the Traffic and Parking by-law (PS-113) to install an all-way stop Princess Avenue and Centennial Lane
Appendix C: By-law to amend the Traffic and Parking by-law (PS-113) to remove the all-way stop at Princess Avenue and Centennial Lane

cc. Parking Office

APPENDIX A

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

Bill No.

By-law No. PS-113

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

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

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

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

1. <u>Prohibited Vehicles</u>

Prohibited Vehicles Section 32 is amended the said By-law PS-113 is hereby amended by **deleting** the following:

32. No person shall use a bicycle, a motor assisted bicycle, a wheelchair, a motor assisted wheelchair or an animal-drawn vehicle on the following roadways:

a) Highbury Avenue from Hamilton Road to Wilton Grove Road

b) Veterans Memorial Parkway from Huron Street to Highway 401

Prohibited Vehicles Section 32 is amended the said By-law PS-113 is hereby amended by **adding** the following:

32. No person shall use a bicycle, a motor assisted bicycle, a wheelchair, a motor assisted wheelchair or an animal-drawn vehicle on the following roadways:

a) Highbury Avenue South from Wilton Grove Road to Thames River

b) Highbury Avenue North from Thames River to Hamilton Road

c) Veterans Memorial Parkway from Wilton Grove Road to Clarke Road

2. Prohibited Pedestrians

Pedestrians Prohibited Section 33 is amended the said By-law PS-113 is hereby amended by **deleting** the following:

33. No person, who is a pedestrian, shall use the following roadways:

a) Highbury Avenue from Hamilton Road to Wilton Grove Road

b) Veterans Memorial Parkway from Huron Street to Highway 401

Pedestrians Prohibited Section 33 is amended the said By-law PS-113 is hereby amended by **adding** the following:

33. No person, who is a pedestrian, shall use the following roadways:

a) Highbury Avenue South from Wilton Grove Road to Thames River
b) Highbury Avenue North from Thames River to Hamilton Road
c) Veterans Memorial Parkway from Wilton Grove Road to Clarke Road

3. <u>No Stopping</u>

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

Hawthorne Road	North	A point 38 m west of Ranchwood Crescent	Tanoak Road	Anytime
Hill Street	South	Colborne Street	A point 33m west of Maitland Street	8:00 am to 6:00 pm Monday to Friday
Richmond Street	West	A point 185 m north of Parkdale Avenue	A point 365 m north of Parkdale Avenue	7:00 a.m. to 9:00 a.m.
Vancouver Street	West	A point 28 m south of Wavell Street	A point 132 m south of said street	Anytime
Vancouver Street	East	Wavell Street	A point 160 m south of Wavell Street	7:30 am to 9:00 am and 2:00 pm to 4:00 pm Monday-Friday

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

Richmond Street	West	A point 365 m north of Parkdale Avenue	A point 245 m north of Parkdale Avenue	Anytime
Vancouver Street	West	A point 28 m south of Wavell Street	A point 132 m south of Wavell Street	8:00 a.m. to 4:00 p.m. Monday to Friday September 1st to June 30th
Vancouver Street	East	Wavell Street	A point 160 m south of Wavell Street	8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday September 1st to June 30th

4. <u>No Parking</u>

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

Callaway Road	North	A point 330 m west of Royal Oaks Bend	Royal Oaks Bend	Anytime
Callaway Road	South	A point 330 m west of Royal Oaks Bend	A point 280 m west of Royal Oaks Bend	Anytime
Callaway Road	South	A point 225 m west of Royal Oaks Bend	A point 185 m west of Royal Oaks Bend	Anytime
Callaway Road	South	A point 150 m west of Royal Oaks Bend	A point 132 m west of Royal Oaks Bend	Anytime
Callaway Road	South	A point 17 m west of Royal Oaks Bend	Royal Oaks Bend	Anytime

Hawthorne Road	North	A point 100 m east of Jubilee Drive	A point 145 m east of Jubilee Drive	8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday from September 1st to June 30th

5. <u>Loading Zones</u>

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

Street. George Street	West	From a point 44 m north of Piccadilly Street to a point 16 m north of said street	8:00 a.m. to 6:00 p.m.
Street. George Street	West	From Piccadilly Street to a point 20 m north of Ann Street	
Street. Lawrence Blvd	East	From a point 30 m south of Street. Lawrence Place to a point 125 m north of Norton Avenue	8:00 a.m. to 6:00 p.m.

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

St. George Street	West	From Piccadilly Street to a point 20 m north of Ann Street	
St. Lawrence Boulevard	East	From a point 30 m south of Street. Lawrence Place to a point 125 m north of Norton Avenue	8:00 a.m. to 6:00 p.m.
Talbot Street	West	A point 35 m north of Dufferin Avenue to a point 14 north of Dufferin Ave	

6. <u>Limited Parking</u>

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

St. George Street	West	From a point 57 m north of Piccadilly Street to a point 22 m north of Piccadilly Street	8:00 a.m. to 6:00 p.m.	2 Hours

7. <u>Stop Signs</u>

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

Northbound	Bancroft Road	Hudson Drive
Southbound	Bancroft Road	Bow Street
Eastbound	Bow Street	Bancroft Road
Northbound	Driver Lane	Auto Mall Avenue
Westbound	Hudson Drive	Bancroft Road
Southbound	Marley Place	McKenzie Avenue
Eastbound	Sunnyside Court	Sunnyside Crescent

8. <u>Yield Signs</u>

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

Southbound	Marley Place	Mckenzie Avenue
Eastbound	Sunnyside Court	Sunnyside Crescent

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

Southbound	Durrow Street	Hamley Road
Northbound	Durrow Street	Shamrock Road
Eastbound	Hamley Road	Shamrock Road

9. <u>School Bus Loading Zones</u>

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

Hawthorne Road	North	A point 38 m west of Ranchwood Crescent	Tanoak Road

Hill Street	South	Colborne Street	A point 33m west of Maitland Street

10. <u>Higher Speed Limits</u>

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

Clarke Road	North City Limit	A point 830 m north of Huron Street	80 km/h
Clarke Road	A point 830 m north of Huron Street	A point 150 m north of Huron Street	70 km/h
Clarke Road	A point 150 m north of Huron Street	A point 150 m north of Dundas Street	60 km/h
Veterans Memorial Parkway	Huron Street	150 m southerly	60 km/h
Veterans Memorial Parkway	A point 150 m south of Huron Street	A point 100 m north of Page Street	80 km/h

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

Clarke Road	Veterans Memorial Parkway	North City Limit	80 km/h
Clarke Road	A point 150 m north of Dundas Street	Veterans Memorial Parkway	60 km/h
Veterans Memorial Parkway	A point 100 m north of Page Street	Clarke Road	80 km/h

11. <u>Lower Speed Limits</u>

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

Wavell Street	Graydon Street	Winnipeg Boulevard	40 km/h

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

Brydges Street	Graydon Street	Spruce Street	40 km/h
Dundas Street	Ridout Street N	Wellington Street	30 km/h
Wavell Street	Spruce Street	Winnipeg Boulevard	40 km/h
Virginia Road	Hastings Drive	Repton Avenue	40 km/h

12. <u>Community Safety Zones</u>

Schedule 17.2 (Community Safety Zones) of the PS-113 By-law is hereby amended by **deleting** the following row:

Wavell Street	Graydon Street	Winnipeg Boulevard

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

Brydges Street	Graydon Street	Spruce Street
Dundas Street	Ridout Street N	Wellington Street
Wavell Street	Spruce Street	Winnipeg Boulevard

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

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020
Second Reading – March 24, 2020
Third Reading – March 24, 2020

APPENDIX B

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

To install an all-way stop at Princess Avenue and Centennial Lane

Bill No.

By-law No. PS-113

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

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

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

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

1. <u>Stop Signs</u>

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

Westbound	Princess Avenue	Centennial Lane

This by-law comes into force and effect on June 29th, 2020.

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020
Second Reading – March 24, 2020
Third Reading – March 24, 2020

APPENDIX C

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

To remove the all-way stop at Princess Avenue and Centennial Lane

Bill No.

By-law No. PS-113

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

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

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

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

2. <u>Stop Signs</u>

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

Westbound	Princess Avenue	Centennial Lane

This by-law comes into force and effect on September 7, 2020.

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020
Second Reading – March 24, 2020
Third Reading – March 24, 2020

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT	**TRANSPORTATION MANAGEMENT CENTRE VIDEO MANAGEMENT SYSTEM SINGLE SOURCE**

RECOMMENDATION

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

a) Approval **BE GIVEN** to enter into a contract with Avent Technical Group Ltd. in the amount of $79,039.95 excluding H.S.T. to supply a Video Management System (VMS) and associated licenses in accordance with the 'Procurement of Goods and Services Policy' Section 14.4(d) Single Source and Section 14.5(b);

b) The financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;

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

d) Approval hereby given **BE CONDITIONAL** upon the Corporation negotiating satisfactory prices, terms, and conditions Avent Technical Group Ltd. to the satisfaction of the Managing Director, Environmental and Engineering Services and City Engineer or designate; and

e) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order relating to the subject matter of this approval.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

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

- Civic Works Committee – October 24, 2017, II, 9. Intelligent Transportation System – Appointment of Consulting Engineer; and
- Civic Works Committee – April 17, 2018, II, 10. Transportation Intelligent Mobility Management System – Waze Connected Citizens Program Agreement.

COUNCIL'S 2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of **Building a Sustainable City**. By continuing to improve the traffic signal system for the benefit of all road users and implementing infrastructure improvements and programs this will have the effect of managing congestion and travel times and improving safety for all modes of transportation, including transit.

BACKGROUND

The City currently owns a Milestone XProtect video management system (VMS) that is used by Corporate Security and Emergency Management for their video monitoring activities. Similarly, the City will be requiring a VMS for monitoring traffic demand of the transportation network as part of the Transportation Intelligent Mobility Management System (TIMMS) project via the Transportation Management Centre (TMC) located at the Emergency Operations Centre (EOC) on Boler Road.

The City has previously chosen the Milestone XProtect product for its VMS, therefore it will be beneficial to procure an identical VMS product for similar TMC business needs. Once the TMC is further established, a common VMS platform will allow for compatibility and support the sharing of resources with both the existing Corporate Security and Emergency Management business unit and upcoming VMS business needs related to Council-approved Rapid Transit projects as opposed to a non-compatible product.

This recommendation is in compliance with the 'Procurement of Goods and Services Policy' Section 14.4 Single Source, Clauses (d) and Section 14.5 Clause (b).

PREPARED BY:	**REVIEWED AND CONCURRED BY:**
SHANE MAGUIRE, P. ENG. **DIVISION MANAGER,** **ROADWAY LIGHTING AND TRAFFIC CONTROL**	**DOUG MACRAE, P.ENG., MPA** **DIRECTOR, ROADS AND TRANSPORTATION**
CONCURRED BY:	**RECOMMENDED BY:**
MAT DALEY **DIRECTOR, INFORMATION TECHNOLOGY SERVICES**	**KELLY SCHERR, P.ENG., MBA, FEC** **MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**

February 28, 2020
/sm

Attach: Appendix A: Sources of Financing

cc. Tangible Capital Assets

APPENDIX 'A'

#20019

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Transportation Management Centre Video Management System Single Source (Subledger TF190023)
Capital Project TS1430-3 - RT3: East London Link - Rapid Transit (PTIF)
Capital Project TS4078 - Traffic Management Centre Phase 1
Avent Technical Group Ltd. - $79,039.95 (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
TS1430-3 - RT3: East London Link (PTIF)					
Consulting		$1,158,411	$1,158,411		$0
Construction		182,692	138,933		43,759
Traffic Signals		668,000	565,034	41,824	61,142
City Related Expenses		859,227	842,128		17,099
		2,868,330	2,704,506	41,824	122,000
TS4078 - Traffic Management Centre Phase 1					
Consulting		$30,000	$0		$30,000
Construction		800,000	270,049	38,607	491,344
		830,000	270,049	38,607	521,344
NET ESTIMATED EXPENDITURES		**$3,698,330**	**$2,974,555**	**$80,431**	**$643,343**
SUMMARY OF FINANCING:					
TS1430-3 - RT3: East London Link (PTIF)					
Capital Levy		$111,915	$104,051	$1,464	$6,400
Drawdown from City Services - Roads Reserve Fund (Development Charges)	2)	1,486,873	1,382,391	19,448	85,034
Federal PTIF (Public Transit Infrastructure Fund)		1,269,542	1,218,064	20,912	30,566
		2,868,330	2,704,506	41,824	122,000
TS4078 - Traffic Management Centre Phase 1					
Debenture Quota	3)	$157,700	$51,309	$7,335	$99,055
Debenture Quota (Serviced through City Services Roads Reserve Fund (Development Charges))	2) & 3)	672,300	218,740	31,272	422,288
		830,000	270,049	38,607	521,344
TOTAL FINANCING		**$3,698,330**	**$2,974,555**	**$80,431**	**$643,343**

1) **FINANCIAL NOTE:**

	TS1430-3	TS4078	Total
Contract Price	$41,101	$37,939	$79,040
Add: HST @13%	5,343	4,932	10,275
Total Contract Price Including Taxes	46,444	42,871	89,315
Less: HST Rebate	4,620	4,264	8,884
Net Contract Price	$41,824	$38,607	$80,431

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

Note to City Clerk:

3) Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary authorizing by-laws.

An authorizing by-law should be drafted to secure debenture financing for project TS4078 - Traffic Management Centre Phase 1 for the net amount to be debentured of $830,000.00.

kw

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER AND BARRY R. CARD MANAGING DIRECTOR, CORPORATE SERVICES AND CITY SOLICITOR**
SUBJECT:	**AUTOMATED SPEED ENFORCEMENT UPDATE**

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the Managing Director, Corporate Services and City Solicitor, the implementation of the Automated Speed Enforcement (ASE) program in London **BE DEFFERED** one year to fully understand the effectiveness and viability of the ASE program as amended by the Ministry of Transportation, Ontario on November 28, 2019 and to update the Civic Works Committee.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

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

- Civic Works Committee – April 25, 2016, II, 2. School Zone Speed Limit Policy;
- Civic Works Committee – May 9, 2017, II, 11. Vision Zero – London Road Safety Strategy;
- Civic Works Committee – November 21, 2017, III 15. Safer School Zones Act;
- Civic Works Committee – May 15, 2018, 4.1 Automated Speed Enforcement;
- Civic Works Committee – February 20, 2019, 2.12 Red Light Camera Program, 2018 Annual Report;
- Civic Works Committee – May 14, 2019, 2.6 Area Speed Limit;
- Civic Works Committee – September 24, 2019, 2.6 Automated Speed Enforcement Contract Award, and
- Civic Works Committee – September 24, 2019, 3.2 Area Speed Limit Update.

COUNCIL'S 2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of **Strengthening Our Community** and **Building a Sustainable City.** Automated Speed Enforcement could enable Londoners to move around the city safely and easily in a manner that meets their needs by improving safety for all modes of transportation in accordance with Vision Zero principles.

BACKGROUND

On October 1, 2019, Municipal Council approved the contract award for services to implement the automated speed enforcement (ASE) program. On November 28, 2019 Ontario Regulation 398/19 was passed by the Province of Ontario to permit the implementation of ASE. The new regulation is considerably different than the ASE Working Group and the Ministry of Transportation, Ontario (MTO) discussed as the ASE program was developed. The following report highlights the changes and estimates the impact that the new regulation will have on the delivery of ASE.

DISCUSSION

In addition to changes to the ASE regulations, the legal agreement with MTO and MTO's ASE Guidelines were also revised. The following are the major changes along with potential impacts:

1. The signage at the ASE site was revised with "municipal" and "in use" added. The regulation requires that the sign be removed when the ASE system is not functioning. This is a departure from the Red Light Camera signage which is allowed to be in place if a camera is rotated from site to site.

   London's ASE program utilizes mobile ASE equipment which would be used to target enforcement at data driven sites with an ASE unit servicing many sites. ASE signage is used to educate drivers and to modify their behaviour. Removing the signs when the ASE system is not operating will lessen the impact on lowering the speed of traffic.

2. "Coming soon" signs must be erected at ASE sites for 90 days prior to the issuance of ASE infractions. These signs were not discussed or contemplated during the development of the ASE program.

   The "coming soon" sign combined with the removal of the "in use" signs when infractions are not being issued may limit the safety effectiveness of ASE in the long term reduction of speeding.

3. "Informational notices" (warning notices) must be issued during the first 90 days of the ASE program and they are recommended whenever an ASE unit is deployed.

The initial 90-day warning period is longer than the Council's approved 30 day warning period but consistent with how some municipalities were proceeding. Even though the issuance of warning notices for 90 days each time a mobile or semi-fixed ASE unit is relocated is not mandatory, it is a recommended practice by MTO. The issuance of warning notices at the beginning of the ASE program is beneficial as part of the education program; however, continuing this practice could further erode the safety benefits of the program.

4. A review of the ASE program is to be conducted by the Parliamentary Assistant to the Minister of Transportation after 180 days. The purpose of the review is to determine if the program is operating as intended or if further legislative, regulatory or policy changes are needed.

   The contract with Redflex Traffic Systems (Canada) Limited is for 5 years with an optional 5-year extension. Changes to the ASE program following the 180-day review may negatively impact the viability of the program.

The MTO stated that the above changes are to ensure transparency; however, as noted, the changes can reduce the safety effectiveness of the ASE program.

CONCLUSION

The MTO were part of the ASE Working Group and provided input in the development of Ontario's ASE program. The recent changes to the requirements of the ASE program vary significantly from when the ASE request for proposals was issued and when Council approved the 5-year contract with Redflex. These changes may reduce or eliminate the safety benefits of ASE and increase the cost of the program. Furthermore, the 180-day review of the ASE program creates uncertainty with respect to the viability of the ASE program as it moves forward. In light of these factors, it is recommended that London's ASE program be deferred one year so that staff can understand the full impact of these changes and potential future changes as a result of the provincial 180-day review. The City of Toronto and the City of Ottawa are proceeding with their ASE programs. The one year deferral will allow staff to monitor ASE in these cities and to determine the effectiveness of the revised ASE program.

PREPARED BY:	REVIEWED & CONCURRED BY:
SHANE MAGUIRE, P. ENG. **DIVISION MANAGER,** **ROADWAY LIGHTING AND TRAFFIC CONTROL**	**DOUG MACRAE, P. ENG., MPA** **DIRECTOR** **ROADS AND TRANSPORTATION**
RECOMMENDED BY:	**RECOMMENDED BY:**
KELLY SCHERR, P.ENG., MBA, FEC **MANAGING DIRECTOR,** **ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**	**BARRY R. CARD** **MANAGING DIRECTOR, CORPORATE SERVICES AND CITY SOLICITOR**

https://cityhub/services/ees/roads/trans-op/CR/2020-03-10/2020-03-10-CWC-RPT-ASE Update v1.docx
February 25, 2020/sm

cc: Legal
Provincial Court Administration Office
London Police Service
Transportation Advisory Committee
Community Safety and Crime Prevention Advisory Committee

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**AREA SPEED LIMIT IMPLEMENTATION**

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the implementation of the Area Speed Limit program:

a) The proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on March 24, 2020, for the purpose of amending the Traffic and Parking By-law (PS-113);

b) The Area Speed Limit Program **BE IMPLEMENTED** on local and collector streets in neighbourhoods where the London Transit Commission have identified none, limited or low impact to transit service; and,

c) Implementation of the Area Speed Limit Program in neighbourhoods where the London Transit Commission have identified as having a medium or high impact to transit service **BE DEFERRED** until transit impact data from the initial areas is analyzed.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

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

- Civic Works Committee – 2019-05-14 - 2.6 Area Speed Limit; and,
- Civic Works Committee – 2019-09-24 – 3.2 Area Speed Limit Update.

COUNCIL'S 2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of **Strengthening Our Community** and **Building a Sustainable City.** Area speed limits could enable Londoners to move around the city safely and easily in a manner that meets their needs by improving safety for all modes of transportation in accordance with Vision Zero principles.

BACKGROUND

On October 1, 2019, Municipal Council passed the following resolution:

That the following actions be taken with respect to area speed limit:

a) the Civic Administration BE DIRECTED to implement the Area Speed Limit program or 40 km/h default speed limit will be established on local streets and Area Speed Limit zones will also be designated Community Safety Zones; and

b) the following additional considerations BE REFERRED back to the Civic Administration in order to allow for consultation with the London Transit Commission:

i) consideration of the implementation of the 40 km/h speed limit on collector roads;

ii) consideration of the implementation of the 40 km/h speed limit also be applied to the following arterial roads and the area they encompass, within the downtown area to reflect the high level of pedestrian and cyclist activity:

A. King Street from Thames Street to Colborne Street;

B. Pall Mall Street from Richmond Street to Wellington Street;

C. Queens Avenue from Colborne Street to Ridout Street North;

D. Richmond Street from Horton Street East to Oxford Street East; and

E. Wellington Street from Horton Street East to Pall Mall Street;

iii) reduction of the School zone speed limits from 40 km/hr, to 30 km/hr on local streets. (2019-T07) (AS AMENDED) (3.2/13/CWC)

This report addresses the above Council resolutions.

DISCUSSION

Background

The Ontario Highway Traffic Act (HTA) 128 (2.1) was recently amended to allow municipalities to pass a by-law to set a speed limit less than 50 km/h for all roads within a designated area. The Community Safety and Crime Prevention Advisory Committee (CSCPAC) and the London Middlesex Road Safety Committee (LMRSC) supported the lowering of the speed limit in residential areas to 40 km/h. A slight majority of public survey respondents to Get Involved London supported the lowering of speed limits in residential areas. Approval was given to implement the Area Speed Limit (ASL) on local streets (neighbourhood streets); however, additional consultantion with the London Transit Commission (LTC) was needed before implementation on collector streets (neighbourhood connectors).

London Transit Commission (LTC) Impact

The LTC passed the following resolution:

> That the Commission CONFIRM the following feedback be provided to civic administration with respect to the potential impacts of a reduced speed limit on area collectors to public transit services;
>
> - The anticipated impact on the conventional transit service as the result of a reduction in speed limit on area collectors is significant.
>   - The manner in which the issue is addressed will result in either significant operating and capital cost increases or significant negative impacts on service (the Route 15 example from this report will be included).
> - While not assessed, lower speed limits on area collectors are also likely to have an impact on the productivity of the specialized services, resulting in fewer trips per hour, and less ridership.
>
> A minimum of nine months' notice (prior to the fall service implementation period) is required prior to the speeds being altered on area collectors in order to provide time for the affected schedules to be changed and implemented. In addition, should additional buses be required to undertake the changes, a minimum one year notice would be required.

LTC staff reviewed the travel speeds of Route 15 (Huron Heights to Westmount Mall) on local and collector roads. Using this information the transit routes were broken down in the following impact categories:

- High – Routes operate mostly on corridors that are proposed to have a speed limit reduction. Speed limit reductions cannot be accommodated in the existing schedule without impacting frequency.
- Medium – Routes operate a significant portion along corridors with proposed speed limit reductions, however less than those listed as high. Speed limit reductions will likely require additional hours during some operating periods.

- Low – Routes operate on limited corridors with proposed speed limit reductions and can be accommodated for within the existing schedules.
- Limited – Routes have very limited or no operation along corridors with proposed speed limit reductions. No impacts to the existing schedule on these routes.

Each LTC route was assigned one of these impact categories. The LTC report on these impacts can be found in Appendix B which also contains the ranking of all transit routes.

ASL implementation in areas with both local and collector streets is more desirable and more cost-effective because of lower signage requirements. As a result of further dialogue with LTC, the following initial approach to area speed limit implementation is proposed at the current time:

1. In order to gain more information on the impact to LTC service, City and LTC staff developed three initial speed reduction areas that include High and Medium impacted routes. The reduction of the speed limit in these areas will allow for before/after comparisons to quantify the impact.
2. Speed reductions in other High and Medium impacted routes should be deferred until a comparison of the travel time data in these initial areas identified above is complete.
3. Areas with Low and Limited impact to LTC routes or the absence of LTC routes may proceed as resources are available.
4. The downtown ASL is recommended. Even though many LTC routes pass through the downtown, the impact to the schedule of these existing routes would be minimal if the speed limit was reduced. Given the frequent intersection and bus stop spacing in the Downtown Loop, any impact from the reduced speed limit is not anticipated to be significant for the future rapid transit vehicles.

School Zone Speed Limit

All school zones on minor streets have a speed limit of 40 km/h. Traffic operations in the new area speed limits will be observed and public feedback received to inform a future review of school zones and the potential for associated reduction to 30 km/h. The review will include consultation with committees and potentially impacted public services including LTC and LPS as knowledge is gained from these initial area speed limits. The Ontario Highway Traffic Act (HTA) defines a school zone as the road “that adjoins the entrance to or exit from a school and that is within 150 metres along the highway in either direction beyond the limits of the land used for the purposes of the school”.

Initial Area Speed Limit Implementation

Taking the above into consideration, the following are the suggested initial ASL zones, excluding arterial roads:

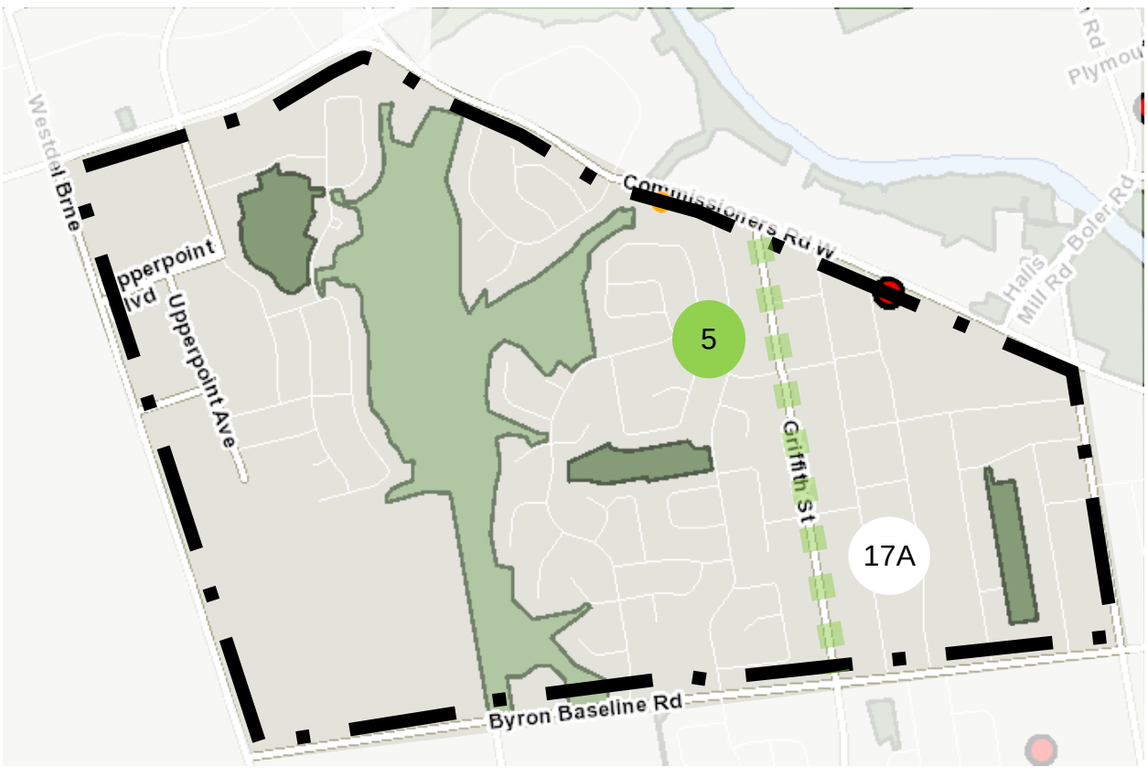


Figure 1: Limited Transit Impact - Route 17A and Low Impact - Route 5

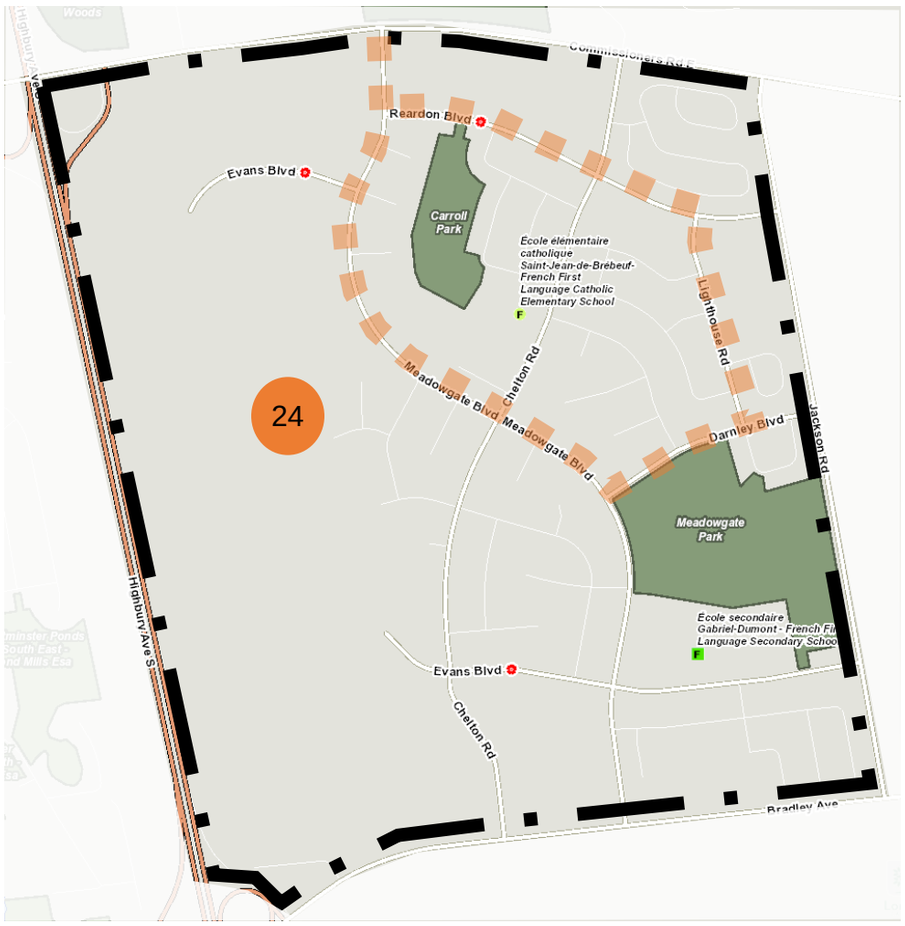


Figure 2: Medium Transit Impact - Route 24

Figure 3: High Impact - Routes 9 and 31

Figure 4: Downtown including Blackfriars and Woodsfield Areas
(Transit routes are removed for clarity)

Most arterial roads in the downtown will be reduced to 40 km/h with the exception of King Street from Colborne Street to Adelaide Street North, Queens Avenue from Adelaide Street North to Colborne Street, Riverside Drive from Wharncliffe Road North to Dundas Street and York Street from Stanley Street to Adelaide Street North.

The downtown is an area with higher numbers of collisions including vulnerable road users when compared to other areas of the city which is demonstrated in Appendix C; therefore, this area is of special safety concern. It is recommended that the downtown should be designated as a Community Safety Zone (CSZ).

SUMMARY

The suggested implementation plan for the Area Speed Limit program includes areas with none or low impact on transit service. This initial phase also includes two areas that may have a medium or high impact on transit service to compare the actual impact of the speed limit reduction to the calculated impact.

The high concentration of trips by all road users in a compact area makes the downtown area an ideal zone for a reduced area speed limit. The lower speed limit in the downtown has the greatest potential to improve safety for all road users without significantly impacting transit. The higher number of vulnerable road user collisions supports the designation of a community safety zone in the downtown area.

As the ASL program is implemented, traffic operations will be monitored. This will inform the future review of the school zone speed limit and potential associated reductions in area speed limits.

PREPARED BY:	**REVIEWED AND CONCURRED BY:**
SHANE MAGUIRE, P. ENG. **DIVISION MANAGER,** **ROADWAY LIGHTING AND TRAFFIC CONTROL**	**DOUG MACRAE, P.ENG., MPA** **DIRECTOR, ROADS AND TRANSPORTATION**

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

https://cityhub/services/ees/roads/trans-op/CR/2020-03-10/2020-03-10-CWC-RPT-Area Speed Limit Implementation v5.docx
February 25, 2020/sm

Attach: Appendix A: By-law to amend the Traffic and Parking by-law (PS-113)
Appendix B: London Transit Commission, Preliminary Assessment of Speed Limit Reduction Impacts
Appendix C: Pedestrian and Cycling Collision Heat Maps (2015 – 2017)

cc: London Police Service
London Transit Commission

APPENDIX A

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

Bill No.

By-law No. PS-113

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

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

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

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

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

   35.3 The highways bounded by the limits set out in Column 1 of Schedule 17.3 (Area Speed Limit) of this by-law, are hereby restricted to maximum rates of speed as set out in Column 2.

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

Albert Street	Ridout Street North	Richmond Street
Albion Street	Rogers Avenue	Blackfriars Street
Alfred Street	Pall Mall Street	The northerly limit of Alfred Street
Angel Street	Richmond Street	Clarence Street
Ann Street	The westerly limit of Ann Street	The easterly limit of Ann Street
Argyle Street	Blackfriars Street	The north limit of Argyle Street
Arthur Street	William Street	Alfred Street
Barton Street	The west limit of Barton Street	Talbot Street
Bathurst Street	Thames Street	Adelaide Street North

Becher Street	Wharncliffe Road South	The east limit of Becher Street
Blackfriars Street	Wharncliffe Road North	Thames River
Burwell Street	Horton Street East	Bathurst Street
Burwell Street	York Street	Dundas Street
Carling Street	Talbot Street	Richmond Street
Carrothers Avenue	Wilson Avenue	The east limit of Carrothers Avenue
Cartwright Street	Dufferin Avenue	Central Avenue
Centennial Lane	Dufferin Avenue	Princess Avenue
Central Avenue	Talbot Street	Adelaide Street North
Chandler Avenue	Albion Street	Wilson Avenue
Cherry Street	Wilson Avenue	The east limit of Cherry Street
Clarence Street	Horton Street East	Bathurst Street
Clarence Street	York Street	The northerly limit of Clarence Street
Colborne Street	Horton Street East	Oxford Street East
Covent Market Place	Talbot Street	King Street
Cummings Avenue	Wilson Avenue	Napier Street
Dufferin Avenue	Ridout Street North	Adelaide Street North
Dundas Street	Thames Street	Wellington Street
Dundas Street	Wellington Street	Adelaide Street North
Empress Avenue	Wharncliffe Road North	Napier Street
Fullarton Street	Ridout Street North	Richmond Street
Hamilton Road	Bathurst Street	Horton Street East
Harvard Street	Waterloo Street	Yale Street
Hope Street	The westerly limit of Hope Street	Colborne Street

Horn Street	Stanley Street	Becher Street
Hyman Street	Saint George Street	Waterloo Street
John Street	Talbot Street	Adelaide Street North
Kenneth Avenue	Wellington Street	Waterloo Street
Kensington Avenue	Wharncliffe Road North	Wilson Avenue
Kent Street	Ridout Street North	Richmond Street
King Street	Thames Street	Adelaide Street North
Leslie Street	Wilson Avenue	The east limit of Leslie Street
Maitland Street	Horton Street East	Oxford Street East
Miles Street	Pall Mall Street	Piccadilly Street
Mill Street	Talbot Street	Adelaide Street North
Moir Street	Wharncliffe Road North	Albion Street
Mount Pleasant Avenue	Wharncliffe Road North	Wilson Avenue
Napier Street	Cummings Avenue	Empress Avenue
Palace Street	Princess Avenue	Central Avenue
Pall Mall Street	Richmond Street	Adelaide Street North
Perry Street	Stanley Street	Becher Street
Peter Street	Queens Avenue	Princess Avenue
Piccadilly Street	The westerly limit of Piccadilly Street	Adelaide Street North
Picton Street	Queens Avenue	Dufferin Avenue
Princess Avenue	Centennial Lane	Adelaide Street North
Prospect Avenue	Dufferin Avenue	Princess Avenue
Queens Avenue	Riverside Drive	Adelaide Street North
Regina Street	Colborne Street	Maitland Street
Richmond Street	Horton Street East	Oxford Street East

Ridout Street North	Horton Street East	Thames River (north branch)
Riverside Drive	Wharncliffe Road North	Thames Street
Rogers Avenue	Wharncliffe Road North	The east limit of Rogers Avenue
Rosedale Street	William Street	Adelaide Street North
Saint Andrew Street	Empress Avenue	Oxford Street West
Saint George Street	Central Avenue	Oxford Street East
Saint Patrick Street	Wharncliffe Road North	The east limit of Saint Patrick Street
Stanley Street	Wharncliffe Road South	The east limit of Stanley Street
Talbot Street	Horton Street East	Bathurst Street
Talbot Street	The southerly limit of Talbot Street	Oxford Street East
Thames Street	Horton Street East	King Street
Thames Street	Dundas Street	The north limit of Thames Street
The Ridgeway	Wharncliffe Road South	Becher Street
Waterloo Street	Horton Street East	Bathurst Street
Waterloo Street	York Street	Oxford Street East
Waverley Place	The westerly limit of Waverly Place	Colborne Street
Wellington Street	Horton Street East	Pall Mall Street
Wellington Street	Kenneth Avenue	Oxford Street East
William Street	Horton Street East	Oxford Street East
Wilson Avenue	Riverside Drive	Blackfriars Street
Wolfe Street	Wellington Street	Waterloo Street
Yale Street	Harvard Street	Yale Street

York Street	The west limit of York Street	Adelaide Street North

3. Schedule 17.3 (Area Speed Limit) of the PS-113 By-law is hereby amended by **adding** the following rows:

Highbury Avenue South – Commissioners Road East – Jackson Road – Bradley Avenue	40 km/h
Westdel Bourne - Oxford Street West – Commissioners Road West – Boler Road – Byron Baseline Road	40 km/h
Wharncliffe Road North – Oxford Street West– Oxford Street East – Adelaide Street North – Hamilton Road – Horton Street East; excluding: 1) York Street from Thames River to Adelaide Street North, 2) King Street from Colborne Street to Adelaide Street North, 3) Queens Avenue from Colborne Street to Adelaide Street North and; 4) Riverside Drive from Wharncliffe Road North to Thames Street.	40 km/h
Hyde Park Road – Fanshawe Park Road West – Wonderland Road North – Gainsborough Road	40 km/h

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

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020
Second Reading – March 24, 2020
Third Reading – March 24, 2020

APPENDIX B

LONDON TRANSIT COMMISSION
PRELIMINARY ASSESSMENT OF SPEED LIMIT REDUCTION IMPACTS

October 30, 2019

To All Commissioners

Re: Preliminary Assessment of Speed Limit Reduction Impacts

Recommendation

That the Commission CONFIRM the following feedback be provided to civic administration with respect to the potential impacts of a reduced speed limit on area collectors to public transit services;

- The anticipated impact on the conventional transit service as the result of a reduction in speed limit on area collectors is significant.
    - The manner in which the issue is addressed will result in either significant operating and capital cost increases or significant negative impacts on service (the Route 15 example from this report will be included)
- While not assessed, lower speed limits on area collectors are also likely to have an impact on the productivity of the specialized services, resulting in fewer trips per hour, and less ridership
- A minimum of nine months' notice (prior to the fall service implementation period) is required prior to the speeds being altered on area collectors in order to provide time for the affected schedules to be changed and implemented. In addition, should additional buses be required to undertake the changes, a minimum one year notice would be required.

Background

At the October 1, 2019 meeting of Municipal Council, the following motion was passed with respect to adjustments to the speed limits in the City.

That the following actions be taken with respect to area speed limit:

a) the Civic Administration BE DIRECTED to implement the Area Speed Limit program or 40 km/h default speed limit will be established on local streets and Area Speed Limit zones will also be designated Community Safety Zones; and

b) the following additional considerations BE REFERRED back to the Civic Administration in order to allow for consultation with the London Transit Commission:
i) consideration of the implementation of the 40 km/h speed limit on collector roads;
ii) consideration of the implementation of the 40 km/h speed limit also be applied to the following arterial roads, and the area they encompass, within the downtown area to reflect the high level of pedestrian and cyclist activity:
A. King Street from Thames Street to Colborne Street;
B. Pall Mall Street from Richmond Street to Wellington Street;
C. Queens Avenue from Colborne Street to Ridout Street North;

D. Richmond Street from Horton Street East to Oxford Street East;
E.Wellington Street from Horton Street East to Pall Mall Street;

iii) reduction of the School Zone speed limits from 40 km/hr, to 30 km/hr on local streets.

Subsequent to being advised of this motion, Administration undertook to determine the best way to assess the impacts to transit service as the result of a potential reduction in speed limit to 40km/h on collector roads as well as those listed additionally above. While there is no timeframe provided in the motion with respect to the consultation, civic administration has inquired as to how quickly feedback from London Transit could be provided. In an effort to have materials for discussion at the October Commission meeting, a high level approach to the assessment was undertaken.

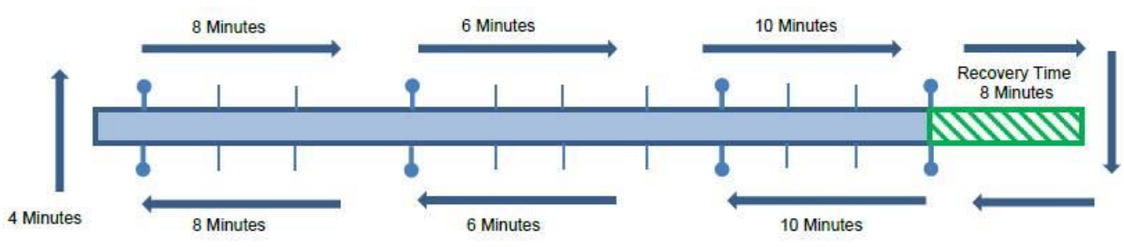
The summary section of this report outlines the feedback that is being recommended to be provided to civic administration with respect to the impacts of a reduced speed limit to 40 km/h on the conventional transit services, which is based on this high level assessment. As indicated later in the report, should a detailed assessment of each route be required, external resources would be needed, and it is anticipated the earliest this work could be completed would be by the end of the first quarter 2020.

Route Make-Up

In an effort to assist the reader in understanding the methodology utilized to assess the impacts of a lower speed limit, the following provides an overview of the make-up of a conventional transit route, and a description of how they are created.

When attempting to simplify the costs associated with the delivery of public transit the statement “time is money” is often used. While simple and to the point, the statement is also accurate. Every minute that a bus is running costs money; whether it be travelling to/from the Route it operates on, in service picking up passengers, waiting at a recovery point to allow the Operator an opportunity to use the facilities, or being serviced for the next day. When route schedules are created, significant effort is placed on making the schedule as efficient as possible. Consideration is given to the traffic conditions, speed limits on the corridors travelled, the number of turns and whether they are signalized, passenger loads, number and frequency of stops, and connections to other routes. This analysis is completed for each time period that the service will operate (AM Peak, Base, PM Peak, and Evening). The graphic below provides a visual of a Route schedule.

Visual of Simplified Route Schedule – Weekday Base Period Service



The hash marks in the diagram represent bus stop locations, with the bolder marks with the dots representing time points. In the simplified diagram above, the total round-trip

time for the route is 60 minutes, meaning each bus operating on the route would require 60 minutes to serve the entire route. The route is made up of a number of elements, each of which is described below:

- Stops – represented in the diagram by hash marks, are each of the designated stops along the route. The Operator will only stop at these locations in the event that a passenger wants to board or exit the bus.
- Time Points – represented in the diagram by bolder marks with a dot on top, are the stops along the route for which a time is provided for in the route schedule. In the case of time points, Operators will not pass or leave a time point prior to its scheduled time. Time points are also utilized when planning the transit network, as time points often represent stops that passengers may need to transfer to another route. In these cases, careful consideration is given to ensuring the time points for the connecting routes are scheduled in a manner to provide for convenient transfers.
- Recovery – represents the time allocated at a specific point in the route that provides the opportunity for the Operator to get the bus back on schedule if need be, as well as the opportunity to utilize the facilities nearby. The rule of thumb utilized by administration when creating schedules is that a minimum of 10% of the total running time of the route be dedicated to recovery. These locations are selected in an effort to provide a washroom facility for Operators, while at the same time ensuring the bus is not left idling for an extended period in a location that causes disruptions to traffic.

Recovery time in a route can be greater than 10%, and while this means the route is less efficient, it is done in an effort to balance the buses on the route. Depending on the running time of the route and the desired frequency, the connectivity requirements for transfers with other routes, and the scheduling for multi-use stops, there may be a requirement to include a longer recovery time. As will be discussed later in this report, if a route with greater than 10% recovery time is assessed to have schedule adherence issues, the schedule can be adjusted without the requirement for additional hours of service. Similarly, in some cases, the frequency of a route with greater than 10% recovery time can be increased without the requirement for additional hours. Routes that are operating with the minimum 10% recovery time however have no flexibility to be altered without the requirement of an additional bus and hours.

It is important to recognize that the example provided would not be accurate for all time periods during the service day. As indicated earlier, the round-trip running time of a route is impacted by a number of factors which change throughout the service day. As a result, the schedules for the route are changed to match those conditions. The time periods that service is broken into on weekdays and weekends are set out in the following table.

Weekday Time Periods		**Saturday Time Periods**		**Sunday Time Periods**
Early AM (6am to 7am)		Early AM (6am to 8am)		Early AM (7am to 9am)

AM Peak (7am to 9am)		Base (8am to 10am)		Base (9am to 12pm)
Base (9am to 2pm)		Peak (10am to 6pm)		Peak (12pm to 6pm)
PM Peak (2pm to 7pm)		Early Evening (6pm to 9pm)		Evening (6pm to end of service)
Evening (7pm to 9pm)		Late Evening (9pm to end of service)		
Late Evening (9pm to end of service)				

Referring back to the example route set out in the diagram, while the round trip running time may be 60 minutes for the weekday base period, a total running time for the same route will be something greater during the AM and PM peak periods. This is due to a number of factors including the increased levels of traffic and the increased stopping and starting due to heavier passenger volumes during those periods.

The next piece to consider when assessing a route is the frequency at which the service is operating. In the example above, if a 15 minute frequency were to be provided, it would require four buses (60 min round trip time divided by the 15 min frequency). If the frequency is adjusted in the base and evening periods to 20 minutes, the route would require only three buses.

As this section illustrates, there is not an easy way to assess the impact of a speed limit change on a route without undertaking a detailed assessment covering all time periods for weekdays, Saturday and Sunday service.

High Level Assessment

As a first step, all routes were assessed in an effort to determine the level of potential impact, based on factors including the corridors on which they travel, the spacing between stops, how tightly the current schedule runs, passenger loads by route, and how much of the route is impacted by the reduced speed limit. What has not been included in this assessment is the fact that a reduction in speed limit along a corridor will result in all traffic moving more slowly, which could result in increased congestion.

The following table sets out the results of this assessment, noting the impact assessments are based on the following criteria.

- High – Routes operate mostly on corridors that are proposed to have a speed limit reduction. Adding time to offset the speed limit reductions would result in

recovery time below the 10% target and therefore cannot be accommodated in the existing schedule without impacting frequency.

- Medium – Routes operate a significant portion along corridors with proposed speed limit reductions, however less than those listed as high. There may also be some more flexibility in the current schedule during certain time periods and may not require an additional peak period bus, but will likely require additional hours during some operating periods.
- Low – Routes operate on limited corridors with proposed speed limit reductions and it is assumed that the limited additional time required can be accommodated for within the existing schedules.
- Limited – Routes have very limited or no operation along corridors with proposed speed limit reductions. It is not anticipated that there will be an impact to the existing schedule on these routes.

Route Assessment – Impact of Reduced Speed Limits

Route	Impact		Route	Impact
1	High		27	Low
2	Low		28	Low
3	Limited		30	Limited
4	High		31	High
5	Low		33	Medium
6	Medium		34	High
7	Medium		35	Medium
9	High		36	Limited
10	Limited		37	Limited

12	Limited		90	Limited
13	Limited		91	Limited
15	High		92	Limited
16	Limited		93	Low
17	Low		94	Low
19	Medium		102	Medium
20	High		104	High
24	Medium		106	Medium
25	Limited			

Subsequent to this assessment, one of the routes assessed as “high” (Route 15) was selected for a detailed analysis. Data from the on-board metrics was reviewed for the period of 7am to 7pm on a weekday to determine the speeds at which the bus operated during the entire twelve hour period. The assessment was done over this period in an effort to determine the varying impacts during the AM Peak, Base and PM Peak operating periods, noting it was assumed that the Evening period would operate similar to the Base period. For each of the periods, the total time that the bus operated above 40 km/h were calculated, and then adjusted down to 40 km/h to determine the additional time that would be required to travel the same route.

The results of the detailed assessment for Route 15 on a weekday over the period concluded the following:

- AM Peak (7am-9am) – an additional 2 minutes and 12 seconds per hour, per bus would be required to travel the same distance. During this period, this additional time can be accommodated within the existing schedule.
- Base (9am to 2pm) – an additional 4 minutes and 8 seconds per hour per bus is required. The current schedule does not have adequate time to allow for this

while maintaining a 10% recovery time, and as such, an extra bus would need to be added to continue to operate during this period at the same frequency.
- PM Peak (2pm to 7pm) – an additional 2 minutes and 26 seconds per hour per bus is required. The current schedule does not have adequate time to allow for this while maintaining a 10% recovery time, and as such, an extra bus would need to be added to continue to operate during this period at the same frequency.

Extrapolating the results from the detailed assessment above, the following assumptions were made for the remaining weekday periods.

- Early AM (6am to 7am) – it is assumed this period would operate similar to the AM Peak period, and there would be adequate time in the schedule to accommodate the changes.
- Evening (7pm to 9pm) – it is assumed this period would operate similar to the Base period, and there would not be adequate time in the schedule while maintaining a 10% recovery time, requiring the addition of a bus to maintain the same frequency.
- Late Evening (9pm to end of service) – it is assumed this period would also operate similar to the Base period; however, the Late Evening schedules have adequate time to allow for this to be accommodated within the existing schedule.

A similar extrapolation of the detailed assessment was applied to weekend periods, with the results as follows.

- Early AM (start of service to 8am) – it is assumed that weekend services would operate similar to Early AM weekday service, and as such, there would be adequate time in the schedule to accommodate the changes.
- Base (8am to 10am) – it is assumed that weekend services would operate similar to the Base weekday period, and as such, there would not be adequate time in the schedule while maintaining a 10% recovery time, requiring the addition of a bus to maintain the same frequency.
- Peak (10am to 6pm) – it is assumed that weekend services would operate similar to the Base weekday period, and as such, there would not be adequate time in the schedule while maintaining a 10% recovery time, requiring the addition of a bus to maintain the same frequency
- Early Evening (6pm to 9pm) – it is assumed that weekend services would operate similar to the Evening weekday period, and as such, there would not be adequate time in the schedule while maintaining a 10% recovery time, requiring the addition of a bus to maintain the same frequency
- Late Evening (9pm to end of service) – it is assumed that weekend services would operate similar to the Late Evening weekday period, and as such, there would be adequate time in the schedule to accommodate the changes.

Based on the above results and extrapolations, the impact to weekday services in order to maintain the current frequencies would be an additional bus from 9am to 9pm (12 hours per day), for a total of 3,120 annualized service hours. Similarly, the impact on weekend services in order to maintain the same frequencies would be an additional bus from 8am to 6pm (10 hours per day), for a total of 1,040 hours. In total, the annualized operating impact on the route assessed would be the requirement of an additional 4,160 hours. In addition, given the bus would be required during peak operating periods on weekdays, one expansion bus would also be required. In terms of actual costs, if the

direct operating cost per service hour for the 2020 budget ($114 per hour) is applied to the total hours, the total cost of the additional hours would be approximately $474,000. In addition, the capital cost of an expansion bus is approximately $600,000 for a 40 foot bus including all required ancillary equipment. It is recognized that this assessment makes a number of assumptions. In the event the speed limits are reduced, actual schedules would be re-created based on current frequencies, which could result in variations from these estimates.

An alternative to increasing the hours and buses allocated to the route would be to reduce the frequency. In the case of Route 15, the additional time required would result in a 17 minute frequency (up from 15 minutes) during weekday Base and PM Peak periods, from 30 to 33 minutes on weekends during peak periods and from 60 to 63 minutes during weekend Evening periods. Increasing frequencies in order to accommodate the changes to speed limits system wide will inevitably undo many of the improvements made over the last Five Year Service Planning period in an effort to make the system as a whole more attractive. Additionally, as set out in Staff Report #1, dated October 30, 2019, one of the strategic directions in the 2020-2024 Service Plan Framework is to improve frequencies system wide, as well as eliminate any 60 minute frequencies. While it may seem like a minor change to adjust frequencies by two to three minutes, the route cannot be looked at in isolation. Adjusting the frequencies may result in extended waits for transfers with connecting routes, bunching of buses at multi-use stops, and more difficult schedules for customers to understand, noting they would no longer be operating on a clock-face frequency. As such, increasing frequencies is not the approach recommended to address the operational impacts of a reduced speed limit.

Overall Impacts

Given the significant resource requirement associated with the detailed analysis, only one route has been assessed. In order to provide an estimated order of magnitude impact on the system as a whole as the result of a reduction in speed limit to 40 km/h, the route assessment conducted on Route 15 will be relied upon below.

There were a total of eight routes that were assessed as “high” in terms of the likelihood of being impacted by the change, all with similar operating characteristics to the Route 15 which was assessed in detail. Applying the same additional required annual hours to each of these routes would result in a total service hour required for all of the eight routes of 33,280 hours. In order to address this within the current operating budget allocations, and assuming no changes would be in place until fall of 2020 given there is no budget allocation to make any schedule adjustments prior to that time, would require the total 18,000 hours budgeted for service improvements in 2020 as well as 15,280 hours from the 2021 service plan. As indicated earlier, in the event the speed limits are reduced, actual schedules would be re-created for all affected routes based on current frequencies, which could result in variations from these estimates.

Alternatively, the annualized budget increase required to address this would be an additional $3.4 million. In the event this additional funding was available, additional resources would be required in order for administration to complete the schedule rewrites for the 2020 and 2021 service plans as well as those required for the change in speed limit. As set out in Staff Report #1, dated October 30, 2019, significant resources are required to undertake schedule changes of this magnitude, and as such, if the

reduction in speed limit was confirmed by January 1, 2020, the earliest the required changes to schedules could be implemented would be September 2020.

The adjustments above would also require eight expansion buses, given the adjustments to schedules would be required in peak operating periods. The current capital plan calls for four expansion buses in 2020 and five in 2021, all with the exception of one would be required to address this issue. Alternatively, an additional eight expansion buses could be purchased at an estimated cost of $4.8 million, noting current delivery timelines, these buses would not be available until 2021.

It is recognized that this approach has not provided for a detailed route by route analysis, nor has any attempt at analysis been undertaken for a route that has been assessed as having a medium likelihood of being impacted. However, the assessment undertaken to date clearly indicates the potential for significant impacts to the conventional transit service in relation to a decreased speed limit regardless of the approach taken. If the approach is to request additional operating and capital budget dollars to accommodate the required schedule changes, the request will be substantial, noting prior to making a request of this nature, detailed assessments of each route potentially impacted would need to be undertaken. If the approach is to accommodate the required schedule changes within existing budget requests, 92% of the increased hours for the first two years of the Five Year Service Plan Framework would be required, resulting in no service improvements for 2020 or 2021. Finally, if the approach is to increase frequencies to accommodate the required schedule changes, the result would be the undoing of many of the improvements to the service made over the last number of years, resulting in a less reliable transit service which is counter to the Five Year Service Plan Framework as well as the Commissions 2019-2022 Business Plan.

Once Municipal Council has made a decision with respect to the speed limit reductions on collector roads, administration will prepare a report outlining the recommended options moving forward. In order to ensure Municipal Council is making an informed decision, the following section of the report outlines the key messages that will be shared with civic administration with respect to the proposed speed limit reduction.

Next Steps

Administration will prepare a document to respond to civic administration based on the details included in this report, highlighting the following key points:

- The anticipated impact on the conventional transit service as the result of a reduction in speed limit on area collectors is significant.
    - The manner in which the issue is addressed will result in either significant operating and capital cost increases or significant negative impacts on service (the Route 15 example from this report will be included)
- While not assessed, lower speed limits on area collectors are also likely to have an impact on the productivity of the specialized services, resulting in fewer trips per hour, and less ridership
- A minimum of nine months' notice (prior to the fall service change period) is required prior to the speeds being altered on area collectors in order to provide time for the affected schedules to be changed and implemented. In addition, should additional buses be required to undertake the changes, a minimum one year notice would be required.

Recommended by:

Shawn Wilson, Director of Operations

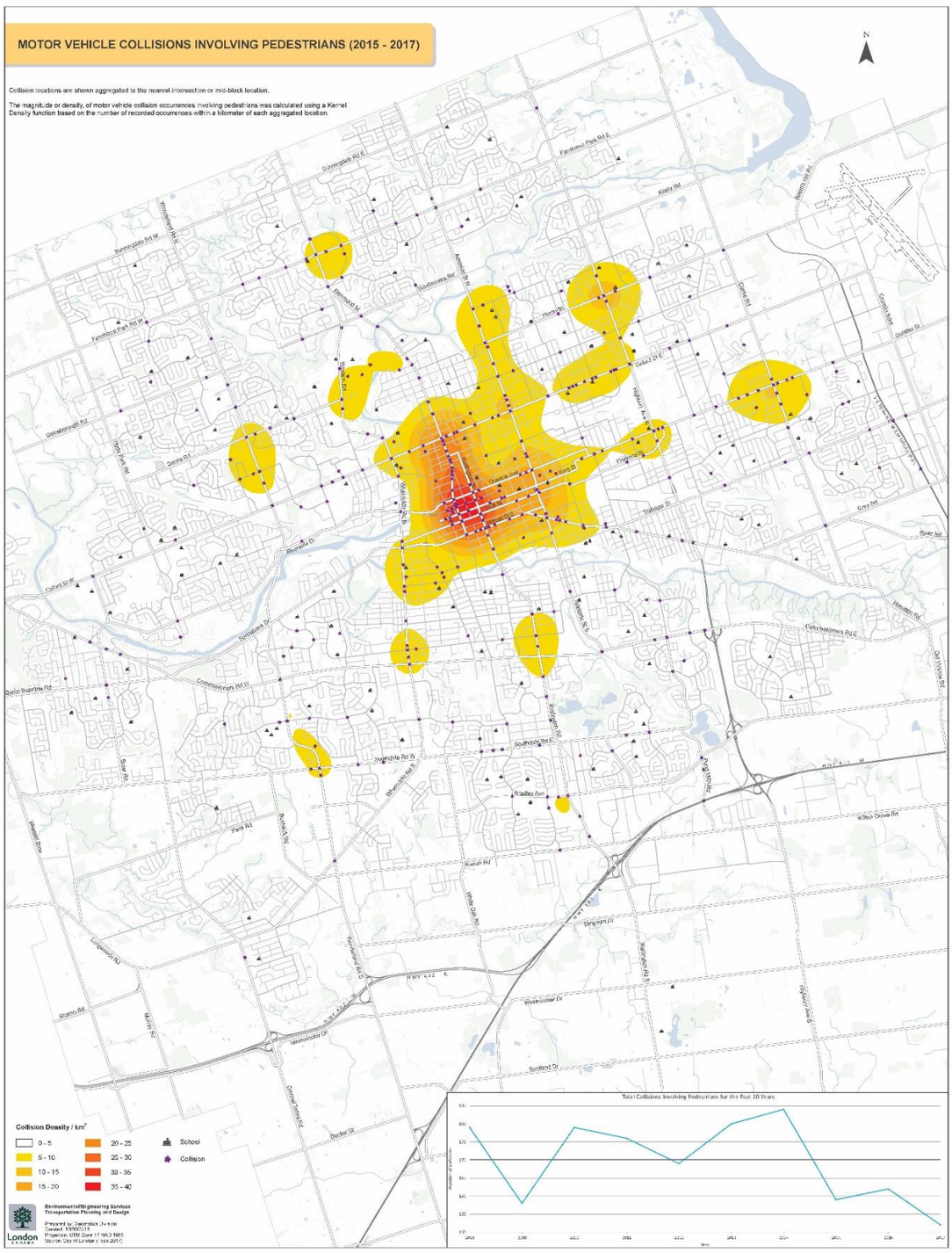
Katie Burns, Director of Planning

Concurred in by:

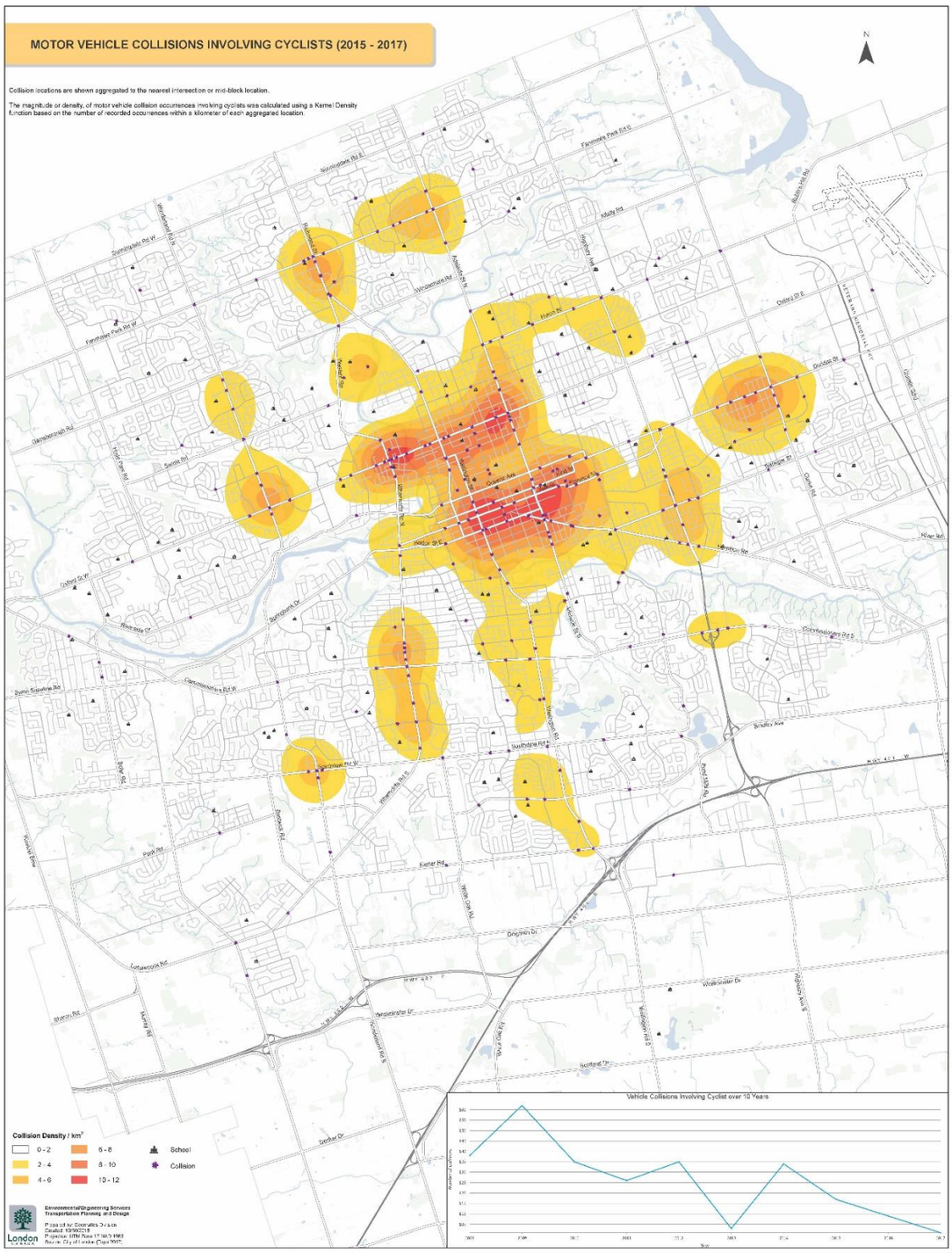
Kelly S. Paleczny, General Manager

APPENDIX C

PEDESTRIAN COLLISION HEAT MAP (2015 TO 2017)



CYCLIST COLLISION HEAT MAP (2015 TO 2017)



TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10 , 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**REQUEST FOR PROPOSAL (RFP) 20-04 AWARD – SUPPLY & DELIVERY OF ELECTRIC ICE RESURFACERS**

RECOMMENDATION

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

a) The switch of ice resurfacers from compressed natural gas models to electric battery powered models to reduce the greenhouse gas (GHG) impact of these units **BE APPROVED**; and

b) Staff **BE DIRECTED** to undertake the following actions:

i. The submission from Zamboni Company Ltd., 38 Morton Ave. E, Box 1388, Brantford, Ontario, Canada, N3T 5T6 **BE ACCEPTED,** for the supply and delivery of up to (6) six battery powered ice resurfacing machines at a unit price of $125,375 each excluding HST;

ii. Civic Administration , **BE AUTHORIZED** to appoint Zamboni Company Ltd., 38 Morton Ave. E, Box 1388, Brantford, Ontario, Canada, N3T 5T6 as the vendor of record for supply and delivery of up to fourteen (14) battery electric ice resurfacers over the next four (4) years at the sole discretion of the City based on performance and price;

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

iv. Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval; and

v. That the funding for this purchase **BE APPROVED** as set out in the Source of Financing Report attached hereto as Appendix “A”.

COUNCIL’S 2019-2023 STRATEGIC PLAN

Municipal Council has recognized the importance of Fleet Services and its role as part of service delivery, climate change and asset management in its 2019-2023 - Strategic Plan for the City of London as follows:

Building a Sustainable City
London’s infrastructure us built, maintained, and operated to meet long-term needs of our community

- Maintain or increase current levels of service
- Manage the infrastructure gap for all assets

London has a strong and healthy environment

- Conserve energy and increase actions to respond to climate change and severe weather

Leading in Public Service
Londoners experience exceptional and valued customer service

- Increase community and resident satisfaction of their service experience with the City
- Increase responsiveness to our customers
- Increase efficiency and effectiveness of service delivery

PREVIOUS PERTINENT REPORTS

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

- Climate Change Emergency – Update (November 25, 2019 meeting of the Strategic Priorities and Policy Committee, Item # 4.1)
- 2019-2023 Corporate Energy Conservation and Demand Management Plan (October 22, 2019 meeting of the Civic Works Committee, Item #2.8)

BACKGROUND

PURPOSE

The purpose of this report is to provide the necessary background information and seek approval to award a multi-year contract for the supply and delivery of up to fourteen (14) self-propelled, ice resurfacers (Figure 1) over the 2020-2023 period through RFP 20-04. The report also recommends the current natural gas powered ice resurfacing machines be replaced with battery electric powered machines.

Figure 1 – Zamboni Model 450 Electric Ice Resurfacer

CONTEXT

Current Situation

The City currently operates a fleet of 14 natural gas ice resurfacers to service 18 ice pads in municipal arenas and the skating trail at Storybook Gardens. Fleet Services has forecasted that over the next four years, all current Zamboni 445 Model natural gas units will reach or exceed the end of their 10 year optimal life cycle (Table 1). Through consultations with staff from three Service Areas, the approach for the replacement will be to stagger the replacements over the next four year period.

Table 1: Forecasted Replacement Schedule

Vehicle	Quantity	Proposed Replacement Year
2009 ZAMBONI 445	3	2020
2009 ZAMBONI 445	3	2021
2010 ZAMBONI 445	4	2022
2012 ZAMBONI 445	4	2023

Addressing the Need for Action on Climate Change

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

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

On November 26, 2019, Council approved the development of a Climate Emergency Action Plan (CEAP) to be completed by the end of 2020. Part of the development includes an increased emphasis on the climate change impacts associated with the City's fleet and equipment.

Green Fleet Review and Outcome

The Green Fleet Review process has been in place since 2009 and in the last five years has seen increased activity. The process is used to improve Fleet services and the City's use of fleet and equipment in 4 areas:

1. GHG Emissions Reductions
2. Environmental Considerations
3. Operational Considerations
4. Financial Considerations

The process has been a collective accountability partnership between Fleet Services, Environmental Programs and the Service Areas (customers) with a specific target of building a culture of conservation and an emission reduction framework.

The process has been responsible for many achievements including the implementation of hybrid vehicles, on board GPS and telematics systems, electric vehicle and charging infrastructure, and several anti-idling strategies. More recently the program has expanded to include major initiatives like fuel switching from diesel to compressed natural gas for waste collection trucks, as well as increasing conversion rates from standard gas compact cars and SUVs to Hybrid cars and SUVs.

The process continues to evolve and will be focusing on new strategic priorities in line with the Corporate Energy Management Conservation and Demand Management (CDM) Plan, the development of the Climate Emergency Action Plan (CEAP), and utilizing the upcoming screening Climate Emergency Evaluation Tool (CEET) for many City projects and programs.

Through consultation and discussion with stakeholders in Parks and Recreation, Environmental Programs and Facilities, it is recommended that the City undertake a transition to a fully battery electric ice resurfacer fleet to help meet the climate emergency mandate through the reduction of greenhouse gas (GHG) emissions and improve health and wellness at the City's recreation facilities. This transition to the electric ice resurfacers will also open up future conservation opportunities like roof top solar power generation to support the energy needs for the ice resurfacers.

Staff have reviewed and researched the potential transition toward electrifying the ice resurfacer fleet for over a year. In that time City staff have gained important knowledge and information about the benefits and challenges with the switchover. The justification for this change is contained in Appendix B Green Fleet Review.

DISCUSSION

Purchasing Process and Evaluation

Fleet Planning, through Purchasing and Supply, initiated the proposal process for the Supply and Delivery of Electric Ice Resurfacers on November 25, 2019.

The RFP requested responses from vendors to supply and deliver up to fourteen (14) ice resurfacers over a four year period. The evaluation criteria and weighting provided in the RFP is shown on Table 2.

Table 2: RFP Evaluation Criteria and Weighting

Evaluation Criteria	Weighting
Company Certification, Experience, and Past Performance	10%
Specifications	40%
Efficiency, Safety, and Regulatory Compliance	10%
Service Agreement, Delivery, Training, and Warranty	10%
Options and Innovation	5%
Price	25%
Total	100%

The RFP closed on January 3, 2020, and resulted in three (3) compliant bids to evaluate. Proponents were scored based on the following aspects:

- Vehicle Specification Standards set by the City of London
- 2020 pricing
- Options and efficiency of models proposed
- Battery technologies proposed
- Warranty policies
- Operator and Technician training
- Mechanical service support
- Maintenance and service manuals
- Additional value added features

The evaluation team was chaired by a Purchasing and Supply official and made up of representatives from Fleet Maintenance, Fleet Specialist Technical Training, Fleet Planning and Parks and Recreation (Aquatics and Arenas).

The successful vendor will have a vendor of record contract for a one (1) year period with the option to renew for three (3) additional one (1) year terms at the sole discretion of the City based on performance and pricing competitiveness. The annual option year renewal process also provides the City with greater control, flexibility and accountability from the vendor as contract renewals and future equipment purchases are dependent on continued good performance, service and price competitiveness.

The City of London is under no obligation to purchase a set number of units as part of this contract. The City maintains flexibility for decisions related to models and option choices, replacement cycles and the number of purchases.

Evaluation Results

The evaluation team determined that the bid submission from Zamboni Company Ltd., scored the best and is the recommended proponent.

Zamboni Company Ltd. also provided optional trade-in allowances which will be considered through Fleet Planning and the Manager of Purchasing.

Financial Impact

The recommended bid that met required specifications, terms and conditions was from Zamboni Company Ltd. The purchase of the first three (3) battery powered ice resurfacers and any further units ordered within the first year of the contract will be at

the cost of $125,375 each (excluding HST). The capital replacement budget for ice resurfacers was established for natural gas units estimated at $87,500 each. Current 2020 pricing quotations for natural gas Zamboni replacements is $94,675. Therefore at $125,375 battery electric powered ice resurfacers are 32% higher cost than the natural gas powered machines based on 2020 replacement cost estimates. For these first six units, this premium will be supported through three sources of funding:

1. An additional $20,833 per unit from a designated amount in the Vehicle and Equipment Reserve Fund for climate friendly purchases bringing the total budget to $108,133.

2. Additional contributions to the reserve fund when the replacement of the existing natural gas units was delayed one year as the battery powered units were tested.

3. Surplus funding from other vehicle purchases through the Vehicle and Equipment Reserve Fund (VERF) that were below budget.

The financing for these purchases is funded through contributions from the service areas to the VERF. At the end of the optimum lifecycle of the asset, the VERF has typically recovered the necessary funds to replace the unit. Each unit purchased under the contract with Zamboni Company Ltd is subject to budget approval and will follow the procedures as defined in the City of London's Procurement of Goods and Services Policy.

The Source of Financing Report is attached as Appendix "A".

CONCLUSION

The timing for transition to battery electric ice resurfacers has never been better. The combination of the existing ice resurfacers and natural gas refuelling infrastructure systems at arenas being at end of life and the Council direction to take great action on projects that reduce GHG generation has provided an excellent opportunity to make a fundamental change. The key objectives are to maintain operational performance and continuity, achieve GHG reduction through elimination of the use of fossil fuels, produce cleaner air recreation facilities and provide future opportunities for renewable energy production through solar PV that would create one of the few "Net-Zero" fleet of ice resurfacers in North America. By 2023 London will be one of the first in North America to have near zero emission fleet of ice resurfacers.

In summary, the associated costs of procurement and infrastructure changes will yield a positive benefit-cost ratio, resulting in a simple payback of 17.5 years. However when paired with a renewable energy source (solar PV), the payback is reduced to almost 8 years and GHG emissions are reduced a further 19 tonnes to 230 tonnes annually. This illustrates the critical role and net benefit renewables play in fuel-switching initiatives. This would reduce annual GHG emissions from the City's pools and arenas by 37 percent – a significant reduction measure for the Aquatics, Arenas & Attractions Division of Parks and Recreation.

Subject to Council approval, Fleet Services and Parks and Recreation intend to replace all 14 of their Zamboni ice resurfacers with battery electric units over the next four years. The existing natural gas units have reached and/or exceeded their 10 year optimum service life.

Based on the discussion and analysis above, Fleet Services, in conjunction with Purchasing and Supply, recommend that RFP 20-04 – Supply and Delivery of Electric Ice Resurfacers be awarded to Zamboni Company Ltd. Zamboni scored the highest in the evaluation based on the specified RFP criteria.

This RFP award establishes a vendor of record for the replacements which will be staggered during term of the contract period of one (1) year with an option to extend the

contract for three (3) additional, one (1) year terms at the sole discretion of the City based on performance and competitive pricing.

Staff from Fleet Services, Parks and Recreation and Purchasing believe the recommended vendor and equipment selection provides the best overall value for the City and supports our healthy community strategy and is in line with council's climate emergency declaration and direction to take further action to reduce GHG generation.

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

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Appendix A Source of Financing

Appendix B Green Fleet Review

C: John Freeman, Manager of Purchasing & Supply
Steve Mollon, Manager of Fleet Planning
Barrie Galloway, Manager of Fleet Maintenance
Duncan Sanders Manager of Recreation Operations Parks & Recreation
Sarah Denomy, Procurement Officer

APPENDIX 'A'

#20032

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Request for Proposal RFP 20-04 Award - Supply & Delivery of Electric Ice Resurfacers
(Work Order 2487230-2487232, 2487368-2487370)
Capital Project ME201901 - Vehicle & Equipment Repl- TCA
Zamboni Company Ltd. - $752,250.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES	Approved Budget	Committed To Date	This Submission	Balance for Future Work
Vehicle & Equipment	$5,753,272	$4,516,755	$765,490	$471,028
NET ESTIMATED EXPENDITURES	**$5,753,272**	**$4,516,755**	**$765,490**	**$471,028**
SUMMARY OF FINANCING:				
Capital Levy	$125,000		$125,000	$0
Drawdown from Vehicles & Equipment Replacement Reserve Fund	5,588,225	4,476,708	640,490	471,028
Other Contributions	40,047	40,047		0
TOTAL FINANCING	**$5,753,272**	**$4,516,755**	**$765,490**	**$471,028**

1) **FINANCIAL NOTE:**

Contract Price (6 units @ $125,375 each)	$752,250
Add: HST @13%	97,793
Total Contract Price Including Taxes	850,043
Less: HST Rebate	84,553
Net Contract Price	$765,490

lp

Jason Davies
Manager of Financial Planning & Policy

APPENDIX B
GREEN FLEET REVIEW

The Green Fleet Review process has been in place since 2009 and in the last five years has seen increased activity. The process is used to improve Fleet services and the City's use of fleet and equipment in 4 areas:

1. GHG Emissions Reductions
2. Environmental Considerations
3. Operational Considerations
4. Financial Considerations

Each of these areas is supported through technical analysis including literature research, interviews, site visits, financial reviews and risk assessment.

GHG Emissions Reductions and Environmental Considerations

The transition to battery electric engines eliminates the GHG produced from burning fossil fuels and eliminates the harmful chemicals produced from unburned fuel. Each unit converted to battery electric will result in a savings of 19 tonnes of GHGs annually (Table B-1). Following the conversion of the entire fleet to battery electric, operational units will mitigate 212 tonnes of GHG emissions annually and contribute to about 25% of the Corporation's overall GHG curtailment target of 900 tonnes annually, 85% of Green Fleet's GHG curtailment target of 250 tonnes annually and avoiding 579 tonnes of cumulative GHG emissions by 2023.

Table B-1 Operational GHG Savings Per Contract Year

Year	Number of Units Switched to Electric	Accumulated (Estimated) GHG Savings (tonnes/year)	% of CDM Target (900 Tonnes GHG Annually)
2020	3	58	6%
2021	3	114	13%
2022	4	190	21%
2023	4	212	24%

Furthermore, the move to battery electric powered equipment will enable the City to move to renewable energy sources such as solar PV. This concept is in alignment with a renewable energy feasibility study that is already underway as part of the City's ongoing energy management program in City Facilities – which includes some arenas. If a renewable energy project is ultimately paired with and sized to meet the use associated with the eventual electrification of the City's ice resurfacer fleet, London would create one of the few "Net-Zero" fleet of ice resurfacers in North America. By 2023 London will be one of the first in North America to have a fleet of near zero emission ice resurfacers.

The replacement of 14 natural gas powered pieces of equipment with battery electric units over four years is a significant step forward toward the Corporate targets in the 2019-2023 CDM Plan.

Operational and Financial Considerations

<u>Successful Trials</u>
In September 2019, Zamboni Company Ltd. delivered an electric Zamboni model 450 to the Bostwick Community Centre. Operators were trained on the electric unit and used it daily during the trial period. Positive feedback included; quiet operation, ease of use, easy to handle, charged quickly and the power level was very comparable to the natural gas units. The only negative feedback was the charging time required was more than time available when resurfacing a dual pad rink. This issue was addressed in the specifications of the RFP.

Operational and Mechanical Savings

A comprehensive review of the electric ice resurfacers was conducted by Fleet Planning, in collaboration with Facilities. The estimated operational savings per unit (Table B-2) and per contract year (Table B-3) are found below. The estimates are for a four year period based on current electricity and natural gas rates and the expected maintenance/service/repair cost estimates supplied by the preferred proponent.

Table B-2 Operational Savings per Unit

	Electric	Natural Gas
Average Operating Cost/Year	$3,750	$5,815
Operating Costs for 10 Years	$37,510	$58,145
Total Operating Savings	$20,635	
Savings per year, per unit	**$2,065**	

Table B-3 Operational Savings Per Contract Year

Year	Electric Units In Service	Savings
2020	3	$3,955
2021	6	$8,825
2022	10	$16,240
2023	14	$24,790
Total Operational Savings - 2020-2023		**$53,810**

Note: Operation savings per contract year are based on the full-time operation of 11 ice resurfacers and three spares/standby. Savings also include the Federal Carbon Tax increasing from $30/tonne GHG ($CO_2$) to $50/tonne by 2022.

Infrastructure Benefits

Converting to electric ice resurfacing equipment requires modifications at the arena facilities to set up new battery charging stations, which are safer and less costly than natural gas filling stations. Many natural gas filling stations at the arenas are also reaching end of life and are scheduled for replacement. Fleet Planning and Facilities have coordinated arena replacement schedules to reduce waste, increase efficiencies and minimize operational disruptions and costs.

Expected Extended Lifecycles

The life cycle for current natural gas units is currently ten years based on asset management analysis, experience, condition, technological advancements, wear and tear, mileage, optimum remarketing value, repair costs, and reliability. Electric ice resurfacers are predicted to have an 11 to 12 year lifecycle.

Risks and Challenges

The battery electric powered ice resurfacers are 32% higher capital cost than the natural gas powered machines based on 2020 replacement cost estimates. The electric ice resurfacers also require building modifications to support the charging system.
In summary, the associated costs of procurement and infrastructure changes will yield a positive benefit-cost ratio, resulting in a simple payback of 17.5 years. However when paired with a renewable energy source (solar PV), the payback is reduced to almost 8 years and GHG emissions are reduced a further 19 tonnes to 230 tonnes annually. This illustrates the critical role and net benefit renewables play in fuel-switching initiatives. FCM and Natural Resource Canada (NRCan) funding is currently being pursued to further mitigate these costs.

The battery electric powered equipment requires specific charging procedures to be followed in order to maintain the adequate charging throughout the full operational cycle of flooding the ice rinks. Early testing has helped to identify the best battery system to ensure operational continuity. If procedures are not followed the ice resurfacers would be disabled until sufficiently re-charged.

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**REQUEST FOR PROPOSAL (RFP) 19-47 AWARD – SUPPLY & DELIVERY OF LIGHT DUTY FLEET VEHICLES**

RECOMMENDATION

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

a) The submission from Guelph Toyota, 635 Woodlawn Rd W, Guelph, Ontario N1K 1E9 **BE ACCEPTED,** for the supply and delivery of compact cars, hybrid compact cars, plug in hybrid electric vehicles (PHEV), sport utility vehicles (SUVs), and hybrid SUVs (Class 1 vehicles) for a seventeen (17) month term at a total price of $361,487 (2020) and $385,162 (2021) (excluding HST), with an option to extend the contract for four (4) additional, one (1) year terms at the sole discretion of the City based on performance and price;

b) The submission from Oxford Dodge Chrysler, 1249 Hyde Park Rd, London, Ontario N6H 5K6 **BE ACCEPTED**, for the supply and delivery of small and large cargo vans and passenger minivans (Class 2 vehicles) for a seventeen (17) month term at a total price of $32,324 (2020) and $142,140 (2021) (excluding HST) with an option to extend the contract for four (4) additional, one (1) year terms at the sole discretion of the City based on performance and price;

c) The submission from Cotrac Ford Lincoln, 204 Currie Rd, Dutton, Ontario N0L 1J0 **BE ACCEPTED**, for the supply and delivery of pick-up trucks (1/2 ton to 1 ton), and cab and chassis units (Class 3 vehicles) for a seventeen (17) month term at a total price of $76,184 (2020) and $618,381 (2021) (excluding HST) with an option to extend the contract for four (4) additional, one (1) year terms at the sole discretion of the City based on performance and price;

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

e) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval; and

f) That the funding for this purchase **BE APPROVED** as set out in the Source of Financing Report attached hereto as Appendix “A”.

COUNCIL’S 2019-2023 STRATEGIC PLAN

Municipal Council has recognized the importance of Fleet Services and its role as part of service delivery, climate change and asset management in its 2019-2023 - Strategic Plan for the City of London as follows:

Building a Sustainable City
London’s infrastructure us built, maintained, and operated to meet long-term needs of our community

- Maintain or increase current levels of service

- Manage the infrastructure gap for all assets

London has a strong and healthy environment

- Conserve energy and increase actions to respond to climate change and severe weather

Leading in Public Service

Londoners experience exceptional and valued customer service

- Increase community and resident satisfaction of their service experience with the City
- Increase responsiveness to our customers
- Increase efficiency and effectiveness of service delivery

PREVIOUS PERTINENT REPORTS

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

- Climate Change Emergency – Update (November 25, 2019 meeting of the Strategic Priorities and Policy Committee, Item # 4.1)
- 2019-2023 Corporate Energy Conservation and Demand Management Plan (October 22, 2019 meeting of the Civic Works Committee - CWC, Item #2.8)
- RFP 15-54 – Supply and Delivery of Light Supply Replacement Vehicles (December 1, 2015 meeting of CWC, Item 7)
- RFP 19-23 Light Vehicle – Brand Standardization (January 17, 2011 meeting of the Built and Natural Environment Committee, Item # 5)

BACKGROUND

PURPOSE

The purpose of this report is to provide the necessary background information and seek approval to award multi-year contracts through RFP 19-47 for the supply and delivery of various light duty vehicles (Figure 1) that will reach their optimum life cycle during the term of this contract (between 2020 and 2025).

Figure 1: Light Duty Vehicles

CONTEXT

Current Situation

The City of London fleet includes 268 light duty vehicles (25 cars, 55 SUVs, 74 vans and 114 pick-up trucks). Fleet Services has forecasted that over the next two years, approximately 54 of these vehicles (including five (5) Fire Services light vehicle units) will be up for replacement as they have reached their optimum service life.

Fleet Services completes vehicle replacement assessments at the end of the optimum lifecycle to explore the possibly of extending the lifecycle, ensuring the right fit vehicle for the purpose, reviewing utilization patterns and also implementing green fleet alternatives.

The life cycles for most of the light vehicle classes range between 7 and 10 years based on specific use, asset management analysis, experience, condition, technological advancements, wear and tear, mileage, optimum remarketing value, repair costs, and reliability. Fleet Services have been undertaking continuous improvement steps to enhance efficiency and effectiveness which has included adopting a vehicle brand standardization philosophy whenever possible and advantageous to the City of London.

Over the full term of this contract (to the end of 2025), if the City exercised all four option years, approximately 70% of the existing light vehicles will reach their optimum life cycle. London Fire Service also has the choice to utilize this contract under the terms of the procurement policy.

The light duty vehicle class includes a range of vehicle types that are outfitted to meet the diverse needs of the services they provide, as noted below:

- Standard, Hybrid, and Electric Compact Cars – By-law Enforcement Officers, Parking, Planning, Information Technology (ITS), Building Control Inspectors, Environmental & Engineering Technologists, Project Managers and Inspectors, Fire Services.

- Mini Vans - Cargo and Passenger type – Construction, Fleet, Facilities, Environmental & Engineering Inspector type applications, Urban Animal Management, Fire Services; shared vehicles.

- Standard and Hybrid SUVs - Building Inspectors, Technologists, Inspectors, Training Division, Minimum Maintenance Road Patrollers, Program Supervisors and Managers.

- Standard and 4x4 Pick-up trucks – Outside Works Supervisors, Parks Maintenance Crews, Transportation and Roadside Crews (winter ploughing/sanding operations).

- Full Size Vans – Fleet operations, Facilities skilled trades (e.g., plumbers, electricians, HVAC), Water Meter Servicers, Library vehicles

- Heavy Duty and Super Duty Pick-up Trucks - Equipped with a variety of attachments such as dump bodies, power tailgates, sanders and plows for winter operations, Transportation and Roadsides crews and Parks and Horticulture crews.

Addressing the Need for Action on Climate Change

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

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

On November 26, 2019, Council approved the development of a Climate Emergency Action Plan (CEAP) to be completed by the end of 2020. Part of the development includes an increased emphasis on the climate change impacts associated with the City's fleet and equipment.

The City of London's Corporate Energy CDM Plan has identified a near-term target to reduce the vehicle fleet's GHG emissions by 3.5 percent from 2018 levels by 2023.

Green Fleet and Outcome

The Green Fleet Review process has been in place since 2009 and in the last five years has seen increased activity. The process is used to improve Fleet services and the City's use of fleet and equipment in 4 areas:

1. GHG Emissions Reductions
2. Environmental Considerations
3. Operational Considerations
4. Financial Considerations

The process has been a collective accountability partnership between Fleet Services, Environmental Programs and the Service Areas (customers) with a specific target of building a culture of conservation and an emission reduction framework.

The process has been responsible for many achievements including the implementation of hybrid vehicles, on board GPS and telematics systems, electric vehicle and charging infrastructure, and several anti-idling strategies. More recently the program has expanded to include major initiatives like fuel switching from diesel to compressed natural gas for waste collection trucks, a proposal to switch to full electric ice resurfacers for arenas, as well as increasing conversion rates from standard gas compact cars and SUVs to Hybrid cars and SUVs.

The process continues to evolve and will be focusing on new strategic priorities in line with the Corporate Energy Management Conservation and Demand Management (CDM) Plan, the development of the Climate Emergency Action Plan (CEAP), and utilizing the upcoming screening Climate Emergency Evaluation Tool (CEET) for many City projects and programs.

Heading into this RFP process, there was a good understanding of which vehicles could be purchased that would have better fuel efficiency and/or use less gasoline or no gasoline (Hybrid, Electric, Right Sizing). This review and comparison is contained in Appendix B and applies to the first two years of this contract period (2020 and 2021).

Additional Green Fleet Reviews will continue in 2020 and 2021 and more detailed reviews will occur in future years, in order that all the vehicles undergo a full assessment prior to replacement that will include greening options (Hybrid, Electric, Right Sizing) to help meet emission reduction targets, vehicle utilization assessment criteria and any opportunities for alternative transportation solutions like vehicle sharing, bikes or e-scooters.

DISCUSSION

Purchasing Process and Evaluation

The current Light Vehicle Supply contract expired January 31, 2020. Fleet Planning, through Purchasing and Supply, initiated the proposal process for the Supply and Delivery of Light Duty Vehicles on October 23, 2019. The original Request for Proposal (RFP) was planned to close in late November but was extended by 15 business days to ensure full circulation, pre-bid information sessions and to ensure a transparent and competitive process was conducted.

The RFP requested responses from new car dealers to supply all of the City's light vehicle needs for a contract period of seventeen (17) months with the option to renew

for four (4), additional one (1) year terms at the sole discretion of the City based on performance and pricing competitiveness. The June expiry and option year cycle allows the City to align their purchases with the most current model years for vehicle production which helps maximize asset value, verify pricing of new models and supports best practices for warranties and remarketing. The annual option year renewal process also provides the City with greater control, flexibility and accountability from the vendor as contract renewals are dependent on continued good performance, service and price competitiveness.

Nine (9) potential vendors downloaded the RFP documents, four (4) attended the mandatory bidders meeting.

The evaluation criteria and weighting provided in the RFP is shown on Table 1.

Table 1: RFP Evaluation Criteria and Weighting

Evaluation Criteria	Weighting
Company Experience and Past Performance	10%
Vehicle Specifications – Base Specifications & Specific Requirements	40%
Service Agreement, Delivery, Training, Administrative Requirements, and Warranty	15%
Additional Services and Innovation	10%
Price	25%
Total	100%

The evaluation methodology included three parts to maximize competitiveness and provide the best overall value to the City. This still provides levels of brand standardization by vehicle class however opens the bid up to alternative vehicles, models and dealerships who specialize in particular vehicle categories. The three classes are:

- “Class 1” Vehicles (Standard, Hybrid and Electric Compact Cars, SUVs);
- “Class 2” Vehicles (Passenger and Cargo Vans); and
- “Class 3” Vehicles (Standard, 4x4s, Heavy Duty and Crew Cab Pickups.)

The RFP closed on December 11, 2019, and resulted in five compliant bids to evaluate. The evaluation team was chaired by a Purchasing and Supply official and made up of representatives from Fleet Maintenance, Fleet Specialist Technical Training, Fleet Planning and Fleet Administration.

Fleet Services and Purchasing and Supply evaluated the proposals received on the basis of meeting all the required terms and conditions, specifications, and value added criteria identified by the City of London in the RFP. Proponents were scored based on the following aspects:

- Vehicle Specification Standards set by the City of London identified for each vehicle class
- 2020 and 2021 vehicle pricing - standard vehicle base price
- Options and efficiency of models proposed
- Alternative fuel technologies
- Administrative requirements
- Warranty policies
- Recall processes
- Technician training
- Mechanical service support
- Maintenance and service manuals
- Additional value added features
- Cooperative buying options for other City services (i.e. Fire Services, Library Services)

Evaluation Results

A key part of the recommendation revolved around the efficiency of the vehicles offered. In almost all classes and vehicle types there are vehicle choices available that will result in a reduction of fuel consumption and produce lower emissions. This will allow Fleet in conjunction with the end users to make selections and choices that are in line with the Corporate Energy Management Conservation and Demand Management (CDM) Plan and the development of the Climate Emergency Action Plan (CEAP).

The evaluation team reviewed potential impacts of “Out of City” dealerships with respect to warranties and recall work. Prior to recommending these submissions confirmation was provided to the City by the dealerships that will mitigate service level impacts and downtime including pick-up and delivery services and local original equipment manufacturer (OEM) dealer warranty and recall service options.

After scoring the various submissions, for key characteristics and priorities, costs were then added to the scoring to identify the recommended vendor for each class. The results were as follows:

“Class 1” Vehicles
Recommended Make: Toyota
Recommended Dealership: Guelph Toyota, Guelph Ontario

Vehicle Type	Model
Compact Car	Corolla
Hybrid Compact Car	Corolla Hybrid
SUV	Rav4
Hybrid SUV	Rav4 Hybrid
Plug in Hybrid Electric	Prius Prime

“Class 2” Vehicles
Recommended Make: Dodge, Chrysler, Ram
Recommended Dealership: Oxford Dodge Chrysler, London, Ontario

Vehicle Type	Model
Passenger Mini Van	Grand Caravan
Small Cargo Van	Ram Promaster City
Full Size Cargo Van	Ram Promaster
Full size Cargo Van (extended body)	Ram Promaster

“Class 3” Vehicles
Recommended Make: Ford
Dealership: Cotrac Ford Lincoln, Dutton, Ontario

Vehicle Type	Model
2x4 Regular Cab ½ Ton Pick-up	F150
4x4 Regular Cab ¾ Ton Pick-up	F250
Crewcab 1 ton Pick-up	F350 crewcab
Heavy Duty Series Pick-ups	F350,450,550

Financial Impact

The estimated costs based on the proposed vehicle replacement schedule and the recommended vendor pricing is $469,995 (excluding HST) in 2020 and $1,145,683 (excluding HST) in 2021. These values are based on the forecasted replacement of 16 units in 2020 and 33 units in 2021 (not including Fire Services' units).

Depending on the results from the Climate Emergency Evaluation Tool (CEET) analysis (that will take place on every replacement project), additional funding may be required in order to optimize emission reductions. Work is underway to determine the impact on the 10 year capital budget and recommend modification to these projects as required.

Fleet Services estimates a light vehicle capital budget of $432,665 (excluding HST) in 2020 and $1,020,030 in 2021 for standard replacements. Green fleet initiatives of $24,822 will be available in 2020 and $70,658 will be available in 2021. Therefore there is an estimate shortfall of approximately $12,508 (about 3% over estimate) in 2020 and $54,995 (about 5% over estimate) in 2021. This shortfall is addressed through surplus funding that is available in ME201801 from other vehicle purchases that were below budget. Potential future budget impacts will be mitigated to the extent possible by utilizing external incentives and managing replacement timing and model options. Fleet Services will also continue to work with Financial Planning & Policy through the capital monitoring process to identify surplus funding from prior year vehicle purchases that impact the availability of funds in the VERF.

The overall improvement in fuel economy of the new vehicles is also expected to reduce Operating Budgets by about $18,000 per year once the vehicles acquired in 2020 and 2021 are in service. In these two years, GHG emissions from the City fleet would be reduced by 23 tonnes per year, about 0.3% of the annual emissions from fleet vehicles. Between 2022 and 2025 the GHG decreases will be larger for light duty vehicles based on further Green Fleet Reviews (in 2020 and 2021) and subsequent replacements.

Vehicles and Equipment continue to be subject to price increases between 4% and 10% over budget due to various factors including prices of materials like steel and aluminum, emission reduction technology and the impact of trade, tariffs and currency value.

The financing for these purchases is funded through contributions from the programs to the VERF. At the end of the optimum life cycle of the asset the VERF has typically recovered the necessary funds to replace the vehicle. Each vehicle purchased under this contract is subject to budget approval and will follow the procedures as defined in the City of London's Procurement of Goods & Services Policy.

All retiring units will be sold after the replacement is commissioned at public auction as per the Procurement of Goods and Services Policy.

The Source of Financing Report is attached as Appendix "A".

CONCLUSION

Based on the discussion and analysis above, Fleet Services, in conjunction with Purchasing and Supply, recommend that RFP 19-47 – Supply and Delivery of Light Duty Vehicles be awarded to three vendors as follows:

- Class 1 Vehicles - Guelph Toyota, 635 Woodlawn Rd W, Guelph, Ontario
- Class 2 Vehicles - Oxford Dodge Chrysler, 1249 Hyde Park Rd, London, Ontario
- Class 3 Vehicles - Cotrac Ford Lincoln, 204 Currie Rd, Dutton, Ontario

The term of the contracts will be 17 months with an option to extend the contracts with each vendor for four (4) additional, one (1) year terms at the sole discretion of the City based on performance and competitive pricing. Each of the recommended submissions

scored the highest in the respective vehicle class evaluations based on the specified value criteria categories.

Staff from Fleet Services and Purchasing believe the recommended vendors and vehicle selections provide the best value for the City of London maintaining economic responsibility but also securing options and flexibility within the light vehicle procurement program to react to the need for increased actions for mitigating climate change as part of the development of the Climate Emergency Action Plan.

As noted, in 2020 and 2021, GHG emissions from the City fleet would be reduced by 23 tonnes per year, about 0.3% of the annual emissions from fleet vehicles. Between 2022 and 2025 the GHG decreases will be larger for light duty vehicles based on further Green Fleet Reviews (in 2020 and 2021) and subsequent replacements. Additional GHG reductions are possible and will be considered during light duty vehicles reviews with user groups.

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

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Appendix A Source of Financing

Appendix B Green Fleet Review

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

APPENDIX 'A'

#20031

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Request for Proposal RFP 19-47 Award - Supply & Delivery of Light Duty Fleet Vehicles
Capital Project ME202001 - Vehicles & Equipment Repl - TCA (Work Order 2487279-2487293)
Capital Project ME202101 - Vehicles & Equipment Repl - TCA
Capital Project ME201801- Vehicles & Equipment Repl - TCA (Work Order 2487296)
Guelph Toyota - $746,649.00 (excluding H.S.T.)
Oxford Dodge Chrysler - $174,464.00 (excluding H.S.T.)
Cotrac Ford Lincoln - $694,565.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES	**Approved Budget**	**2)**	**Committed to Date**	**This Submission**	**Balance for Future Work**
ME202001 - Vehicles & Equipment Repl - TCA					
Vehicle & Equipment	$5,885,194			$465,539	$5,419,655
ME202101 - Vehicles & Equipment Repl - TCA					
Vehicle & Equipment	4,462,241			1,109,884	3,352,357
ME201801 - Vehicles & Equipment Repl - TCA					
Vehicle & Equipment	6,469,253		4,581,249	68,690	1,819,314
NET ESTIMATED EXPENDITURES	**$16,816,688**		**$4,581,249**	**$1,644,113**	**1)** **$10,591,326**
SUMMARY OF FINANCING:					
ME202001 - Vehicles & Equipment Repl - TCA					
Capital Levy	$701,267			$465,539	$235,728
Drawdown from Vehicles & Equipment R.F.	5,183,927				5,183,927
	5,885,194		0	465,539	5,419,655
ME202101 - Vehicles & Equipment Repl - TCA					
Capital Levy	117,460			117,460	0
Drawdown from Vehicles & Equipment R.F.	4,344,781			992,424	3,352,357
	4,462,241		0	1,109,884	3,352,357
ME201801 - Vehicles & Equipment Repl - TCA					
Capital Levy	250,000		250,000		0
Drawdown from Vehicles & Equipment R.F.	6,165,891		4,277,887	68,690	1,819,314
Drawdown from Self Insurance R.F.	42,500		42,500		0
Funded from Operations	10,862		10,862		0
	6,469,253		4,581,249	68,690	1,819,314
TOTAL FINANCING	**$16,816,688**		**$4,581,249**	**$1,644,113**	**$10,591,326**

1) **FINANCIAL NOTE:**

	ME202001	**ME202101**	**ME201801**	**TOTAL**
Contract Price	$457,488	$1,090,688	$67,502	$1,615,678
Add: HST @13%	59,473	141,789	8,775	210,037
Total Contract Price Including Taxes	516,961	1,232,477	76,277	1,825,715
Less: HST Rebate	51,422	122,593	7,587	$181,602
Net Contract Price	$465,539	$1,109,884	$68,690	$1,644,113

2) ME202101 is included in the 2020-2023 Multi-Year Budget capital plan and is subject to Council re-confirmation of the 2021 Annual Budget Update. The actual expenditure committed to this project will not occur until 2021.

3) There is an anticipated Operating savings due to improvement in fuel economy of about $18,000 per year once the vehicles acquired in 2020 and 2021 are in service.

lp

Jason Davies
Manager of Financial Planning & Policy

APPENDIX B
GREEN FLEET REVIEW

Background

Prior to 2005, procuring light vehicles would typically create up to thirty tenders annually which required significant staff time and also resulted in various makes and models of vehicles in the fleet compliment. Since 2005, Ford has been the successful Light Vehicle supply vendor as they were able to supply the greatest amount of vehicles in most of the class categories. Since the brand standardization RFP process was adopted it has reduced administrative time through establishing a vendor of record for various classes of vehicle. Technical training requirements for Motor Vehicle Technicians and auto parts supply staff have been reduced through standardization, expertise and efficiency. Brand standardization also allows for focused and lean purchasing and commissioning processes, making the vehicle replacement process more predictable and seamless.

Recent trends in the light duty vehicle market have resulted in the discontinuation of low demand vehicle models that have impacted supplier's ability to meet the City of London's requirement for efficient, low emission vehicles. Therefore, this RFP was designed to allow the City to maximize alternative light vehicle choices that match priorities in terms of options, efficiency and right-fit vehicle alternatives. The City is under no obligation to purchase a set amount of vehicles as part of this contract. The City maintains flexibility for decisions related to models and option choices, replacement cycles and the number of purchases.

Fleet Services completes vehicle replacement assessments at the end of the optimum lifecycle to explore the possibly of extending the lifecycle, ensuring the right fit vehicle for the purpose, reviewing utilization patterns and also implementing green fleet alternatives. Fleet Services is also in discussions with GeoTab, the City's current GPS automated vehicle locator (AVL) system provider, to launch an internal pilot program to test the viability of an automated Fleet vehicle reservation system. The system is smart phone "app" based and allows users to book a fleet vehicle on a specific day for a selected amount of time. Similar programs have been implemented in other municipalities and successes include higher utilization rates of current fleet vehicles and reduction of fleet size which reduces capital investment.

Overview of Green Fleet Review Process

The Green Fleet Review process has been in place since 2009 and in the last five years has seen increased activity. The process is used to improve Fleet services and the City's use of fleet and equipment in 4 areas:

1. GHG Emissions Reductions
2. Environmental Considerations
3. Operational Considerations
4. Financial Considerations

Each of these areas is supported through technical analysis including literature research, interviews, site visits, financial reviews and risk assessment.

GHG Emissions Reductions and Environmental Considerations

For the purpose of this exercise, the focus was looking for vehicle replacements that would generate greater fuel efficiency, the ability to switch to electric where possible, and have increased emission control. Using the inventory list of vehicles requiring replacements, target replacements vehicles over the contract where period were identified (Table B-1). Based on the results of the RFP, it estimated that this would reduce GHG emissions from the City fleet by 23 tonnes per year, about 0.3% of the annual emissions from fleet vehicles. Between 2022 and 2025 the GHG decreases will be larger for light duty vehicles based on further Green Fleet Reviews (in 2020 and 2021) and subsequent replacements.

Table B1: Forecasted Replacement schedule

Light Vehicles Up for Replacement 2020 and 2021	Targeted Replacements pending CEET Assessment and Available Support Funding
10 Gasoline Compact Cars	Hybrid, PHEV, or Electric Compact Cars
4 Hybrid Compact Cars	Hybrid, PHEV, or Electric Compact Cars
1 Plug in Electric Car	Plug in Electric Car
11 Gasoline SUV's	Hybrid SUVs
1 Hybrid SUV	Hybrid SUV
6 Gasoline Passenger and Cargo Vans	Right sized Gasoline Passenger and Cargo Vans
13 Gasoline ½ ton ¾ ton Pick-ups	Right sized Gasoline ½ ton ¾ ton Pick-ups
3 Diesel Heavy and Super Duty Work Trucks	Right sized diesel Heavy and Super duty trucks with auto shut down if available and emission control systems (SCR)

Based on the proposed vehicles from the RFP, a comparison of fuel economy of current fleet vehicles against the stated fuel economy of the recommended vehicles is identified in Table B-2

Table B-2: Fuel Economy Comparison (Assuming Hybrid Light-Duty Vehicles)

Existing Fleet Vehicle	Fuel Economy NRCan City Rating (L/100km)	2020-2021 Replacement	Fuel Economy NRCan City Rating (L/100km)	Estimated Fuel Savings (per 100 km)
Dodge Ram 1500	16.3	Ford F150	12.3	25%
Ford C-Max Hybrid	5.5	Toyota Corolla Hybrid	4.4	20%
Ford E250	18.3	Ram Promaster	14.3	22%
Ford Escape	10.4	Toyota RAV4 Hybrid	5.7	45%
Ford Escape Hybrid	6.9	Toyota RAV4 Hybrid	5.7	17%
Ford Escape XLT	11.4	Toyota RAV4 Hybrid	5.7	50%
Ford F150	14.5	Ford F150	12.3	15%
Ford F250 4x4	22.1	Ford F250	22.1	0%
Ford F350	24.3	Ford F350	24.3	0%
Ford Focus Electric	n/a	Toyota Prius Prime	n/a	n/a
Ford Focus	10.2	Toyota Corolla Hybrid	4.4	57%
Ford Transit Connect	10.6	Ram Promaster City	11.2	-6%
Honda Civic Hybrid	5.8	Toyota Corolla Hybrid	4.4	24%

Operational and Financial Considerations

City staff are familiar with the vehicles that are being proposed for this contract. None of the vehicles pose operational challenges.

The financial impacts and benefits of these changes are identified in the main report. The overall improvement in fuel economy of the new vehicles is also expected to reduce Operating Budgets by about $18,000 per year once the vehicles acquired in 2020 and 2021 are in service.

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**
SUBJECT:	**CONTRACT AWARD: RFT 20-01 2020 INFRASTRUCTURE RENEWAL PROGRAM DOWNTOWN SEWER SEPARATION PHASE 3 PROJECT RICHMOND STREET**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of contracts for the 2020 Infrastructure Renewal Program Downtown Sewer Separation Phase 3 Richmond Street Project:

(a) the bid submitted by L-82 Construction Limited at its tendered price of $5,999,884.24, excluding HST, for the 2020 Infrastructure Renewal Program, Downtown Sewer Separation Phase 3 Richmond Street project, **BE ACCEPTED**; it being noted that the bid submitted by L-82 Construction Limited was the lowest of eight bids received and meets the City's specifications and requirements in all areas;

(b) AECOM Canada Ltd. (AECOM), **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of $439,843.00, excluding HST, in accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy;

(c) the proposed by-laws, attached as Appendix ‘C’ to allow for the temporary two way configuration of King St and Appendix ‘D’ for the removal of the temporary measure, **BE INTRODUCED** at the Municipal Council meeting to be held on March 24, 2020, for the purpose of amending the Traffic and Parking By-law (PS-113).

(d) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix ‘A’;

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

(f) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (RFT 20-01); and

(g) 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 - June 18, 2019 - Agenda Item # 2.6 - Appointment of Consulting Engineers – 2020- 2021 Infrastructure Renewal Program

- Civic Works Committee - February 20, 2019 - Agenda Item # 2.4 - Contract Award: Tender No. 19-15 - 2019 Infrastructure Renewal Program - Downtown Sewer Separation Phase 2 Project

- Civic Works Committee - March 19, 2018 - Agenda Item # 2.5 - Contract Award: Tender No. 18-04 - 2018 Infrastructure Renewal Program - York Street Sewer Separation Phase 1 Project

- Civic Works Committee - November 29, 2016 - Agenda Item #17 - RFP 16-49 Irregular Bid, Engineering Services for the City Centre Servicing Strategy

- Civic Works Committee – September 26, 2017 – Agenda Item #14 – Domestic Action Plan (DAP): London – Proposal Update

- Civic Works Committee - November 21, 2017 - Agenda Item # 7 - Pollution Prevention and Control Plan Update

2019-2023 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
  - Build infrastructure to support future development and protect the environment.
  - Manage the infrastructure gap for all assets.
  - Protect and enhance waterways, wetlands, and natural areas.
  - Improve the quality of pedestrian environments to support healthy and active lifestyles

- Growing our Economy:
  - Increase public and private investment in strategic locations; revitalize London’s downtown and urban areas

BACKGROUND

Purpose

This report recommends award of a tender to a contractor and continuation of consulting services for the sewer separation and reconstruction of:

- Richmond Street from York Street to Dundas Street.

A project location map is included for reference in Appendix ‘B’.

Context

Downtown was historically served by combined sewers, and were some of the first sewers built in the city with construction dates going back as far as 1852. Combined sewers were designed to collect all flows, including sanitary sewage and storm runoff, in the same pipe and convey it to a treatment plant. They are remnants of early sewer infrastructure and were typically designed to overflow to nearby watercourses during high flows. Combined sewers are no longer permitted to be constructed in Ontario. All new sewers must be separate sanitary sewer and storm sewers. Construction of separate storm and sanitary sewers effectively reduces the volume of storm drainage

diverted to the sanitary sewer system and reduces/prevents sewer system overflows to the Thames River. Separated systems also reduce the cost of treating wastewater flows since stormwater is not directed to treatment plants.

This project is the third phase of the sewer separation strategy which will ultimately allow for the separation of 20 blocks of combined sewers in the downtown core. With the many changes occurring downtown, including intensified growth, it is time to replace these combined sewers with a new separated system that will have the capacity to not only service existing and new growth, but also significantly reduce overflows to the Thames River.

The surface features of this project offer the opportunity to implement the intent of "Richmond Walk" which is identified as Transformational Project 5 in Our Move Forward: London's Downtown Plan.

DISCUSSION

Project Description

This project includes Richmond Street from the York Street to Dundas Street, and will generally involve:

- Replacement of existing combined sewers with new sanitary and storm sewer, including private drain connections;
- New watermain and individual water services;
- Full road reconstruction back to its current configuration, including new asphalt, curb and gutter, and slightly wider sidewalks; and,
- Landscaping, paving finishes, and provision for incorporating future public art elements.

Infrastructure replacement needs have been coordinated within Environmental and Engineering Services for efficient use of funds during construction. The project budget has been included in the approved 2020 Wastewater and Treatment, Water and Transportation Capital Works Budgets.

This project also includes work by four utility partners (London Hydro, Telus, Rogers and Start). This coordinated effort addresses existing utility needs and upgrades for downtown intensification. The work identified by the four utility partners, to be funded by them, was included within the City's tender for this project.

A full road closure of this segment of Richmond Street, including the Richmond and King intersection, is planned during construction for this phase of the Downtown Sewer Separation, for the following reasons:

- To avoid unscheduled road closures due to unforeseen circumstances (poor soils, unforeseen underground infrastructure issues, Ministry of Labour orders, etc.) that could result in confusion and driver frustration.
- To allow the contractor to work in a more efficient and unrestricted manner thus allowing the work to be undertaken in a more expeditious manner.
- To allow the contractor to work in a safer environment with fewer safety related distractions.
- To avoid the time and cost of building and removing temporary road surfaces.
- To avoid the cost of temporary traffic signals.

In order to minimize the impact on the general public, local businesses, and residents it is generally proposed to undertake the Downtown Sewer Separation Phase 3 project in stages as follows:

- Stage 1 – Richmond Street, just north of York Street to just south of King Street,
- Stage 2 – Richmond Street and King Street intersection, and
- Stage 3 – Richmond Street, just north of King Street to just south of Dundas Street.

It should be noted that the breaking down of the construction into stages has the advantage of minimizing the inconvenience to the general public, local businesses and residents. Staging was coordinated with consideration for other potential upcoming construction work to be undertaken by the private utility companies and private development projects.

To accommodate traffic on King Street during the Richmond Street road closure, two blocks of King Street from Talbot to Clarence will be temporarily converted to two-way traffic. This will allow motorists to navigate the area more easily during construction. This will also provide a better opportunity for the local businesses to receive deliveries during the Richmond/King intersection closure.

The Covent Garden Market parking structure will also be temporarily reconfigured to provide a better means of access and egress during the course of the construction work. This temporary accommodation will make it safer for both pedestrians and motorists, as the current configuration only accounts for the one-way eastbound movement on King Street.

Public Consultation

A project update meeting was held on November 28, 2019, for all owners and residents within and immediately bordering the project area to address questions and concerns. Regular project consultation has also occurred with the local property owners and businesses, and Downtown London. The proposed staging of construction was communicated to property owners and businesses to identify alternate business vehicle access, and impacts to pedestrians and traffic.

The City is committed to providing access for all business and residents during construction.

This project is included within the 2020 roster of the Core Construction pilot program, which since 2018 has strengthened coordination among City service areas, and provides ongoing business relations dialogue and enhanced communication concerning construction impacts.

Domestic Action Plan

One of the municipal actions identified in the City of London's Domestic Action Plan (DAP) for Phosphorus Reduction is combined sewer replacement. The DAP states,

> *"The City of London will accelerate plans to separate combined sewers, including the design and construction of necessary stormwater outlets, with the target of separating 80 per cent (17 kilometres) of its combined sewer system by 2025*."

This target for combined sewer replacement is contingent on federal and provincial funding. The following table provides the length of combined sewer replacement achieved for this project in relation to the DAP targets.

2016 – 2025 Combined Sewer DAP Target (km)	Prior DAP Combined Sewer Removed/Separated (km)	This Project – Combined Sewer Removed/Separated (km)	Remaining Combined Sewer (km) to achieve target
17 km	5.9 km	0.3 km	10.8 km

This project achieves the removal of approximately 300m of combined sewer, as the City continues to work towards achieving its DAP targets.

Service Replacement

Sanitary, storm and water services will be replaced up to the property line as part of this project, at no cost to the property owner.

The City will replace the sanitary private drain connection up to the property line as part of this project. A storm private drain connection will also be provided for selected properties up to the property line as part of this project. The property owners may elect to replace their private side sanitary or storm connection at their own cost. As part of this project, property owners are being advised to separate their roof and surface drainage from their sanitary plumbing, if they have not already done so, to comply with the City of London's Drainage By-Law (WM-4), Part 4 Discharges into Public Sewage Works, section 4.1 Prohibited discharges – sanitary sewers states:

> "*No person shall permit storm water sewage from their property to be discharged into a sanitary sewer*".

The City would see great benefit from achieving a complete separation of flows from both the public and private sides. These benefits include a reduced amount of surface water sent to the wastewater treatment plant which ultimately reduce wastewater overflows. Dundas Street property owners were required to demonstrate that their building roof and property yard drainage were separated from their sanitary plumbing in advance of Dundas Place construction. Downtown Sewer Separation Phase 1 and Phase 2 property owners have been informed of the need to separate their internal plumbing and will be given a timeframe of three years to comply with the City's Drainage By-Law, following the completion of the project. A similar approach is being taken with the property owners within the limits of the Phase 3 project.

The water service connection will also be replaced to the property line and selected properties will have their water service replaced up to the water meter as part of this project.

Tender Summary

Tenders for the 2020 Infrastructure Renewal Program Downtown Sewer Separation Phase 3 project were posted on January 27, 2020. Eight contractors submitted tender prices as listed below, excluding HST.

CONTRACTOR		TENDER PRICE SUBMITTED
1.	L-82 Construction Limited	$5,999,884.24
2.	Bre-Ex Construction Incorporated	$6,039,552.44
3.	J-AAR Excavating Limited	$6,671,450.15
4.	CH Excavating (2013)	$6,877,127.39

5.	Amico Infrastructures (Oxford) Incorproated	$7,783,031.00
6.	Omega Contractors Incorporated	$7,876,183.85
7.	Blue-Con Construction	$8,071,477.34

All tenders have been checked by the Environmental and Engineering Services Department and AECOM. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender estimate prior to tender opening was $6,168,916.00, excluding HST. All tenders include a contingency allowance of $750,000.00.

Consulting Services

AECOM was awarded the detailed design of the Downtown Sewer Separation Phase 3 project by Council on June 26, 2019. Due to the consultant's knowledge and positive performance on the detailed design, the consultant was invited to submit a proposal to carry out the contract administration and resident supervision for this project. Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other Infrastructure Renewal Program assignments of similar scope.

The continued use of AECOM on this project for construction administration is of financial advantage to the City because the firm has specific knowledge of the project, and has undertaken work for which duplication would be required if another firm were to be selected.

In addition to the financial advantage, there are also accountability and risk reduction benefits. The City requires a professional engineer to seal all construction drawings. These "record drawings" are created based on field verification and ongoing involvement by the professional engineer. This requirement promotes consultant accountability for the design of these projects, and correspondingly, reduces the City's overall risk exposure. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order to maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that AECOM be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of $439,843.00, excluding HST. These fees are associated with the construction contract administration and resident supervision services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services for this project to $797,858.00, excluding HST, between 2020 and 2021.

Operating Budget Impacts

Additional annual sewer, water and transportation operating costs attributed to new infrastructure installation are summarized in the following table.

DIVISION	**RATIONALE**	**ANNUAL OPERATIONAL COST INCREASE**
Sewer Operations	Additional 450m of storm sewer and an oil/grit separator	$600
Water Operations	No changes	$0

Transportation Operations	Snow removal for Wider sidewalks and boulevards. Seasonal removal and storage of planters inlcuding future replacement of brokenplanters.	$2,000
Facilities Division	Operational budget to maintain new decorative lighting in front of the VIA train station. These were added as part Dowtown Sewer Separation Phase 2.	$5,000
Total		**$7,600**

CONCLUSIONS

Civic Administration has reviewed the tender bids and recommends L-82 Construction Limited be awarded the construction contact for Downtown Sewer Separation Phase 3 – Richmond Street.

AECOM has demonstrated an understanding of the City's requirements for this project and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and resident supervision services, as it is in the best financial and technical interests of the City.

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

March 2, 2020

MM/yc
Attach: Appendix 'A': Sources of Financing
Appendix 'B' :Location Map
Appendix 'C': Proposed Traffic and Parking By-Law Amendments
Appendix 'D': Proposed Traffic and Parking By-Law Amendments

c.c.	John Freeman	Gary McDonald	
	Doug MacRae	Ugo DeCandido	Alan Dunbar
	Jason Davies	Chris Ginty	Jim Yanchula
	L-82 Construction Limited	London Hydro	TELUS
	Rogers Communication	Start Communications	AECOM

APPENDIX 'A'

#20025

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: RFT 20-01 - 2020 Infrastructure Renewal Program - Downtown Sewer Separation Phase 3 Project - Richmond Street (Subledger WW200001)
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES302519 - Wastewater Servicing Built Area Works
Capital Project ES543619 - Storm Sewer Built Area Works
Capital Project EW376520 - Infrastructure Renewal Program - Watermains
Capital Project TS144620 - Road Networks Improvements (Main)
Capital Project TS406719 - Traffic Signals - Maintenance
Capital Project TS512319 - Street Light Maintenance
L-82 Construction Limited - $5,999,884.24 (excluding H.S.T.)
AECOM Canada Ltd. - $439,843.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES		Approved Budget	Revised Budget	Committed to Date	This Submission		Balance for Future Work
ES241420 - IRP-Sanitary Sewers							
Engineering		$1,724,865	$1,724,865	$99,292			$1,625,573
Engineering (Utilities Share)	2)		68,176		68,176		0
Construction		8,543,460	8,543,460	871,708			7,671,752
Construction (Utilities Share)	2)	196,754	1,169,247	196,754	972,493		0
City Related Expenses		25,000	25,000				25,000
		10,490,079	11,530,748	1,167,754	1,040,669		9,322,325
ES302519 - Wastewater Serv. Built Area Works							
Engineering		300,000	300,000		60,634		239,366
Construction		4,393,220	4,393,220		1,270,755		3,122,465
		4,693,220	4,693,220	0	1,331,389		3,361,831
ES543619 - Storm Sewer Built Area Works							
Engineering		800,000	800,000		54,098		745,902
Construction		8,968,368	8,968,368		1,133,780		7,834,588
		9,768,368	9,768,368	0	1,187,878		8,580,490
EW376520 - IRP-Watermains							
Engineering		2,318,186	2,318,186	132,389	114,731		2,071,066
Construction		15,000,000	15,000,000	1,162,278	1,262,630		12,575,092
		17,318,186	17,318,186	1,294,667	1,377,361		14,646,158
TS144620 - Road Networks Improvements (Main)							
Engineering		1,000,000	1,000,000		114,731		885,269
Construction		11,196,200	11,196,200		1,005,306		10,190,894
		12,196,200	12,196,200	0	1,120,037		11,076,163
TS406719 - Traffic Signal Maintenance							
Engineering		500,000	500,000	31,489	25,512		442,999
Construction		2,176,385	2,176,385	653,982	242,089		1,280,314
Traffic Signals		1,406,426	1,406,426	1,406,426			0
		4,082,811	4,082,811	2,091,897	267,601		1,723,313
TS512319 - Street Light Maintenance							
Engineering		300,000	300,000		8,504		291,496
Construction		2,385,907	2,385,907		201,312		2,184,595
		2,685,907	2,685,907	0	209,816		2,476,091
NET ESTIMATED EXPENDITURES		**$61,234,771**	**$62,275,440**	**$4,554,318**	**$6,534,751**	1)	**$51,186,371**
SUMMARY OF FINANCING:							
ES241420 - IRP-Sanitary Sewers							
Capital Sewer Rates		$5,642,540	$5,642,540				$5,642,540
Federal Gas Tax		4,650,785	4,650,785	971,000			3,679,785
Contribution from Utility Companies	2)	196,754	1,237,423	196,754	1,040,669		0
		10,490,079	11,530,748	1,167,754	1,040,669		9,322,325
ES302519 - Wastewater Serv. Built Area Works							
Drawdown from Sewage Works Reserve Fund		2,928,570	2,928,570		1,198,250		1,730,320
Drawdown from City Services - Wastewater Reserve Fund (Development Charges)	3)	1,764,650	1,764,650		133,139		1,631,511
		4,693,220	4,693,220	0	1,331,389		3,361,831
ES543619 - Storm Sewer Built Area Works							
Drawdown from Sewage Works Reserve Fund		4,346,924	4,346,924		1,069,090		3,277,834
Drawdown from City Services - Storm Water Reserve Fund (Development Charges)	3)	5,421,444	5,421,444		118,788		5,302,656
		9,768,368	9,768,368	0	1,187,878		8,580,490
EW376520 - IRP-Watermains							
Capital Water Rates		10,753,000	10,753,000	1,294,667	1,377,361		8,080,972
Drawdown from Capital Water Reserve Fund		6,565,186	6,565,186				6,565,186
		17,318,186	17,318,186	1,294,667	1,377,361		14,646,158
TS144620 - Road Networks Improvements (Main)							
Capital Levy		22,107	22,107				22,107
Debenture Quota		1,582,505	1,582,505				1,582,505
Drawdown from Capital Infrastructure Gap R.F.		1,679,160	1,679,160				1,679,160
Federal Gas Tax		8,912,428	8,912,428		1,120,037		7,792,391
		12,196,200	12,196,200	0	1,120,037		11,076,163

APPENDIX 'A'

#20025

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: RFT 20-01 - 2020 Infrastructure Renewal Program - Downtown Sewer Separation Phase 3 Project - Richmond Street (Subledger WW200001)
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES302519 - Wastewater Servicing Built Area Works
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Capital Project TS512319 - Street Light Maintenance
L-82 Construction Limited - $5,999,884.24 (excluding H.S.T.)
AECOM Canada Ltd. - $439,843.00 (excluding H.S.T.)

	Approved Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
TS406719 - Traffic Signal Maintenance					
Capital Levy	3,881,921	3,881,921	2,091,897	267,601	1,522,423
Drawdown from Capital Infrastructure Gap R.F.	200,890	200,890			200,890
	4,082,811	4,082,811	2,091,897	267,601	1,723,313
TS512319 - Street Light Maintenance					
Capital Levy	2,585,462	2,585,462		209,816	2,375,646
Drawdown from Capital Infrastructure Gap R.F.	100,445	100,445			100,445
	2,685,907	2,685,907	0	209,816	2,476,091
TOTAL FINANCING	**$61,234,771**	**$62,275,440**	**$4,554,318**	**$6,534,751**	**$51,186,371**

1) **Financial Note: (CONSTRUCTION)**	Utilities ES241420	ES302519A	ES543619A	EW376520
Contract Price	$972,493	$1,248,777	$1,114,171	$1,240,792
Add: HST @13%		162,341	144,842	161,303
Total Contract Price Including Taxes	972,493	1,411,118	1,259,013	1,402,095
Less: HST Rebate		140,363	125,233	139,465
Net Contract Price	$972,493	$1,270,755	$1,133,780	$1,262,630

Financial Note (CONSTRUCTION continued)	TS144620	TS406719	TS512319	CONSTRUCTION TOTAL
Contract Price	$987,919	$237,902	$197,830	**$5,999,884**
Add: HST @13%	128,429	30,927	25,718	653,560
Total Contract Price Including Taxes	1,116,348	268,829	223,548	6,653,444
Less: HST Rebate	111,042	26,740	22,236	565,079
Net Contract Price	$1,005,306	$242,089	$201,312	**$6,088,365**

Financial Note: (ENGINEERING)	Utilities ES241420	ES302519A	ES543619A	EW376520
Contract Price	$68,176	$59,585	$53,162	$112,746
Add: HST @13%		7,746	6,911	14,657
Total Contract Price Including Taxes	68,176	67,331	60,073	127,403
Less: HST Rebate		6,697	5,975	12,672
Net Contract Price	$68,176	$60,634	$54,098	$114,731

Financial Note (ENGINEERING continued)	TS144620	TS406719	TS512319	ENGINEERING TOTAL
Contract Price	$112,746	$25,071	$8,357	**$439,843**
Add: HST @13%	14,657	3,259	1,086	48,316
Total Contract Price Including Taxes	127,403	28,330	9,443	488,159
Less: HST Rebate	12,672	2,818	939	41,773
Net Contract Price	$114,731	$25,512	$8,504	**$446,386**

TOTAL CONSTRUCTION & ENGINEERING **$6,534,751**

2) London Hydro, Start Communications, Bell Canada, Rogers Communications and Telus Communications have confirmed the approval of their contribution towards this project. The expenditures have increased to accommodate their contributions.

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

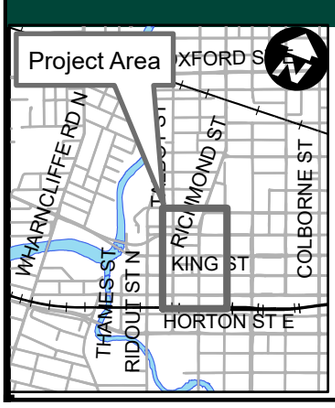
4) Additional annual operating costs to Sewer Operations, Transportation Operations and Facilities Division attributed to new infrastructure installation are as follows; Sewer Operations - $600, Transportation Operations - $2,000 and Facilities Division - $5,000.

JG

Jason Davies
Manager of Financial Planning & Policy

APPENDIX 'B'

LOCATION MAP



2020 Downtown Sewer Separation Phase 3

Richmond Street from York Street to Dundas Street

Project Area

Map Produced by the Sewer Engineering Division

January 30 2020 YC

London CANADA

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

APPENDIX C

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

To convert King Street from Talbot Street to Clarence Street from one-way traffic flow to two-way traffic flow

Bill No.

By-law No. PS-113

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

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

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

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

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

One Way Streets

Schedule 12 (One Way Streets) of the PS-113 By-law is hereby amended by **deleting** the following rows:

King Street	Ridout Street N	Ontario Street	Eastbound

One Way Streets

Schedule 12 (One Way Streets) of the PS-113 By-law is hereby amended by **adding** the following rows:

King Street	Ridout Street N	Talbot Street	Eastbound
King Street	Clarence Street	Ontario Street	Eastbound

This by-law comes into force and effect on June 15, 2020

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020
Second Reading – March 24, 2020
Third Reading – March 24, 2020

APPENDIX D

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

To convert King Street from Talbot Street to Clarence Street from two-way traffic flow to one-way traffic flow

Bill No.

By-law No. PS-113

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

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

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

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

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

One Way Streets

Schedule 12 (One Way Streets) of the PS-113 By-law is hereby amended by **deleting** the following rows:

King Street	Ridout Street N	Talbot Street	Eastbound
King Street	Clarence Street	Ontario Street	Eastbound

One Way Streets

Schedule 12 (One Way Streets) of the PS-113 By-law is hereby amended by **adding** the following rows:

King Street	Ridout Street N	Ontario Street	Eastbound

This by-law comes into force and effect on September 14, 2020

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020
Second Reading – March 24, 2020
Third Reading – March 24, 2020

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER**
SUBJECT:	**CONTRACT AWARD: RFT 20-21 2020 INFRASTRUCTURE RENEWAL PROGRAM CHURCHILL AVENUE, WINNIPEG BOULEVARD, WAVELL STREET PROJECT**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of contracts for the 2020 Infrastructure Renewal Program Churchill Avenue, Winnipeg Boulevard, Wavell Street Project:

(a) the bid submitted by Elgin Construction Company Limited at its tendered price of $3,771,467.32, excluding HST, for the 2020 Infrastructure Renewal Program, Churchill Avenue, Winnipeg Boulevard, Wavell Street Project, **BE ACCEPTED**; it being noted that the bid submitted by Elgin Construction Company Limited was the lowest of eight bids received and meets the City's specifications and requirements in all areas;

(b) Dillon Consulting Limited, **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of $383,190.50, excluding HST, in accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy;

(c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix A;

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

(e) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (RFT20-21); and

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

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee - March 18, 2019 - Agenda Item # 2.14 - Appointment of Consulting Engineer for the Detailed Design & Tendering of the Churchill Avenue Infrastructure Renewal Project

- Civic Works Committee – July 17, 2017 - Agenda Item # II. 5. - Appointment of Consulting Engineers Infrastructure Renewal Program 2017-2019; Recommendation b) (ix).

2019-2023 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
    - Build infrastructure to support future development and protect the environment.
    - Manage the infrastructure gap for all assets.
    - Protect and enhance waterways, wetlands, and natural areas.

BACKGROUND

Purpose

This report recommends award of a tender to Elgin Construction Company Limited, and continuation of consulting services to Dillon Consulting Limited for the reconstruction of:

- Churchill Avenue from Vancouver Street to Edmonton Street;
- Winnipeg Boulevard from Churchill Avenue to Wavell Street; and
- Wavell Street from Vancouver Street to Winnipeg Boulevard.

A project location map is included for reference in Appendix ‘B’.

Context

Churchill Avenue, Winnipeg Boulevard and Wavell Street have each been identified as a high priority in the Infrastructure Renewal Program. This project is the first of many projects in this area. Most of this infrastructure has reached the end of its life expectancy.

DISCUSSION

Project Description

The Churchill Avenue, Winnipeg Boulevard and Wavell Street infrastructure renewal project includes the following improvements:

- installation of sanitary sewers and existing private drain connection renewal,
- installation of storm sewers and existing private drain connection renewal,
- installation of watermain and individual water services to property line where applicable;
- installation of low impact development (LID) features on Churchill Avenue and Winnipeg Boulevard;
- full road reconstruction including new asphalt, curb and gutter, and sidewalk;
- installation of parking bays, including accessible parking spots, on Churchill Avenue.

Infrastructure replacement needs have been coordinated within the Environmental and Engineering Services Department. The funding for this project comes from the approved 2020 Wastewater and Treatment, Water, and Transportation Capital Works Budgets.

Public Consultation

A project update meeting was held on December 5, 2019 for all owners and residents within and immediately bordering the project area to address questions and concerns. The meeting was attended by a small number of property owners with no significant concerns noted.

Service Replacement

In conjunction with the construction of this project, the City is replacing existing sanitary and storm sewer Private Drain Connections (PDCs) to approximately two metres back of curb. This helps to minimize future excavations and extend the service life of the roadway. As part of this project, the water service connections will be replaced to the property line. The property owner may elect to replace their private side connection at their own cost. Homeowners may also be eligible to participate in the Lead Service Extension Replacement Loan Program.

Traffic and Parking By-law

As part of this project, the City is installing a painted crosswalk on Churchill Avenue near Calgary Street. In addition, parking bays with accessible parking spots will be installed on the south side of Churchill Avenue from Winnipeg Boulevard to Edmonton Street. Traffic and Parking By-law amendments will be introduced to a Municipal Council meeting at a future date.

Tender Summary

Tenders for the 2020 Infrastructure Renewal Program Churchill Avenue, Winnipeg Boulevard, Wavell Street Project were posted on February 7, 2020. Eight contractors submitted tender prices as listed below, excluding HST.

CONTRACTOR		TENDER PRICE SUBMITTED
1.	Elgin Construction Company Limited	$3,771,467.32
2.	Bre-Ex Construction Incorporated	$3,838,351.81
3.	J-AAR Excavating Limited	$3,933,193.05
4.	CH Excavating (2013)	$3,957,748.06
5.	291 Construction Ltd	$4,087,851.59
6.	Blue-Con Construction	$4,230,888.37
7.	Omega Contractors Incorporated	$4,438,487.54
8.	L-82 Construction Limited	$5,719,114.17

All tenders have been checked by the Environmental and Engineering Services Department and Dillon Consulting Limited. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender estimate prior to tender opening was $4,341,032.19, excluding HST. All tenders include a contingency allowance of $500,000.00.

Consulting Services

Dillon Consulting Limited was awarded the detailed design of the Churchill Avenue, Winnipeg Boulevard, Wavell Street project by Council on March 26, 2019. Due to the

consultant's knowledge and positive performance on the detailed design, the consultant was invited to submit a proposal to carry out the contract administration and resident supervision for this project. Dillon Consulting Limited submitted a proposal which included an upset limit of $383,190.50. This proposal contains a 10% contingency. Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other Infrastructure Renewal Program assignments of similar scope. The continued use of Dillon Consulting Limited on this project for construction administration is of financial advantage to the City because the firm has specific knowledge of the project, and has undertaken work for which duplication would be required if another firm were to be selected.

In addition to the financial advantage, there are also accountability and risk reduction benefits. The City requires a professional engineer to seal all construction drawings. These "record drawings" are created based on field verification and ongoing involvement by the professional engineer. This requirement promotes consultant accountability for the design of these projects, and correspondingly, reduces the City's overall risk exposure. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order to maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that Dillon Consulting Limited be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of $383,190.50, excluding HST. These fees are associated with the construction contract administration and resident supervision services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services associated with the design and construction of Churchill Avenue, Winnipeg Boulevard, Wavell Street to $836,390.50, excluding HST, between 2019 and 2020.

Operating Budget Impacts

Additional annual sewer, water and transportation operating costs attributed to new infrastructure installation are summarized in the following table.

DIVISION	**RATIONALE**	**ANNUAL OPERATIONAL COST INCREASE**
Sewer Operations	Additional 166m of storm sewer and an additional 6 catch basins.	$250
Water Operations	Additional valve and hydrants.	$300
Transportation Operations	Repainting the crosswalk on Churchill Avenue, west of Calgary Street. Additional snow plowing fees for the parking bays on the south side of Churchill Avenue.	$600 $2,376
Total		**$3,526**

CONCLUSIONS

Civic Administration has reviewed the tender bids and recommends Elgin Construction Company Limited be awarded the construction contact for Churchill Avenue, Winnipeg Boulevard, Wavell Street.

Dillon Consulting Limited has demonstrated an understanding of the City's requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and resident supervision services, as it is in the best financial and technical interests of the City.

SUBMITTED BY:	**CONCURRED BY:**
ASHLEY M. RAMMELOO, MMSc., P. ENG. **DIVISION MANAGER** **SEWER ENGINEERING**	**SCOTT MATHERS, MPA, P. ENG.** **DIRECTOR, WATER AND** **WASTEWATER**

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

KJC/cm

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

c.c. John Freeman, Gary McDonald, Doug MacRae
Ugo DeCandido, Chris Ginty
Dillon Consulting Limited, Elgin Construction Company Limited

APPENDIX 'A'

#20027

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: RFT 20-21 - 2020 Infrastructure Renewal Program
Churchill Avenue, Winnipeg Boulevard, Wavell Street Project
(Subledger WS19C009)
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES254020 - Infrastructure Renewal Program - Stormwater Sewers & Treatment
Capital Project EW376520 - Infrastructure Renewal Program - Watermains
Capital Project TS512318 - Street Light Maintenance
Elgin Construction Company Limited - $3,771,467.32 (excluding H.S.T.)
Dillon Consulting Limited - $383,190.50 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES	**Approved Budget**	**Revised Budget**	**Committed to Date**	**This Submission**		**Balance for Future Work**
ES241420 - IRP-Sanitary Sewers						
Engineering	$1,724,865	$1,724,865	$99,292	$116,980		$1,508,593
Engineering (Utilities Share)	68,176	68,176	68,176			0
Construction	8,543,460	8,543,460	871,708	1,133,724		6,538,028
Construction (Utilities Share)	1,169,247	1,169,247	1,169,247			0
City Related Expenses	25,000	25,000				25,000
	11,530,748	11,530,748	2,208,423	1,250,704		8,071,621
ES254020 - IRP-Stormwater Sewers & Treatment						
Engineering	2,000,000	2,000,000	99,293	116,980		1,783,727
Construction	11,392,126	11,392,126	871,708	1,133,723		9,386,695
City Related Expenses	100,000	100,000				100,000
	13,492,126	13,492,126	971,001	1,250,703		11,270,422
EW376520 - IRP-Watermains						
Engineering	2,318,186	2,318,186	247,120	155,974		1,915,092
Construction	15,000,000	15,000,000	2,424,908	1,511,632		11,063,460
	17,318,186	17,318,186	2,672,028	1,667,606		12,978,552
TS512318 - Street Light Maintenance						
Engineering	307,716	307,716	307,716			0
Construction	1,941,362	1,941,362	1,684,489	58,765		198,108
Relocate Utilities	1,351,364	1,351,364	1,222,268			129,096
	3,600,442	3,600,442	3,214,473	58,765		327,204
NET ESTIMATED EXPENDITURES	**$45,941,502**	**$45,941,502**	**$9,065,925**	**$4,227,778**	1)	**$32,647,799**
SUMMARY OF FINANCING:						
ES241420 - IRP-Sanitary Sewers						
Capital Sewer Rates	$5,642,540	$5,642,540				$5,642,540
Federal Gas Tax	4,650,785	4,650,785	971,000	1,250,704		2,429,081
Contribution from Utility Companies	1,237,423	1,237,423	1,237,423			0
	11,530,748	11,530,748	2,208,423	1,250,704		8,071,621
ES254020 - IRP-Stormwater Sewers & Treatment						
Capital Sewer Rates	2,277,960	2,277,960	971,001	1,250,703		56,256
Drawdown from Sewage Works Reserve Fund	11,214,166	11,214,166				11,214,166
	13,492,126	13,492,126	971,001	1,250,703		11,270,422
EW376520 - IRP-Watermains						
Capital Water Rates	10,753,000	10,753,000	2,672,028	1,667,606		6,413,366
Drawdown from Capital Water Reserve Fund	6,565,186	6,565,186				6,565,186
	17,318,186	17,318,186	2,672,028	1,667,606		12,978,552
TS512318 - Street Light Maintenance						
Capital Levy	3,533,477	3,533,477	3,214,473	58,765		260,239
Drawdown from Capital Infrastructure Gap R.F.	66,965	66,965				66,965
	3,600,442	3,600,442	3,214,473	58,765		327,204
TOTAL FINANCING	**$45,941,502**	**$45,941,502**	**$9,065,925**	**$4,227,778**		**$32,647,799**

1) **Financial Note (CONSTRUCTION)**	**ES241420**	**ES254020**	**EW376520**	**TS512318**	**CONSTRUCTION TOTAL**
Contract Price	$1,114,116	$1,114,115	$1,485,487	$57,749	**$3,771,467**
Add: HST @13%	144,835	144,835	193,113	7,507	490,290
Total Contract Price Including Taxes	1,258,951	1,258,950	1,678,600	65,256	4,261,757
Less: HST Rebate	125,227	125,227	166,968	6,491	423,913
Net Contract Price	$1,133,724	$1,133,723	$1,511,632	$58,765	**$3,837,844**

Financial Note: (ENGINEERING)	**ES241420**	**ES254020**	**EW376520**	**ENGINEERING TOTAL**
Contract Price	$114,957	$114,957	$153,276	**$383,190**
Add: HST @13%	14,944	14,944	19,926	49,814
Total Contract Price Including Taxes	129,901	129,901	173,202	433,004
Less: HST Rebate	12,921	12,921	17,228	43,070
Net Contract Price	$116,980	$116,980	$155,974	**$389,934**

TOTAL CONSTRUCTION & ENGINEERING	**$4,227,778**

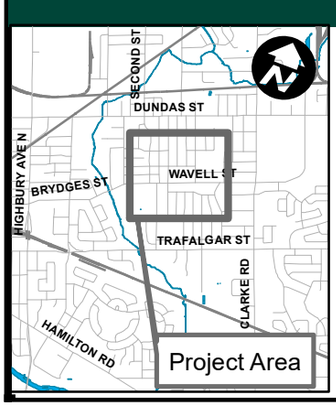
2) Additional annual operating costs to Sewer Operations, Water Operations and Transportation Operations attributed to new infrastructure installation are as follows; Sewer Operations - $250, Water Operations - $300 and Transportation Operations - $2,976.

JG

Jason Davies
Manager of Financial Planning & Policy

APPENDIX 'B'

LOCATION MAP



2020 Infrastructure Renewal Program
Contract 9

Churchill Avenue from Vancouver Street to Edmonton Street
Winnipeg Boulevard from Wavell Street to Churchill Avenue
Wavell Street from Vancouver Street to Winnipeg Boulevard

Project Area

Map Produced by the Sewer Engineering Division

February 11 2020 CM

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

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**CONTRACT AWARD: REQUEST FOR TENDER 20-14 2020 INFRASTRUCTURE RENEWAL PROGRAM CONTRACT #10 EGERTON STREET, HAMILTON ROAD, AND TRAFALGAR STREET PROJECT**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of contract for the 2020 Infrastructure Renewal Program Egerton Street, Hamilton Road, and Trafalgar Street reconstruction project:

(a) the bid submitted by Bre-Ex Construction Inc. at its tendered price of $4,644,111.78, excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by Bre-Ex Construction Inc. was the lowest of six bids received and meets the City's specifications and requirements in all areas;

(b) Archibald, Gray and McKay Engineering Ltd. (AGM) **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of $422,400.00, excluding HST, in accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy, noting that this firm completed the engineering design for this project;

(c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix ‘A’;

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

(e) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender RFT20-14); and

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

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Appointment of Consulting Engineers Infrastructure Renewal Program, Civic Works Committee, June 18, 2019.
- Contract Award: Tender No. RFT 19-02 2019 Infrastructure Renewal Program Egerton Street, Brydges Street and Pine Street Phase 2 Reconstruction Project, Civic Works Committee, February 20, 2019.
- Contract Award: Tender No. 18-03 – 2018 Infrastructure Renewal Program – Egerton Street and King Street Phase 1 Reconstruction Project, Civic Works Committee, March 19, 2018.

- Appointment of Consulting Engineers, Infrastructure Renewal Program 2017-2019, Civic Works Committee, July 17, 2017.
- Appointment of Consulting Engineers, Infrastructure Renewal Program 2015-2016, Civic Works Committee, May 26, 2014.

2019-2023 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
    - Build infrastructure to support future development and protect the environment.
    - Manage the infrastructure gap for all assets.
    - Protect and enhance waterways, wetlands, and natural areas.

BACKGROUND

Purpose

This report recommends award of tender to Bre-Ex Construction Inc., and continuation of consulting services to Archibald, Gray and McKay Engineering Ltd. (AGM) for the reconstruction of:

- Egerton Street from Ormsby Street to Cameron Street;
- Hamilton Road from Trafalgar Street to Price Street;
- Trafalgar Street from Egerton Street to Hydro Street.

A project location map is included for reference in Appendix ‘B’.

Context

Egerton Street, Trafalgar Street, and Hamilton Road have each been identified as a high priority in the infrastructure renewal program due to the poor condition of the municipal infrastructure. Most of this infrastructure, including the historical Egerton double trunk sewer, dates from the 1900s to the 1920s and has reached the end of its life expectancy. This project is the third phase of three overall phases of infrastructure renewal along Egerton Street.

DISCUSSION

The Egerton Street, Hamilton Road, and Trafalgar Street infrastructure renewal project includes the following improvements:

- installation of sanitary sewers and existing private drain connection renewal, where applicable;
- installation of storm sewers and existing private drain connection renewal, where applicable;
- installation of watermain and individual water services to property line where applicable;
- full road reconstruction including new asphalt, curb and gutter, and sidewalk;
- installation of a new westbound-southbound left turn lane on Hamilton Road;
- installation of new bike lanes on Egerton Street and extension of bike lanes on Trafalagar Street;
- installation of new Urban Design features including coloured, stamped asphalt crosswalks, island and boulevard plantings, and sidewalk surface enhancements;

- inclusion of underground works by Bell Canada, who has infrastructure needs.

Infrastructure replacement needs have been coordinated within the Environmental and Engineering Services Department. The funding for this project comes from the approved 2020 Wastewater and Treatment, Water, and Transportation Capital Works Budgets.

Public Consultation

A project update meeting was held on December 5, 2019 for all owners and residents within and immediately bordering the project area to address questions and concerns. This meeting was attended by a few property and business owners with no significant concerns noted. Staff have been informed of a number of residents with special needs that will be accommodated throughout this construction contract. Communication has been taking place with all the business owners and contact information has been collected to ensure that communication can continue throughout the project.

Service Replacement

In conjunction with the construction of this project, the City is replacing existing sewer private drain connections to approximately two metres back of curb, where applicable, to help minimize future excavations, and in order to extend the service life of the roadway. As part of this project, the water service connections will be replaced to the property line. The property owner may elect to replace their private side connection at their own cost. Homeowners may also be eligible to participate in the Lead Service Extension Replacement Loan Program.

Tender Summary

Tenders for the 2020 Infrastructure Renewal Program for the Egerton Street, Hamilton Road, and Trafalgar Street reconstruction project were opened on February 5, 2020. six contractors submitted tender prices as listed below, excluding HST.

CONTRACTOR		**TENDER PRICE SUBMITTED**
1.	Bre-Ex Construction Inc.	$4,644,111.78
2.	J-AAR Excavating Limited	$4,756,555.91
3.	CH Excavating (2013)	$4,768,805.25
4.	Blue-Con Construction	$5,065,213.31
5.	L82 Construction Ltd.	$5,183,204.79
6.	Omega Contractors Inc.	$5,594,604.06

All tenders have been checked by the Environmental and Engineering Services Department and the City's consultant, AGM. No mathematical errors were found.

The tender estimate just prior to tender opening was $4,671,852.19, excluding HST. All tenders include a contingency allowance of $400,000.00.

Operating Budget Impacts

Additional annual sewer, water, and transportation operating costs attributed to new infrastructure installation are summarized in the following table.

Division	Rationale	Operational Cost Increase
Sewer Operations	No additional increase in sewer maintenance required	$0
Water Operations	No additional increase in water services or total length of watermain	$0
Transportation Operations	Road maintenance cost (As per Table 8 and 10 of the London ON Bikes report.)	$6,134
Parks Operations	Plantings	$9,000
Total		$15,134

Consulting Services

AGM was awarded the detailed design for Phase 3 by Council on June 18, 2019. Due to the consultant's knowledge and positive performance on the project, the consultant was invited to submit a proposal to carry out the contract administration and resident supervision. AGM submitted a proposal which included an upset limit of $422,400.00. This proposal contains a 10% contingency. Staff have reviewed the fee submission in detail considering the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates is consistent with other infrastructure renewal program assignments of this scope and nature. The continued use of AGM on this project for construction administration is of financial advantage to the City because AGM has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

In addition to the financial advantage, there are also accountability and risk reduction benefits. The City requires a professional engineer to seal all construction drawings. These "record drawings" are created based on field verification and ongoing involvement by the professional engineer. This requirement promotes consultant accountability for the design of these projects, and correspondingly, reduces the City's overall risk exposure. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order to maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, AGM has satisfactorily completed a substantial part of the project and is recommended for award of the balance of the project. The administration recommends that AGM be authorized to carry out the remainder of engineering services to complete this Egerton Phase 3 project for the provided fee estimate of $422,400.00 excluding HST, noting the upset amount for total engineering services for Phase 1, Phase 2, and Phase 3 is $2,312,817.00 spread over 2014-2021.

CONCLUSIONS

Award of the 2020 Infrastructure Renewal Program, Egerton Street, Hamilton Road, and Trafalgar Street Phase 3 reconstruction project to Bre-Ex Construction Inc. will allow the project objectives to be met within the available budget and schedule.

The use of AGM for the remainder of engineering services for this project is in the best financial and technical interests of the City.

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

Attach: Appendix ‘A’ – Sources of Financing
Appendix ‘B’ – Project Location Map

c.c.
Aaron Rozentals
Doug MacRae
AGM
Chris Ginty
John Freeman
Ugo DeCandido
Alan Dunbar
Bre-Ex Construction Inc.
Gary McDonald
Bell Canada
Jason Davies

APPENDIX 'A'

#20024

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: RFT 20-14 - 2020 Infrastructure Renewal Program - Contract #10
Egerton Street, Hamilton Road and Trafalgar Street
(Subledger WS20C010)
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES254020 - Infrastructure Renewal Program - Stormwater Sewers & Treatment
Capital Project EW376520 - Infrastructure Renewal Program - Watermains
Capital Project TS1328 - Intersection - Hamilton - Egerton (Optimization)
Bre Ex Construction Inc. - $4,644,111.78 (excluding H.S.T.)
Archibald, Gray and McKay Engineering Ltd. (AGM) - $422,400.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES		**Approved Budget**	**Revised Budget**	**This Submission**		**Balance for Future Work**
ES241420 - IRP-Sanitary Sewers						
Engineering		$1,724,865	$1,724,865	$99,292		$1,625,573
Construction		8,543,460	8,543,460	871,708		7,671,752
Construction (Bell)	2)		196,754	196,754		0
City Related Expenses		25,000	25,000			25,000
		10,293,325	10,490,079	1,167,754		9,322,325
ES254020 - IRP-Stormwater Sewers & Treatment						
Engineering		2,000,000	2,000,000	99,293		1,900,707
Construction		11,392,126	11,392,126	871,708		10,520,418
City Related Expenses		100,000	100,000			100,000
		13,492,126	13,492,126	971,001		12,521,125
EW376520 - IRP-Watermains						
Engineering		2,318,186	2,318,186	132,389		2,185,797
Construction		15,000,000	15,000,000	1,162,278		13,837,722
		17,318,186	17,318,186	1,294,667		16,023,519
TS1328-Intersection Hamilton-Egerton (Optimization)						
Engineering		98,862	98,862	98,862		0
Construction		1,619,938	1,619,938	1,619,938		0
		1,718,800	1,718,800	1,718,800		0
NET ESTIMATED EXPENDITURES		**$42,822,437**	**$43,019,191**	**$5,152,222**	1)	**$37,866,969**
SUMMARY OF FINANCING:						
ES241420 - IRP-Sanitary Sewers						
Capital Sewer Rates		$5,642,540	$5,642,540			$5,642,540
Federal Gas Tax		4,650,785	4,650,785	971,000		3,679,785
Other Contributions (Bell)	2)		196,754	196,754		0
		10,293,325	10,490,079	1,167,754		9,322,325
ES254020 - IRP-Stormwater Sewers & Treatment						
Capital Sewer Rates		2,277,960	2,277,960	971,001		1,306,959
Drawdown from Sewage Works Reserve Fund		11,214,166	11,214,166			11,214,166
		13,492,126	13,492,126	971,001		12,521,125
EW376520 - IRP-Watermains						
Capital Water Rates		10,753,000	10,753,000	1,294,667		9,458,333
Drawdown from Capital Water Reserve Fund		6,565,186	6,565,186			6,565,186
		17,318,186	17,318,186	1,294,667		16,023,519
TS1328-Intersection Hamilton-Egerton (Optimization)						
Debenture Quota	3)	214,850	214,850	214,850		0
Drawdown from City Services - Roads Reserve Fund (Development Charges)	4)	1,503,950	1,503,950	1,503,950		0
		1,718,800	1,718,800	1,718,800		0
TOTAL FINANCING		**$42,822,437**	**$43,019,191**	**$5,152,222**		**$37,866,969**

1) **Financial Note: (CONSTRUCTION)**	**ES241420**	**Bell ES241420**	**ES254020**	**EW376520**
Contract Price	$856,631	$196,754	$856,631	$1,142,176
Add: HST @13%	111,362		111,362	148,483
Total Contract Price Including Taxes	967,993	196,754	967,993	1,290,659
Less: HST Rebate	96,285		96,285	128,381
Net Contract Price	$871,708	$196,754	$871,708	$1,162,278

Financial Note (CONSTRUCTION continued)	**TS1328**	**CONSTRUCTION TOTAL**
Contract Price	$1,591,920	**$4,644,112**
Add: HST @13%	206,950	578,157
Total Contract Price Including Taxes	1,798,870	5,222,269
Less: HST Rebate	178,932	499,883
Net Contract Price	$1,619,938	**$4,722,386**

Financial Note: (ENGINEERING)	**ES241420**	**ES254020**	**EW376520**	**TS1328**
Contract Price	$97,574	$97,575	$130,099	$97,152
Add: HST @13%	12,685	12,685	16,913	12,630
Total Contract Price Including Taxes	110,259	110,260	147,012	109,782
Less: HST Rebate	10,967	10,967	14,623	10,920
Net Contract Price	$99,292	$99,293	$132,389	$98,862

APPENDIX 'A'

#20024

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: RFT 20-14 - 2020 Infrastructure Renewal Program - Contract #10
Egerton Street, Hamilton Road and Trafalgar Street
(Subledger WS20C010)
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES254020 - Infrastructure Renewal Program - Stormwater Sewers & Treatment
Capital Project EW376520 - Infrastructure Renewal Program - Watermains
Capital Project TS1328 - Intersection - Hamilton - Egerton (Optimization)
Bre Ex Construction Inc. - $4,644,111.78 (excluding H.S.T.)
Archibald, Gray and McKay Engineering Ltd. (AGM) - $422,400.00 (excluding H.S.T.)

Financial Note (ENGINEERING continued)	**ENGINEERING TOTAL**
Contract Price	**$422,400**
Add: HST @13%	54,913
Total Contract Price Including Taxes	477,313
Less: HST Rebate	47,477
Net Contract Price	**$429,836**
TOTAL CONSTRUCTION & ENGINEERING	**$5,152,222**

2) Bell Canada has confirmed the approval of their contribution towards this project. The expenditures have increased to accommodate their contribution.

Note to City Clerk:

3) Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary

   An authorizing by-law should be drafted to secure debenture financing for project TS1328 - Intersection - Hamilton - Egerton (Optimization) for the net amount to be debentured of $214,850.

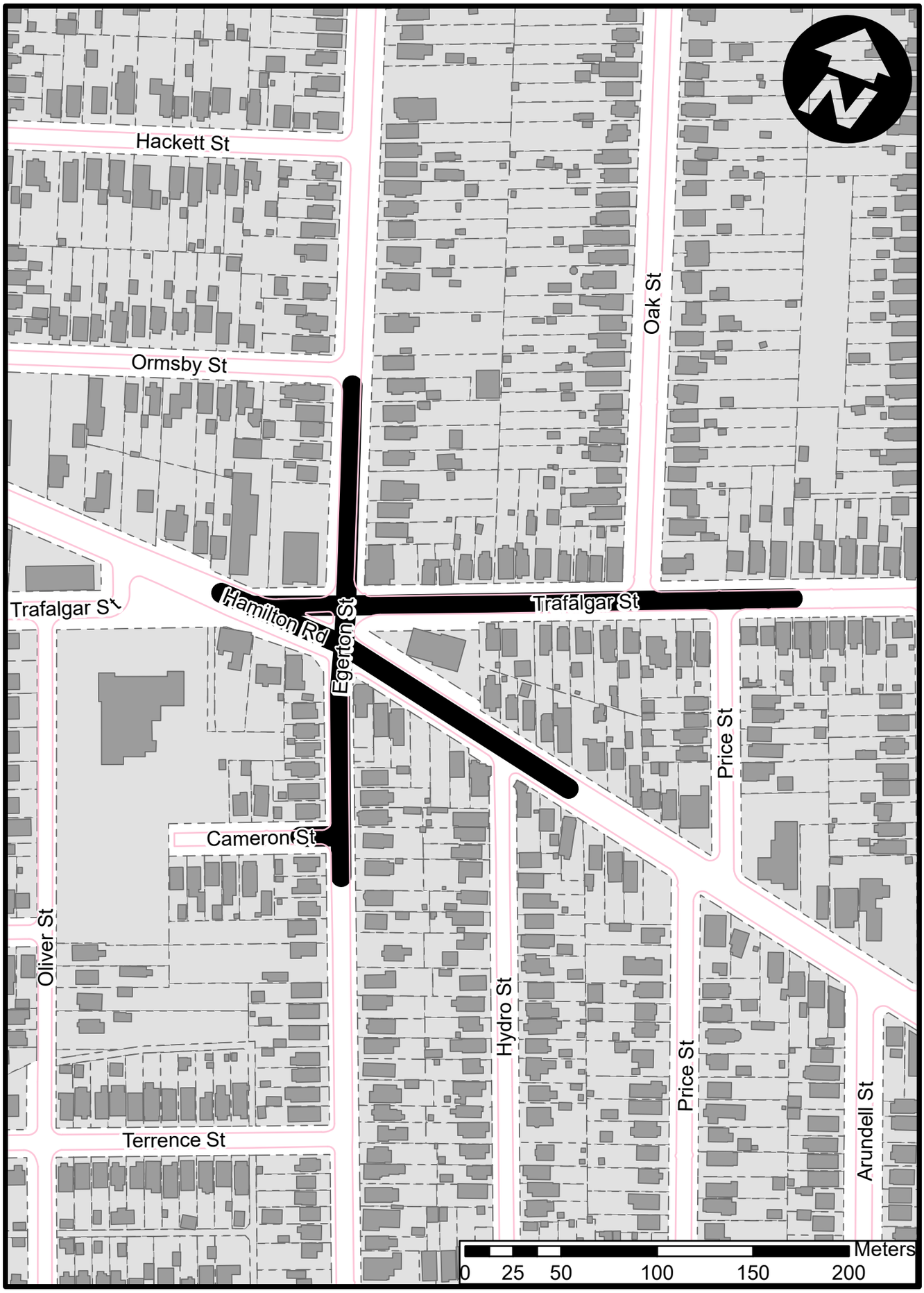
4) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2019.

5) Additional annual Transportation and Parks operating costs attributed to new infrastructure installation are as follows; Transportation Operations - $6,134 and Parks Operations - $9,000.

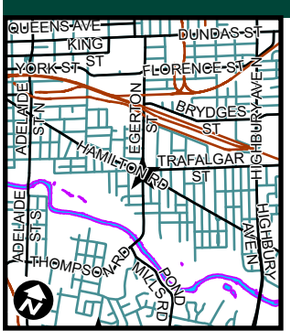
JG

Jason Davies
Manager of Financial Planning & Policy

APPENDIX 'B'



LOCATION MAP



2020 Infrastructure Renewal Project – Contract 10

Egerton Street from Ormsby Street to Cameron Street
Trafalgar Street from Price Street to Hamilton Road
Hamilton Road from Trafalgar St to Hydro Street

Legend:

Phase 3 (2020)

Map Produced by the
Sewer Engineering Division
A.CORPODEAN

Jan 31, 2020

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

London CANADA

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**SINGLE SOURCE PURCHASE FOR REPLACEMENT LAND SURVEYING EQUIPMENT**

RECOMMENDATION

That, on the recommendation of the Managing Director of Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Single Source Purchase of land surveying equipment:

a) the price submitted by Leica Geosystems Ltd. of $134,693.04 excluding HST, for the supply of two GNSS rovers and two total stations and associated components **BE ACCEPTED**, it being noted that this is a single source purchase in accordance with Section 14.4 (d) and (e) of the City of London's Procurement of Goods and Services Policy;

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 purchase;

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

2019-23 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by ensuring London's infrastructure is built and maintained to meet the long-term needs of our community.

BACKGROUND

Purpose

The purpose of this report is to seek Council approval to purchase replacement land surveying equipment used by the Geomatics Division. The equipment will be a single source purchase under section 14.4(d) and (e) of the City's Procurement of Goods and Services Policy.

Context

Geomatics Division survey staff provide land surveying services for a variety of municipal needs, but mostly prepare engineering base plans and construction drawings that support the City's Infrastructure Renewal Program. The surveying equipment used

primarily consists of a Global Navigation Satellite System (GNSS) rover and computerized measuring platforms called “total stations” which are the professional surveyor’s quintessential tools needed to accurately “capture” and map the natural and built environment. This is the starting point for all detailed engineering design and construction of new municipal infrastructure. Geomatics current surveying equipment is now 15 years and several generations old, and there are no longer replacement parts available for components which are now beginning to fail. The equipment has reached the end of its lifecycle and needs to be replaced.

DISCUSSION

In the fall of 2019, Geomatics survey staff tested various surveying equipment from the two major vendors including GNSS rovers, total stations and terrestrial based LiDAR scanning stations. After careful testing the equipment from Leica Geosystems was identified as best able to support City survey work for the next decade for reasons of product capabilities and compatibility with existing City systems. The purchase recommendation includes two Leica GS18T GNSS “smart rovers” and two TS16P 3 second total stations. After briefly testing terrestrial LiDAR technology, which is a highly specialized 3-D scanning technology, it was determined that it was not a good fit for the type of survey work done by Geomatics and is not part of this purchase recommendation.

The recommended Leica GS18T GNSS “smart rover” receives and correlates satellite signals with Leica’s SmartNet network though a cellular connection to instantly provide the surveyor with real-world centimetre level 3-D coordinates in real time and in all weather conditions, 24/7. This device is primarily used to establish three dimensional project control points and for quickly and conveniently determining the precise position of isolated but non-obstructed features in the built environment. In comparison to the equipment currently used by Geomatics, the new equipment has greatly expanded capabilities that will broaden its usefulness in a variety of surveying situations.

The recommended Leica TS16P 3 second total station is a computerized optical-mechanical measuring platform with automatic target recognition that is capable of measuring distances up to 3500 metres to a reflector and is also equipped with a reflectorless laser measuring unit that can measure distances up to 500 metres to objects with a distance accuracy under a centimetre and angular accuracy of 3 arc-seconds. The radio equipped total station is servo-controlled and fully robotic that enables a surveyor to remotely control the device wirelessly from a hand held unit. For efficiency and practical reasons most total station survey work is done by a two-person crew. The robotic capability of the Leica product allows the continued efficient use of two-person crews and expansion of this practice to working on highways since one surveyor can operate the device solo while the other acts as a “traffic spotter” as is mandated by MTO Book 7 traffic control requirements.

The City currently uses Leica products so the recommended equipment will create efficiencies and cost savings via specialized product capabilities and compatibility with existing systems. The recommended Leica equipment is fully compatible with the equipment Geomatics currently uses, and therefore integrates seamlessly with existing systems and eliminates having to purchase and integrate new software and field coding systems. Additionally, the GS18T GNSS rover is natively compatible with Leica’s SmartNet Global Navigation Satellite network Real Time Kinematic service that the City currently subscribes to. A feature unique to the Leica GS18T rover is the integration of a tilt sensor that enables it to be used to measure a wider variety of hard-to-access features, thus extending its usefulness. Industry professionals have confirmed real productivity improvements based on this feature alone.

The new GNSS rovers and total stations are faster, more powerful and more flexible yet less expensive than the 15 year old equipment they will replace.

The purchase recommendation is for two fully equipped GS18T GNSS “smart rovers” and two Leica TS16P 3 second total stations which will fully equip the two Geomatics survey crews. The compatibility of the new equipment will improve flexibility since it enables survey crews to operate as a team or to work independently when circumstances allow for it.

An assessment of procurement approaches was also undertaken. The most cost-effective option is for the City to purchase the equipment outright and use it as long as possible rather than acquire it through a short term lease or renting it, and that is the recommendation of this report.

CONCLUSION

The Single Source Purchase of replacement surveying equipment will enable Geomatics to continue to provide essential surveying services to the Corporation using specialized equipment compatible with existing systems from a proven supplier that will integrate seamlessly into the City’s existing systems and improve production, flexibility and efficiency.

PREPARED BY:	REVIEWED AND CONCURRED BY:
A. GARY IRWIN, OLS, OLIP **CITY SURVEYOR AND DIVISION MANAGER, GEOMATICS**	**DOUG MACRAE, P.ENG., MPA** **DIRECTOR, ROADS AND TRANSPORTATION**

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

c: John Freeman, Manager of Purchasing and Supply

APPENDIX 'A'

#20022

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Single Source Purchase for Replacement Land Survey Equipment
(Subledger RD200007)
Capital Project TS1025 - Survey Equipment Replacement
Leica Geosystems Ltd. - $134,693.04 (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	This Submission	Balance for Future Work
Vehicle & Equipment	$200,000	$137,064	$62,936
NET ESTIMATED EXPENDITURES	**$200,000**	**$137,064**	**$62,936**
SUMMARY OF FINANCING:			
Capital Levy	$200,000	$137,064	$62,936
TOTAL FINANCING	**$200,000**	**$137,064**	**$62,936**

1) **FINANCIAL NOTE:**

Contract Price	$134,693
Add: HST @13%	17,510
Total Contract Price Including Taxes	152,203
Less: HST Rebate	15,139
Net Contract Price	$137,064

kw

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**CONTRACT AWARD: 2020 WATERMAIN CLEANING AND STRUCTURAL LINING RFT 20-23**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the award of contract for the 2020 Watermain Cleaning and Structural Lining Project:

(a) the bid submitted by Fer-Pal Construction Ltd., 171 Fenmar Drive, Toronto, Ontario M9L 1M7, at its tendered price of $6,784,800.00 (excluding H.S.T.), for the 2020 Watermain Cleaning and Structural Lining program, **BE ACCEPTED**; it being noted that the bid submitted by Fer-Pal Construction Ltd. was the lowest of two bids received and meets the City's specifications and requirements in all areas and that this is the first year of a three year contract, where the City has the sole discretion to renew the contract for two additional years based on price and performance;

(b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix "A";

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

(d) the approval given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract or issuing a purchase order for the material to be supplied and the work to be done relating to this project (RFT 20-23); 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

Contract Award: 2017 Watermain Cleaning and Structural Lining Tender No 16-105, March 7, 2017 Civic Works Committee, Agenda Item #7

Contract Award: 2018 Watermain Cleaning and Structural Lining Tender No 16-105, April 17, 2018 Civic Works Committee, Agenda Item # 2.9

Contract Award: 2019 Watermain Cleaning and Structural Lining Tender No 16-105, March 18, 2019 Civic Works Committee, Agenda # 2.11

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; and
  - Growth and development is well planned and sustainable over the long

term.

- 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

This report recommends the award of a tender to a contractor to undertake watermain cleaning and structural re-lining as shown on the location map in Appendix B.

Context

Since 1989, the City has been rehabilitating watermains using innovative trenchless technologies which include cement mortar lining and more recently structural lining. These methods allow the City to eliminate water quality problems (red/rusty looking water), improve fire flows, gain additional years of life from the mains and delay the need for full replacement reconstruction projects which are both expensive and socially disruptive. The aesthetic water quality in these rehabilitated watermains is dramatically improved.

DISCUSSION

Currently the City focusses structural relining on areas of the City where there are no lead services, no other current infrastructure replacement needs (i.e. roads or sewers), and a high frequency of main breaks on cast iron watermains. In areas where structural lining has been performed, the occurrence of watermain breaks has dropped to zero in most cases. Structural lining also extends the life of watermains by 50 years or more when done on watermains that meet the criteria above, and costs 40% lower than traditional open-cut watermain replacement. In general, trenchless technologies, such as structural lining, have substantially lower social and environmental impacts when compared to traditional open-cut techniques.

The current project, involves the cleaning and structural lining of approximately 6500 metres of watermain on Shaftsbury Avenue, Tufton Place, Jermyn Place, Banbury Road, Cluney Place, Goodman Drive, Heath Place, Deveron Crescent, Almond Road, Oregon Place, Almond Court, South Almond Place, Curtis Avenue, Montebello Drive, Fundy Avenue, Niagara Street, Eldorado Avenue, Coldstream Crescent, Rockwyn Crescent, Marbenor Crescent, Arcadia Crescent, Algonquin Crescent, Breton Park Place and Gore Road.

The work is scheduled to take one hundred and thirty working days to substantially complete and will start this spring, following approval of this report.

A Project Location map is attached as Appendix B for reference.

The work in 2020 will be the first year of a potential three-year contract, where the City has the sole discretion to renew the contract for two additional years based on price and performance.

Tender Summary:

Tenders for the 2020 Watermain Cleaning and Structural Lining Program were opened on January 31 2020. Two contractors that pre-qualified submitted tender prices as listed below, excluding HST.

CONTRACTOR		TENDER PRICE SUBMITTED
1.	Fer-Pal Construction Ltd	$6,784,800.00
2.	North Rock Group Ltd.	$7,255,460.00

All tenders have been checked by the City's project manager and the overall value of the tender is within the approved capital program budget.

CONCLUSIONS

Award of this contract to Fer-Pal Construction Ltd. will allow the City to achieve the objective of rehabilitating water infrastructure which has been subject to breaks. It is in the best financial and technical interests of the City to proceed with the award of this contract for Watermain Cleaning and Structural Lining.

SUBMITTED BY:	CONCURRED BY:
AARON ROZENTALS, P.Eng **DIVISION MANAGER** **WATER ENGINEERING DIVISION** **ENVIRONMENTAL AND ENGINEERING SERVICES**	**SCOTT MATHERS, MPA, P. ENG** **DIRECTOR** **WATER & WASTEWATER** **ENVIRONMENTAL AND ENGINEERING SERVICES**

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

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

c.c. Dave Chromczak
John Freeman — Gary McDonald
Ugo DeCandido — Alan Dunbar
Fer Pal Construction Ltd — John Simon

APPENDIX 'A'

#20023

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: 2020 Watermain Cleaning and Structural Lining - RFT 20-23
(Subledger WT200001)
Capital Project EW356319 - Main Rehabilitation
Capital Project EW356320 - Watermain Rehabilitation and Relining
Fer-Pal Construction Ltd. - $6,784,800.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

SUMMARY OF ESTIMATED EXPENDITURES	Approved Budget	Committed to Date	This Submission		Balance for Future Work
EW356319 - Main Rehabilitation					
Construction	$9,191,750	$6,172,905	$1,904,212		$1,114,633
EW356320-Watermain Rehab. and Relining					
Construction	5,000,000		5,000,000		0
NET ESTIMATED EXPENDITURES	**$14,191,750**	**$6,172,905**	**$6,904,212**	**1)**	**$1,114,633**
SUMMARY OF FINANCING:					
EW356319 - Main Rehabilitation					
Capital Water Rates	$9,046,483	$6,172,905	$1,904,212		$969,366
Drawdown from Capital Water Reserve Fund	145,267				145,267
	9,191,750	6,172,905	1,904,212		1,114,633
EW356320-Watermain Rehab. and Relining					
Capital Water Rates	5,000,000		5,000,000		0
TOTAL FINANCING	**$14,191,750**	**$6,172,905**	**$6,904,212**		**$1,114,633**

1) **Financial Note:**

	EW356319	EW356320	Total
Contract Price	$1,871,278	$4,913,522	$6,784,800
Add: HST @13%	243,266	638,758	882,024
Total Contract Price Including Taxes	2,114,544	5,552,280	7,666,824
Less: HST Rebate	210,332	552,280	762,612
Net Contract Price	$1,904,212	$5,000,000	$6,904,212

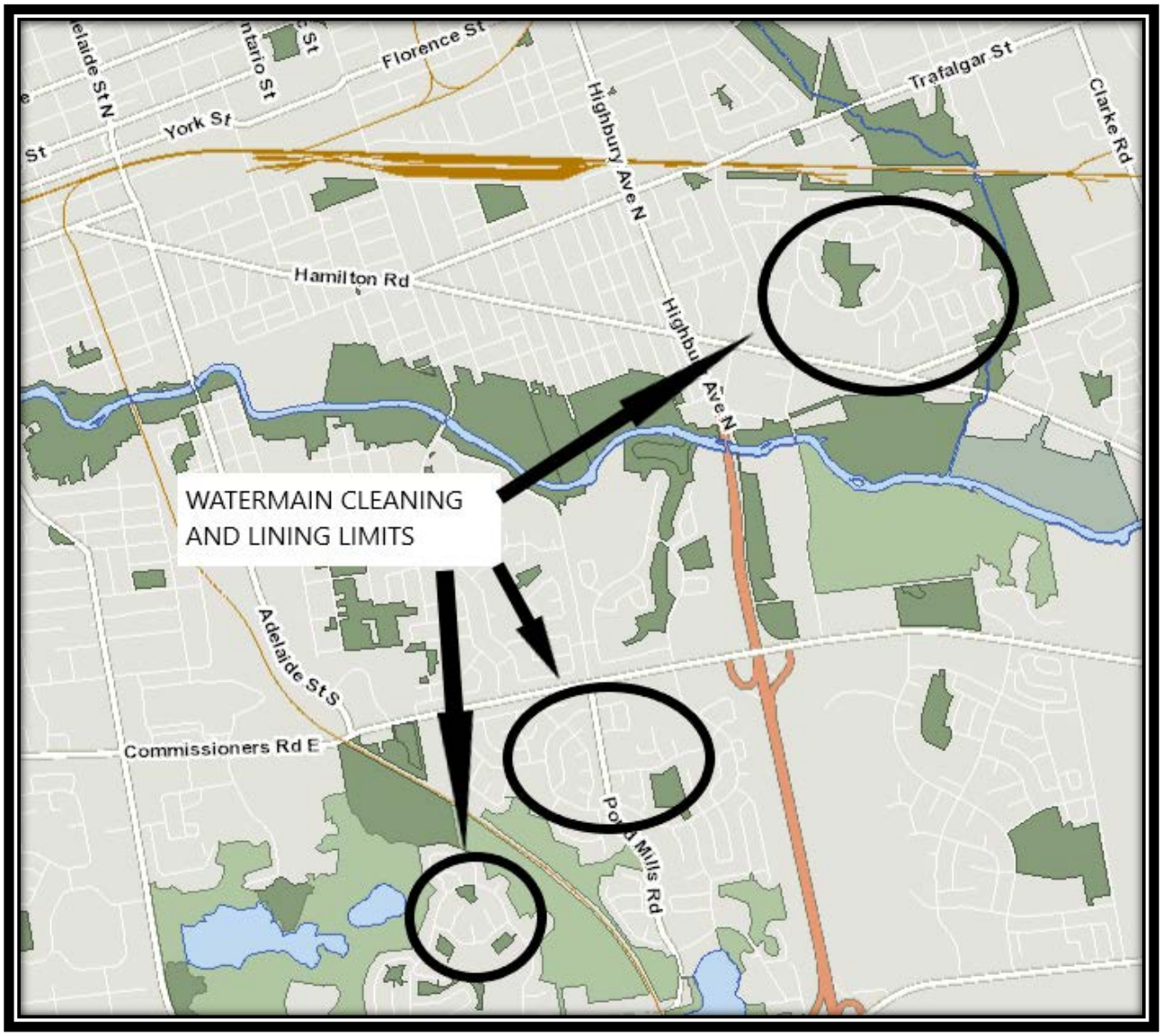
JG

Jason Davies
Manager of Financial Planning & Policy

APPENDIX B

LOCATION MAP

2020 Watermain Cleaning and Lining



TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020**
FROM:	**KELLY SCHERR, P.ENG. MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**UPPER THAMES RIVER CONSERVATION AUTHORITY AND CITY OF LONDON FLOOD PROTECTION PROJECTS**

RECOMMENDATION

That, on the recommendation of the Managing Director Environmental & Engineering Services and City Engineer, the following action **BE TAKEN** with respect to City of London's contribution to infrastructure:

a) The Upper Thames River Conservation Authority **BE AUTHORIZED** to carry out the following projects with the City share in the total amount of $242,290.63, including contingency, excluding HST; as per Section 14.3.a) of the Procurement of Goods and Services Policy:
   a. West London Dyke Phase 7 Design and Construction Administration; and
   b. Upper Thames River Conservation Authority Project Management Fees.

b) The financing for this work **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A', and,

c) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Civic Works Committee – August 12, 2019 – Upper Thames River Conservation Authority and City of London Flood Protection Projects

Civic Works Committee – June 18, 2018 – Upper Thames River Conservation Authority and City of London Flood Protection Projects

Civic Works Committee – July 17, 2017 – Water and Erosion Control Infrastructure (WECI) Program: 2017 Provincially Approved Project Funding (Sole Sourced)

Civic Works Committee – August 22, 2016 – Water and Erosion Control Infrastructure (WECI) Program: 2016 Provincially Approved Project Funding (Sole Sourced)

Civic Works Committee – February 2, 2016 – West London Dyke Master Repair Plan Municipal Class Environmental Assessment Study

Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination

Council – March 21, 2011 – UTRCA 2010 and 2011 Levies for Remediating Flood/Erosion Control, Dykes and Dam Structures within the City

Finance & Administration Committee – February 2, 2011 – Funding Agreement with UTRCA for Remediating Flood Control Works within the City

2019 – 2023 STRATEGIC PLAN

This report aligns with the Strategic Plan's "Building a Sustainable City" strategic area of focus by supporting the following expected results:

- Improve London's resiliency to respond to potential future challenges;
- Build infrastructure to support future development and protect the environment; and
- Maintain or increase current levels of service; manage the infrastructure gap for all assets.

BACKGROUND

Purpose

This report seeks approval to commit the City's share for projects funded through the Disaster Mitigation and Adaptation Fund (DMAF) administered by the Upper Thames River Conservation Authority (UTRCA).

Context

The City of London owns flood and erosion control structures throughout the watershed that are maintained by the Upper Thames River Conservation Authority (UTRCA) under the terms of a Memorandum of Understanding (MOU). The MOU defines a collaborative approach to operation and maintenance and capital improvements to the flood and erosion control structures in which the City and UTRCA share an interest.

As the regulator of the floodplain, the UTRCA is in the best position to coordinate work on these structures and can also access funding from the provincial and federal governments for maintenance and capital improvement of these structures that is not available to municipalities.

Because of the importance of the flood and erosion control structures to both the City and UTRCA, there is a long history of cooperation on the construction and maintenance of these structures. The City of London annually provides funding to the UTRCA to complete necessary dyke and dam capital and maintenance works.

The most recent reconstruction of West London Dyke Phase 5/6, from Blackfriars Bridge to St. Patrick Street was completed in late 2019 with some landscaping and amenity features to be added in 2020.

DISCUSSION

Disaster Mitigation and Adaptation Fund (DMAF)

The DMAF is a two-billion dollar merit-based national program provided by Infrastructure Canada to support large scale infrastructure projects that reduce the risks of natural hazards. In order to be eligible, projects must have a minimum cost of $20 million and must be able to be completed by 2027 – 2028. The level of cost sharing varies by the recipient.

The UTRCA and City successfully applied to this program for phases 5 through 13 of the West London Dyke. The federal government confirmed by a funding announcement on March 27th, 2019 to commit $10 million of the project's estimated $25 million dollar total cost over the next ten years. For this project, the program funds up to 40% of the engineering design and construction costs up to the approved program total.

The DMAF will allow the City and UTRCA to continue to focus on upgrading the West London Dyke to further protect properties in the Blackfriars neighbourhood and improve climate change resiliency to extreme rain events.

The UTRCA's intent is to have the detailed design and construction administration services be completed by Stantec Consulting Ltd. (Stantec) with maximum proposed fees in the amount of $382,309.95, including contingency. Stantec has overseen the detailed design and construction administration services for previous phases of the dyke

reconstruction project. Additionally, UTRCA requires $10,000 in project management fees. Stantec and the UTRCA's fees are eligible for DMAF funding, which reduced the City's share of fees by $156,924. Table 1 summarizes the fee breakdown.

Table 1: 2020 UTRCA Dyke and Dam Project Funding Sources

Project	Full Project Amount	DMAF Funding	London Share
West London Dyke Phase 7 – Detailed Design and Contract Administration	$382,310	$152,924	$236,115[1]
West London Dyke Phase 7 – UTRCA Project Management Fees	$10,000	4,000	$6,176[1]
Total	**$392,310**	**$156,924**	**$242,291**

[1] The London Share is calculated by including the non-rebateable HST on the full project amount and then reduced by the federal funding program.

Procurement and Invoicing Processes

The UTRCA will administer this project and submit invoices to the City as work is completed, after subtracting the federal funding share. Given that UTRCA has received federal funding through DMAF for works related to West London Dykes, the City must use Clause 14.3.a) "statutory or market based monopoly" of its Procurement Policy to engage in this project.

CONCLUSIONS

City staff and UTRCA staff will continue to work together to complete the current phase of the West London Dyke and endeavour to maximize the City of London's potential to receive future funding for City-owned flood and erosion control infrastructure.

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

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

March 2, 2020

Attach: Appendix 'A' – Source of Financing

cc: John Freeman
Chris Tasker, UTRCA
Gary McDonald
Alan Dunbar
Jason Davies

APPENDIX 'A'

#20030

Chair and Members
Civic Works Committee

March 10, 2020
(Award Contract)

RE: Upper Thames River Conservation Authority and City of London Flood Protection Projects
(Subledger SWM20001)
Capital Project ES2474 - UTRCA - Remediating Flood Control Works within City Limits
Upper Thames River Conservation Authority - $242,290.63 (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**
Engineering	$4,437,601	$4,191,046	$246,555		$0
Construction	9,386,357	8,559,394			826,963
City Related Expenses	75,000	53,327			21,673
NET ESTIMATED EXPENDITURES	**$13,898,958**	**$12,803,767**	**$246,555**	1)	**$848,636**
SUMMARY OF FINANCING:					
Capital Sewer Rates	$1,000,000	$1,000,000			$0
Debenture By-law No. W.-5610-251	2,750,000	1,654,809	246,555		848,636
Drawdown from Sewage Works Reserve Fund	10,097,213	10,097,213			0
Other Contributions	51,745	51,745			0
TOTAL FINANCING	**$13,898,958**	**$12,803,767**	**$246,555**		**$848,636**

1) **Financial Note:**

Contract Price	$242,291
Add: HST @13%	31,498
Total Contract Price Including Taxes	273,789
Less: HST Rebate	27,234
Net Contract Price	$246,555

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MARCH 10, 2020**
FROM:	**GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR DEVELOPMENT & COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL**
SUBJECT:	**OVERNIGHT PARKING AND 12 HOUR PARKING LIMIT**

RECOMMENDATION

That, on the recommendation of the Managing Director, Development and Compliance Services and Chief Building Official, this report **BE RECEIVED** for information purposes.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Since 2001, there have been 16 reports on the issue of overnight parking.

BACKGROUND

On October 1st, 2019, Municipal Council resolved:

That 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 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;
c) The current 12hr limit on occupying a specific on street non metered parking location be amended to 18 hours;

Overnight Parking

The overnight parking restriction (3 a.m.-5 a.m.) is from Labour Day weekend to Victoria Day weekend. Vehicle operators wanting to park during this time frame must register for a parking permit. A maximum of 15 free parking permits may be issued per license plate. This program was implemented in 2015. Permits are not valid on streets where overnight parking is prohibited. Occasionally, overnight parking is suspended City-wide due to significant snow events.

In 2015, at the request of Council, a pilot project was implemented extending overnight parking from September (Labour Day) to November 1st. Street checks were undertaken during this time period and approximately 22,000 vehicles were parked overnight. Parking Services also monitored complaints during this pilot project. Common complaints referenced the high volume of vehicles parked on the road resulting in driveway access constraints. The pilot project was not repeated. The following table presents the number

of overnight parking infractions over the past four years during the extended spring/fall period. An overnight parking ticket is $40.

Overnight Parking Violations - Spring/Fall Extended Relaxation Periods

Year	Number of Tickets	Number of Tickets	Total Revenue
	May 1 - May 24	Sept. 1 - Nov. 1	
2016	1,570	5,107	$267,080
2017	1,438	4,802	$249,600
2018	1,394	3,983	$215,080
2019	913	3,626	$181,560
Total	5,315	17,518	$913,320

In the fall of 2019, Parking Services received 526 complaints specific to overnight parking. In 2019, there were 48,450 permits issued to 20,629 vehicle plates. On average, each vehicle owner requested approximately three (2.3) permits for overnight parking.

Parking Services has considered a variety of options of regulating overnight parking. These include:

- Status Quo – leave dates as is with 15 free parking passes.
- Extend permitted period to November 1st – this pilot project was implemented in 2015 and not repeated.
- Full Year Prohibition – this is the City of Waterloo's model with 15 parking passes per year.
- Full Year Prohibition with Paid Permits – this option would charge a fee for parking passes.
- Status Quo with Additional Passes with Fee – this option would allow for additional passes (over 15) for a fee.

There are multiple options to consider for overnight parking regulations. Based on the success of the overnight parking pass program and the ease of which a parking pass can be generated, Parking Services are not recommending any changes to the program. On average, vehicle owners requested a pass three times a year. Extensions to the overnight parking exemption period were previously undertaken via a pilot project (2015) and the program was not repeated.

12 Hour Parking Prohibition

Parking on any City street is prohibited for longer than 12 hours in the same location. This regulation is typically enforced on a complaint basis. A large number of these specific complaints pertain to derelict vehicles stored on the road. Relative to the total number of tickets issued annually (2019 – 68,920), the number of parking tickets issued for the 12 hour violation is low (2019 - 511 tickets). Several site visits are required to enforce this violation: one, to identify the beginning of the alleged violation and one to confirm the violation of beyond 12 hours. The purpose of this regulation is to ensure parking turn-over and to ensure that the volume of vehicles on the street does not become problematic. This provision is largely used to remove derelict vehicles off City streets.

A reasonable solution to the 12 hour regulation is to implement an administrative directive of issuing an initial warning in response to valid complaints. This will not apply to derelict vehicles. Civic Administration has no concerns with extending the time limit to 18 hours given the low number of complaints. This amendment can be included in the omnibus review of the Traffic and Parking By-law tentatively scheduled for a CWC meeting in Q2 2020.

CONCLUSION

Parking regulations are in place to ensure efficient use of public streets and for the purposes of public safety. No changes are recommended to the overnight parking regulations as the 15 day free parking permit is an efficient and effective solution.

An administrative directive will be issued to provide initial warnings to 12 hour on-street parking complaints for road worthy vehicles. Amending the time period to 18 hours will be included in the submission of the omnibus review of the Traffic and Parking By-law.

RECOMMENDED BY:	**REVIEWED AND CONCURRED BY:**
STEPHEN MILLER **MANAGER, MUNICIPAL LAW ENFORCEMENT - PARKING SERVICES**	**OREST KATOLYK, MLEO (C)** **CHIEF MUNICIPAL LAW ENFORCEMENT OFFICER**

REVIEWED & CONCURRED BY:
GEORGE KOTSIFAS, P.ENG. **MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL**

From: Lynn Campbell

Sent: Monday, March 02, 2020 9:42 AM

To: CWC <cwc@london.ca>

Subject: [EXTERNAL] Street Parking

I understand the issue will be brought forward soon. I feel that the dates need to be increased. I live in a condo with few visitor spots. With company coming on major holidays, the increased dates would be helpful. Also when having parties, it allows people to stay overnight and no worries of drinking and driving or driving home late and tired.

I hope this passes. Makes sense to bring us into 21st century.

Lynn Campbell

1920 Marconi Blvd

Sidewalk Snow Removal Bylaw

Feb 18, 2020

Dear members of the Civic Works Committee,

We have been discussing sidewalk snow removal at many meetings with the goal of trying to get the sidewalks as close to clear as possible to improve mobility for everyone. Currently accumulation is the only metric that triggers sidewalk plowing and this allows small amounts of snow to coat sidewalks creating the slippery conditions we are trying to avoid. If the goal is to improve mobility for everyone, then we cannot simply wait till enough snow collects. The metrics for sidewalk plowing cannot just be accumulation,

I would like committee to support the following Motion:

That staff investigate a bylaw for London requiring residents and businesses to remove the snow from sidewalks in front of their homes like they already do in Kitchener, Hamilton, Ottawa and Toronto and also investigate other metrics for determining sidewalk snow removal in London.

In 2015 the city spent roughly $1.5M ($1350 per lane km/$4 per capita) on sidewalk winter maintenance expenditures. Roads Operation and Forestry and was informed that this has since increased to $1.8M based on a five year average. Growth funding from new installations is part of the increase.

Below are links to council reports from November 3, 2015 and July 23, 2019 that outline the Winter Maintenance Program and its support. The 2015 report provides a Summary of Sidewalk Clearing Practices for various municipalities and costs (pages 4-5), and the 2019 report (page 8) indicates additional costs associated with new installations.

(2015): https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=21181

(2019): https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=65910

Articles of interest:

https://www.preszlerlaw.com/blog/what-is-the-law-in-ontario-for-clearing-snow-and-ice-from-your-premises/

https://www.siskinds.com/sidewalks-do-you-have-to-shovel-them/

- **Hamilton** – Section 5 of the City of Hamilton By-law 03-296 regulates snow and ice removal from public sidewalks. It calls for home and business owners or occupants to clear such hazards from walkways – including the access ramps located at street corners. Snow and ice should be removed within 24 hours of accumulation. Snow that has been removed cannot be placed into the road or in a location that restricts access to a fire hydrant. Penalties for failure to comply include a notice of violation and fines that could reach as high as $5,000.
- **Ottawa** – The city's Property Maintenance By-law No. 2005-208 regulates the removal of snow and ice from sidewalks. It requires owners and occupiers to clear snow and ice on their property or adjacent to their property. Ice that cannot be removed should be mediated with the use of salt, sand or gravel. Further, building owners are required to clear snow and ice that may pose a public safety hazard (such as accumulation that can fall on passersby or later melt and refreeze onto the sidewalk creating an additional slip and fall hazard) from roofs. Those who fail to clear such property hazards are issued a notice to comply. Continued violation of the regulation may result in a financial penalty.
- **Toronto** – The city's Municipal Code Chapter 719 requires residential and business property owners to clear all property-adjacent walkways of snow and ice accumulation. This must happen within 12 hours of the snowfall. Failure to comply with this city ordinance may result in a fine totaling $125. Property owners and occupants are encouraged to use salt, sand or clay kitty litter in cases where ice is difficult to remove.
- **Kitchener** - Having a dedicated enforcement officer conducting sidewalk inspections between November and April to make sure snow is being cleared. The city clears snow from all sidewalks after a snow event when 8 cm or more falls within a 24 hour period. Designate an area of the city where there's 40 km of sidewalk and clear all the snow after every snowfall. Install sensors stations that can measure pavement surface conditions. Explore partnerships with community

groups — such as The Working Centre — to help those who are unable to clear their own sidewalks.

Other Ontario Laws Impacting Snow and Ice Removal

- Ontario's *Residential Tenancies Act* requires landlords to assume the responsibility of snow and ice removal for apartment buildings and other rental properties.
- Ontario's *Occupier's Liability Act* provides slip and fall victims the right to hold property owners and occupiers financially responsible for accidents that occur because of hazards, such as snow and ice on sidewalks.

Things to note:

- No direct mention of accumulation amounts (i.e. no cities stipulate how much snow can accumulate before they have to remove)
- The 3 municipalities of interest (Ham., Tor., and Ott.) outline various timeframes in which snow is to be removed, ranging from 12 – 36 hours)
    - There are also various stipulations about the time at which people can conduct snow removal (e.g. before 9:00 & 10:00 a.m.) for a few of the municipalities
-
- There is no bylaw requiring homeowners to clear the sidewalks in front of their home (with the exception of downtown property owners).
- http://www.london.ca/residents/Roads-Transportation/Road-Maintenance/Pages/Snow-Removal.aspx
-

Sincerely,

Steve Hillier,

Councillor Ward 14

Petition to stop the construction of a new sidewalk on Fox Mill Crescent

Re: Fox Mill Crescent, Fox Mill Grove, Fox Mill Court & Fox Mill Place Watermain Replacement Project

We, the residents of Fox Mill Crescent, petition the City of London to eliminate from the scope of the project, the installation of a sidewalk on Fox Mill Crescent.

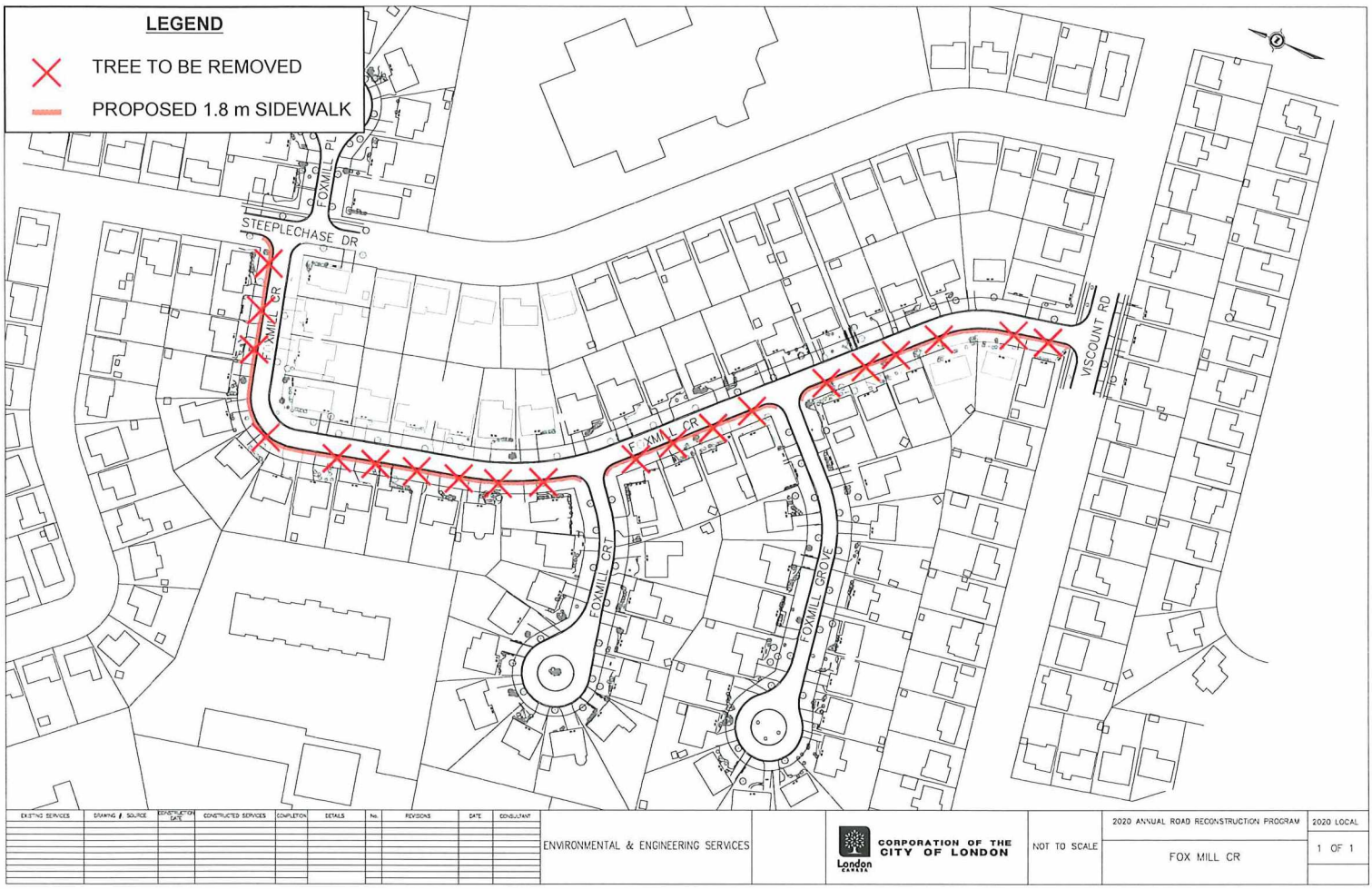
This neighbourhood is approximately 55 years old. Many residents have lived on this crescent for more than 20 years. Our children have safely walked to the designated elementary and secondary schools, W. Sherwood Fox P.S. and Saunders S.S.

Fox Mill Crescent receives **minimal** pedestrian traffic! It is a very quiet street. Steeplechase Drive, which runs parallel to Fox Mill Crescent, already has sidewalks, is where the elementary school is located and is where the bulk of use occurs.

We, the residents of Fox Mill Crescent, do not feel there is a need for a sidewalk on our quiet Crescent. Furthermore, we will be losing many of our beautiful trees due to the replacement of the watermain. Suffering the additional loss of six feet of property frontage, to accommodate an unwanted and unrequired sidewalk, is a tragedy. This will seriously affect the quality of our lives, and is sure to have an impact on property value.

Dated: February 22, 2020

Photos of Existing Conditions


LEGEND
TREE TO BE REMOVED
PROPOSED 1.8 m SIDEWALK
FOXMILL PL
STEEPLECHASE DR
F XMILL CR
F XMILL CR
VISCOUNT RD
FOXMILL CRT
FOXMILL GROVE
EXISTING SERVICES
DRAWING # SOURCE
CONSTRUCTION DATE
CONSTRUCTED SERVICES
COMPLETION
DETAILS
No.
REVISIONS
DATE
CONSULTANT
ENVIRONMENTAL & ENGINEERING SERVICES
CORPORATION OF THE CITY OF LONDON
London CANADA
NOT TO SCALE
2020 ANNUAL ROAD RECONSTRUCTION PROGRAM
FOX MILL CR
2020 LOCAL
1 OF 1

Dear Civic Works Committee:

I respectfully request delegation status to address the Civic Works Committee to share concerns of the residents on Fox Mill Crescent/Steeplechase Drive affected by the planned Watermain Replacement Project and installation of a sidewalk.

A number of concerned residents on our street have spent the last number of weeks engaging our neighbours about the proposed sidewalk. Of the 43 homes on the street, 37 residents have signed a petition asking for the elimination of the installation of the sidewalk from the proposed scope of work. (Of those other 6 homes, we have not been able to reach three residents). The petition has been provided to Councillor Paul Van Meerbergen.

Our neighbourhood is approximately 55 years old. Many residents have lived on this Crescent for more than 20 years. Fox Mill Crescent is a very low traffic area; it is not a through-route, nor is it a 'destination' route.

Many residents we spoke with indicated the impact on the frontage of their properties noting the proposed sidewalk will create a situation where they will need to park more often on the street due to the shortening of their driveways. This will cause unnecessary congestion on our Crescent.

The replacement of the watermain means we will be losing 36 mature trees and 7 smaller trees. Already our neighbourhood is changing as we are losing the beautiful canopy of trees that is a hallmark of our area and a value-add to our properties. To then add more concrete to our Crescent is a travesty because it is unwanted and unnecessary.

I give written permission for my submission to be placed on the public agenda and on the City of London website, with my email and contact information removed.

My understanding is the next meeting is scheduled for March 10, 2020. I respectfully request the opportunity to address our petition on this date.

Sincerely,

Jeff Lang

Wednesday, March 4, 2020

Chair and Members of the Civic Works Committee:

Removal of Trees on Camden Crescent

The Camden Crescent road reconstruction is part of an extensive road reconstruction project involving several streets in the Old Stoneybrook neighbourhood. Camden Crescent is a very short, self-contained local street. It connects to Hastings Drive at its eastern end and again at the western end via Amberwood Road. There is currently no sidewalk on Camden Crescent, however, there is an existing sidewalk on the east side of Amberwood Road and on both sides of Hastings Drive.

As a result of the proposed sidewalk construction on Camden Crescent, City Staff are anticipating the removal of at least 8 boulevard trees on the south side. This represents approximately 80% of the trees on the south side of a street that does not serve as a connector either within or to this neighbourhood. Such a significant tree loss would be an unjustifiable destruction of the local tree canopy and detrimental to the overall character of this street and quality of life of its residents.

I, therefore, respectfully request the committee to consider the following motion:

> That, notwithstanding policies set out in the London Plan and the warranted sidewalk program with respect to the installation of sidewalk infrastructure, Camden Crescent BE EXEMPTED from the intended sidewalk installation and any planned tree removal associated with construction of the sidewalk.

Respectfully submitted,

Maureen Cassidy
Councillor, Ward 5

From: Jayne McIntyre
Sent: Friday, March 06, 2020 4:16 PM
To: Saunders, Cathy
Subject: [EXTERNAL] Re: Camden Crescent new road construction 2020

Ms. Saunders,

I am writing to you today to request a "delegation status," so that I may attend and speak at the City Hall meeting with regards to the Camden Crescent new road construction. This meeting is scheduled for Tuesday, March 10th, 2020 at 12pm noon.

I kindly await your response,

Jayne McIntyre.

DEFERRED MATTERS

CIVIC WORKS COMMITTEE
(as of March 2, 2020)

Item No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	**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	Q2 2020	K. Scherr J. Dann	
2.	**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	Q3 2019	K. Scherr J. Stanford	Q2 2020
3.	**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	Q2 2019	S. Mathers P. Yeoman	Q2 2020

4.	**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	Q2/Q3 2020
5.	**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	
6.	**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	

7.	**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.				
8.	**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	