

# Agenda

## Civic Works Committee

The 6th Meeting of the Civic Works Committee

May 12, 2020, 12:00 PM

Virtual Meeting - during the COVID-19 Emergency

City Hall is currently closed to the public, please view the meeting via live-streaming (YouTube or the City Website)

### Members

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

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<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 12, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>2019 MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS INSPECTION REPORT FOR THE CITY OF LONDON WATER DISTRIBUTION SYSTEM</b>

**RECOMMENDATION**

That on the recommendation of the Managing Director – Environmental & Engineering Services and City Engineer, this report regarding the findings of the 2019 Ministry of the Environment, Conservation and Parks inspection of the City of London Water Distribution System **BE RECEIVED** for information.

**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

“2017 Ministry of the Environment and Climate Change Inspection Report for the City of London Water Distribution System”, Civic Works Committee, February 6, 2018, Agenda item #12.

“2018 Ministry of the Environment and Climate Change Inspection Report for the City of London Water Distribution System”, Civic Works Committee, February 5, 2019, Agenda item #2.5.

**2019-2023 STRATEGIC PLAN**

The following report supports the 2019–2023 Strategic Plan through the strategic focus area of *Leading in Public Service*, by demonstrating leadership and accountability in the management and provision of quality programs and services.

**BACKGROUND**

**Purpose**

The purpose of this report is to convey the results of the City of London Water Distribution System’s 2019 MECP inspection, which was conducted in January, 2020.

**Context**

Municipal drinking water systems in Ontario are held to very high standards. The Ontario Ministry of the Environment, Conservation and Parks (MECP) ensures that these standards are being met through two separate mechanisms.

For the good management of water systems, the Province of Ontario developed a Drinking Water Quality Management Standard (DWQMS) which combined elements of existing ISO 9001 and HACCP standards. The 2019 DWQMS audit results were reported to the Civic Works Committee on February 19, 2020.

To ensure that municipalities are operating water systems in compliance with all applicable legal requirements, the MECP performs rigorous annual inspections. Water system operations are governed by provincial regulations and by the conditions prescribed in MECP-issued Drinking Water Works Permits and Municipal Drinking Water Licences.

## DISCUSSION

MECP inspections can be in the form of “detailed” inspections, or less stringent “focused” inspections. For 2019, the MECP conducted a detailed inspection of London’s water system.

MECP inspections include staff interviews and facility inspections, as well as reviews of operating procedures, water analysis reports, operational records, and staff certification and training records. Where an Inspector finds that water system operators did not properly comply with the applicable requirements, these are recorded as incidents of non-compliance.

The results of the annual MECP Inspections are used to generate Drinking Water System Inspection Rating Records. Each incident of non-compliance results in a subtraction from a possible score of 100%. Each year, these rating records (or “report cards”) for Ontario drinking water systems are compiled and made available to the public.

On February 27, 2020, the MECP issued the *City of London Distribution System Inspection Report* for the 2019 inspection. No incidents of non-compliance were identified, and the City of London received a Final Inspection Rating of 100.00%.

The following summarizes London’s Final Inspection Ratings for the last 5 years:

- 2015 – 100.00%
- 2016 – 96.05%
- 2017 – 84.06%
- 2018 – 100.00%
- 2019 – 100.00%

The complete 2019 *City of London Distribution System Inspection Report* is available to members of the public on the City of London website at:

[www.london.ca/residents/Water/Water-System/Pages/Summary-and-Annual-Reports.aspx](http://www.london.ca/residents/Water/Water-System/Pages/Summary-and-Annual-Reports.aspx)

## CONCLUSIONS

The Ontario Ministry of the Environment, Conservation and Parks (MECP) performs rigorous annual inspections to ensure that municipalities are operating water systems in compliance with all applicable legal requirements.

The MECP recently completed the 2019 inspection of London’s drinking water system, and outlined its findings in the *City of London Distribution System Inspection Report*.

The City of London received a Final Inspection Rating of 100.00% for the 2019 MECP inspection.

<b>PREPARED BY:</b>	<b>REVIEWED &amp; CONCURRED BY:</b>
<b>JOHN SIMON, P.ENG. DIVISION MANAGER, WATER OPERATIONS</b>	<b>SCOTT MATHERS, P.ENG. DIRECTOR - WATER AND WASTEWATER</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR OF ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>	

CC: Lynne Livingstone – City Manager  
 Aaron Rozentals – Division Manager, Water Engineering  
 Dan Huggins - Water Quality Manager

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 12, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>CONTRACT PRICE INCREASE: TENDER T19-41 INFRASTRUCTURE RENEWAL PROGRAM ROEHAMPTON AVENUE AND MONSARRAT AVENUE RECONSTRUCTION</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Roehampton Avenue and Monsarrat Avenue Reconstruction project:

- a) the Tender T19-41 construction contract value with 2376378 Ontario Corp (CH Excavating (2013)) **BE INCREASED** by \$465,000.00 to \$2,222,521.61 (excluding HST) in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy;
- b) the construction administration contract with Development Engineering (London) Limited, **BE INCREASED** by \$51,000.00 to \$315,566.50 (excluding HST) in accordance with Section 20.3 (e) of the 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; and,
- e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

<b>2019-23 STRATEGIC PLAN</b>
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The following report supports the Strategic Plan through the strategic focus areas of Building a Sustainable City and Leading in Public Service. The Roehampton Avenue and Monsarrat Avenue Infrastructure Renewal Project helps manage the infrastructure gap, improves our water, wastewater and stormwater infrastructure and services and enhances safety for all road users. Renew London is committed to delivering excellent customer service and providing great customer experiences to residents, business and visitors by communicating projects in advance and coordinating all work to help build and deliver efficient infrastructure and minimize delays and inconveniences to the public during construction.

## PREVIOUS REPORTS PERTINENT TO THIS MATTER

Civic Works Committee – June 19, 2018 – Appointment of Consulting Engineers  
Infrastructure Renewal Program

## BACKGROUND

### Purpose

The Roehampton Avenue and Monsarrat Avenue Reconstruction contract requires an amendment due to additional groundwater found on Monsarrat Avenue. This construction tender was administratively awarded in April 2019 as per the procurement policy. The City's Procurement of Goods and Services Policy requires Council approval for this amendment.

## DISCUSSION

In April 2019 the City began construction on Monsarrat Avenue to replace sewers and watermain, along with surface works including sidewalk, curb and asphalt replacement. Original hydrogeological studies completed in 2018 and early 2019 indicated that the amount of underground water that needed to be removed from the necessary excavations, a process referred to as dewatering, was minimal.

In June 2019, after attempting to dewater the excavations it became apparent to the project team that the underground soil and water conditions were highly variable and the volume of underground water was in excess of what was permitted. Water takings in Ontario are governed by the *Ontario Water Resources Act* (OWRA). By law, a permit is required to take over 50,000 litres of water in a day from the environment. Further testing was completed and the City received a permit from the ministry in mid-September 2019 for the required amount of dewatering.

The work was postponed in order for the project team to develop an appropriate dewatering plan to complete this project. It was determined by the hydrogeological sub-consultant (Englobe) that an entirely different methodology of dewatering would be required in order to address the large volumes of water entering the site excavations. The required dewatering involves the installation of a system of temporary wells and pumps that lower the water table prior to excavating.

It has been determined that this new methodology will require additional funds in excess of the project contingency. An additional \$450,000 is requested to cover the additional costs to temporarily dewater the site in order to complete this important infrastructure project. The additional \$51,000 requested for the contract with Development Engineering addresses additional technical site supervision costs as this project will extend well beyond the originally contemplated timeframe.

**CONCLUSION**

It is recommended that the Roehampton Avenue and Monsarrat Avenue Reconstruction (Tender T19-41) construction contract value be amended to a limit of \$2,222,521.61 (excluding HST), and the construction administration contract with Development Engineering be amended to a limit of \$315,566.50 (excluding HST), in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy. These costs are related to variable subsurface conditions on Monsarrat Avenue and the requirement for a temporary well and pump system not identified in the contract.

<b>SUBMITTED BY:</b>	<b>REVIEWED &amp; CONCURRED BY:</b>
<b>UGO DECANDIDO, P. ENG. DIVISION MANAGER CONSTRUCTION ADMINISTRATION</b>	<b>DOUG MACRAE, P.ENG., MPA DIRECTOR ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>	

Attach: Appendix 'A' – Sources of Financing

c: Aaron Rozentals, Division Manager, Water Engineering  
 Ashley Rammeloo, Division Manager, Sewer Engineering  
 Gary McDonald, Budget Analyst, Finance & Corporate Services

**APPENDIX 'A'**

Chair and Members  
Civic Works Committee

#20070  
May 12, 2020  
(Contract Increase)

**Contract Price Increase: Tender T19-41 Infrastructure Renewal Program - Roehampton Ave. & Monsarrat Ave. Reconstruction**  
(Subledger WS19C002)  
**Capital Project ES241419 - Sewer Infrastructure Lifecycle Renewal**  
**Capital Project EW376519 - Water Infrastructure Lifecycle Renewal**  
**Capital Project TS301420 - Road Network Improvements**  
**2376378 Ontario Corp (CH Excavating (2013)) - \$2,222,521.61 (excluding H.S.T.)**  
**Development Engineering (London) Limited - \$315,566.50 (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, and the Manager of Purchasing & Supply, the detailed source of financing for this project is:

<b><u>SUMMARY OF ESTIMATED EXPENDITURES</u></b>	<b>Approved Budget</b>	<b>Revised Budget</b>	<b>Committed to Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b><u>ES241419-Sewer Infra. Lifecycle Renewal</u></b>					
Engineering	\$2,500,000	\$2,500,000	\$2,089,691	\$9,341	\$400,968
Construction	2) 11,934,780	11,934,780	10,399,902	85,173	1,449,705
City Related Expenses	20,000	20,000	1,311		18,689
	<u>14,454,780</u>	<u>14,454,780</u>	<u>12,490,904</u>	<u>94,514</u>	<u>1,869,362</u>
<b><u>EW376519-Water Infra. Lifecycle Renewal</u></b>					
Engineering	1,900,000	1,900,000	1,619,969	39,442	240,589
Construction	10,393,082	10,393,082	5,490,870	359,620	4,542,592
City Related Expenses	536	536	536		0
	<u>12,293,618</u>	<u>12,293,618</u>	<u>7,111,375</u>	<u>399,062</u>	<u>4,783,181</u>
<b><u>TS301420-Road Network Improvements</u></b>					
Engineering	0	3,114	0	3,114	0
Construction	9,323,315	9,320,201	3,500,002	28,391	5,791,808
	<u>9,323,315</u>	<u>9,323,315</u>	<u>3,500,002</u>	<u>31,505</u>	<u>5,791,808</u>
<b>NET ESTIMATED EXPENDITURES</b>	<b><u>\$36,071,713</u></b>	<b><u>\$36,071,713</u></b>	<b><u>\$23,102,281</u></b>	<b><u>\$525,081</u></b> 1)	<b><u>\$12,444,351</u></b>

**SUMMARY OF FINANCING:**

<b><u>ES241419-Sewer Infra. Lifecycle Renewal</u></b>					
Capital Sewer Rates	\$8,978,000	\$8,978,000	\$8,978,000		\$0
Federal Gas Tax	4,400,000	4,400,000	2,436,124	94,514	1,869,362
Other Contributions (Bell,London Hydro)	2) 849,180	849,180	849,180		0
Cash Recovery from Property Owners (PDC Portion)	2) 227,600	227,600	227,600		0
	<u>14,454,780</u>	<u>14,454,780</u>	<u>12,490,904</u>	<u>94,514</u>	<u>1,869,362</u>
<b><u>EW376519-Water Infra. Lifecycle Renewal</u></b>					
Capital Water Rates	7,692,100	7,692,100	7,111,375	399,062	181,663
Drawdown from Capital Water Reserve Fund	4,040,518	4,040,518			4,040,518
Federal Gas Tax	561,000	561,000			561,000
	<u>12,293,618</u>	<u>12,293,618</u>	<u>7,111,375</u>	<u>399,062</u>	<u>4,783,181</u>
<b><u>TS301420-Road Network Improvements</u></b>					
Capital Levy	8,048,150	8,048,150	3,500,002	31,505	4,516,643
Drawdown from Capital Infrastructure Gap R.F.	1,275,165	1,275,165			1,275,165
	<u>9,323,315</u>	<u>9,323,315</u>	<u>3,500,002</u>	<u>31,505</u>	<u>5,791,808</u>
<b>TOTAL FINANCING</b>	<b><u>\$36,071,713</u></b>	<b><u>\$36,071,713</u></b>	<b><u>\$23,102,281</u></b>	<b><u>\$525,081</u></b>	<b><u>\$12,444,351</u></b>

1) Financial Note:

	<b>Total Contract Price</b>	<b>ES241419</b>	<b>EW376519</b>	<b>TS301419</b>	<b>Total</b>
<b><u>2376378 Ontario Corp. (CH Excavating (2013))</u></b>					
Contract Price	\$2,222,522	\$83,700	\$353,400	\$27,900	\$465,000
Less: Amount Previously approved April 1, 2019	<u>1,757,522</u>				
	<u>\$465,000</u>	<u>\$83,700</u>	<u>\$353,400</u>	<u>\$27,900</u>	<u>\$465,000</u>
Add: HST @13%	288,928	10,881	45,942	3,627	60,450
Total Contract Price Including Taxes	<u>2,511,450</u>	<u>94,581</u>	<u>399,342</u>	<u>31,527</u>	<u>525,450</u>
Less: HST Rebate	249,811	9,408	39,722	3,136	52,266
Net Contract Price	<u>\$2,261,639</u>	<u>\$85,173</u>	<u>\$359,620</u>	<u>\$28,391</u>	<u>\$473,184</u>
<b><u>Development Engineering (London) Ltd</u></b>					
Contract Price	\$315,567	\$9,180	\$38,760	\$3,060	\$51,000
Less: Amount Previously approved June 19, 2018	<u>264,567</u>				
	<u>\$51,000</u>	<u>\$9,180</u>	<u>\$38,760</u>	<u>\$3,060</u>	<u>\$51,000</u>
Add: HST @13%	41,024	1,193	5,039	398	6,630
Total Contract Price Including Taxes	<u>356,591</u>	<u>10,373</u>	<u>43,799</u>	<u>3,458</u>	<u>57,630</u>
Less: HST Rebate	35,470	1,032	4,357	344	5,733
Net Contract Price	<u>\$321,121</u>	<u>\$9,341</u>	<u>\$39,442</u>	<u>\$3,114</u>	<u>\$51,897</u>
Capital Project Total		<u>\$94,514</u>	<u>\$399,062</u>	<u>\$31,505</u>	<u>\$525,081</u>

2) The expenditures and revenues have increased to accommodate the PDC (Private Drain Connection) funding and contributions from utilities.

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Jason Davies  
Manager of Financial Planning & Policy

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 12, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P. ENG, MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>SINGLE SOURCE PHRAGMITES CONTROL ON ROADSIDES</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Environmental & Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the award of Phragmites Control on Roadsides:

- a) That approval hereby **BE GIVEN** to enter into a four year with two additional option years contract for phragmites control along roadsides to Invasive Phragmites Control Centre (IPCC);
- b) That Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these contracts;
- c) Approval hereby given **BE CONDITIONAL** upon the Corporation negotiating satisfactory prices, terms and conditions with the IPCC to the satisfaction of the Manager of Purchasing and Supply and the Managing Director, Environmental & Engineering Services & City Engineer; and,
- d) 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.

<b>COUNCIL'S 2019-2023 STRATEGIC PLAN</b>
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The following report supports the Strategic Plan through the strategic focus of Building a Sustainable City by protecting, enhancing waterways through implementing strategies and programs to conserve natural areas and features. This program will also improve infrastructure and road safety

<b>BACKGROUND</b>
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The purpose of this report is to seek Council approval to establish a four (4) year term with two additional optional years single source contract with the Invasive Phragmites Control Center to provide a management plan and control program for the Road Operations & Forestry Division.

Phragmites australis is considered to be Canada's worst invasive plant and poses a significant threat to the City of London due to public safety and liability concerns, damage to infrastructure, and reduced biodiversity, aesthetic enjoyment and recreational opportunities in natural spaces. The current widespread and expansive establishment of Phragmites throughout the London area necessitates a comprehensive

strategy to achieve cost effective, long-term control.

The City has worked with Janice Gilbert, PhD Executive Director of the Invasive Phragmites Control Center (IPCC) since 2018 when she helped develop a management strategy to eliminate and control the spread of Phragmites in woodlands and other open spaces. Roadsides ditches are in need of a similar management plan and control program that will help ensure that the roadside ditches are functioning properly and to mitigate any sight lines issues that could occur at roadway intersections.

IPCC's offered services include:

1. Control program management to include reporting to city staff of control crew locations, weekly updates to city staff on areas treated, outreach undertaken, resolving site specific control logistics for crew, and ongoing assessments and monitoring.
2. Site specific control actions to include herbicide application, cutting in wet sites and dead stem removal where required.
3. Annual report to city staff to include location, number and size of areas treated, methods used, volume of herbicide applied, control results, and other pertinent information.

City staff have created an inventory of roadside phragmites that will be used to develop the strategy and control program.

The following is an example of the City data:



<b>DISCUSSION</b>
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**Purchasing Process**

Civic Administration have reviewed the previously prepared phragmites management strategy and unique qualifications of the service provider in combination with the provisions of the purchasing by-law. It is recommended that the Invasive Phragmites Control Centre be awarded the contract as a single source as per the following Procurement of Goods and Services Policy provisions:

- Section 14.4 (d) There is a need for compatibility with goods and/or services previously acquired or the required goods and/or services will be additional to similar goods and/or services being supplied under an existing contract (i.e. contract extension or renewal); and,
- Section 14.4 (e) The required goods and/or services are to be supplied by a particular supplier(s) having special knowledge, skills, expertise or experience.

**Financial Impact**

The estimated annual expenditure is approximately \$100,000. Funding for this project is available in the approved operating budgets for Roadside Operations – Road Maintenance (50%) and Transportation Operations - Summer Maintenance (50%).

<b>CONCLUSION</b>
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The recommended assignment with the Invasive Phragmites Control Centre builds upon previous work on open space management and allows Roads & Transportation to develop a phragmites management plan and control program to mitigate the concerns of this invasive species along roadsides.

<b>PREPARED BY:</b>	<b>SUBMITTED BY:</b>
<b>JOHN PARSONS, C.E.T. DIVISION MANAGER, ROAD OPERATIONS AND FORESTRY</b>	<b>DOUG MACRAE, P.ENG., MPA DIRECTOR ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG, MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>	

c: John Freeman, Manager of Purchasing and Supply  
Invasive Phragmites Control Centre, PO Box 245, Langton, ON, N0E 1G0

**DEFERRED MATTERS**

**CIVIC WORKS COMMITTEE**

(as of May 4, 2020)

Item No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	<p><b><u>Rapid Transit Corridor Traffic Flow</u></b>                      That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.</p>	Dec 12/16	Q2 2020	K. Scherr J. Dann	
2.	<p><b><u>Garbage and Recycling Collection and Next Steps</u></b>                      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) <del>a Business Case including a detailed feasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and,</del>                      ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</p>	Jan 10/17	Q3 2019	K. Scherr J. Stanford	Q2 2020
3.	<p><b><u>Environmental Assessment</u></b>                      That the Managing Director, Environmental and Engineering Services &amp; City Engineer BE REQUESTED to report on the outstanding items that are not addressed during the Environmental Assessment response be followed up through the detailed design phase in its report to the Civic Works Committee.</p>	July 25, 2018	Q2 2019	S. Mathers P. Yeoman	Q2 2020

4.	<p><b><u>Bike Share System for London - Update and Next Steps</u></b></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the potential introduction of bike share to London:</p> <p>that Civic Administration BE DIRECTED to finalize the bike share business case and prepare a draft implementation plan for a bike share system in London, including identifying potential partners, an operations plan, a marketing plan and financing strategies, and submit to Civic Works Committee by January 2020; it being noted that a communication from C. Butler, dated August 8, 2019, with respect to the above matter was received.</p>	August 12, 2019	January 2020	K. Scherr	Q2/Q3 2020
5.	<p><b><u>745-747 Waterloo Street</u></b></p> <p>That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Y Group Investments and Management Inc., relating to the property located at 745-747 Waterloo Street:</p> <p>b) the Civic Administration BE REQUESTED to review, in consultation with the neighbourhood, the traffic and parking congestion concerns raised by the neighbourhood and to report back at a future Planning and Environment Committee meeting;</p> <p>it being further noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:</p> <ul style="list-style-type: none"> <li>• a communication from B. and J. Baskerville, by e-mail;</li> <li>• a communication from C. Butler, 863 Waterloo Street; and,</li> <li>• a communication from L. Neumann and D. Cummings, Co-Chairs, Piccadilly Area Neighbourhood Association;</li> </ul> <p>it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the <del>attached</del> public participation meeting record made oral submissions regarding these matters;</p>	Oct 2, 2018	Q2 2020	K. Scherr	

	<p>it being further noted that the Municipal Council approves this application for the following reasons:</p> <ul style="list-style-type: none"> <li>the recommended Zoning By-law Amendment would allow for the reuse of the existing buildings with an expanded range of office conversion uses that are complementary to the continued development of Oxford Street as an Urban Corridor, consistent with The London Plan policies for the subject site. Limiting the requested Zoning By-law Amendment to the existing buildings helps to ensure compatibility with the surrounding heritage resources and also that the requested parking and landscaped area deficiencies would not be perpetuated should the site be redeveloped in the future. While the requested parking deficiency is less than the minimum required by zoning, it is reflective of the existing conditions. By restricting the office conversion uses to the ground floor of the existing building at 745 Waterloo Street and the entirety of the existing building at 747 Waterloo Street (rather than the entirety of both buildings, as requested by the applicant), the parking requirements for the site would be less than the parking requirements for the existing permitted uses. The applicant has indicated a willingness to accept the special provisions limiting the permitted uses to the ground floor of the existing building at 745 Waterloo Street and to the entirety of the existing building at 747 Waterloo Street.</li> </ul>				
6.	<p><b><u>Best Practices for Investing in Energy Efficiency and GHG Reduction</u></b></p> <p>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.</p>	June 18, 2019	Q4 2020	K. Scherr	
7.	<p><b><u>Area Speed Limit Program</u></b></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions BE TAKEN with respect to the implementation of the Area Speed Limit program:</p> <p>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);</p> <p>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,</p> <p>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.</p>	March 10, 2020	TBD	K. Scherr S. Maguire	

8.	<p><b><u>Parking Changes</u></b></p> <p>That the following actions be taken with respect to overnight parking restrictions contained in the Traffic and Parking By-law PS-113, as amended and the Administrative Monetary Penalty System By-law, A-54, as amended:</p> <p>a) the Civic Administration BE DIRECTED to bring forward for consideration the following amendments to Traffic and Parking By-law PS-113, as amended:</p> <ul style="list-style-type: none"> <li>i. section 9(1)n) of the By-law be amended to provide for parking on a roadway or shoulder for 18 hours, instead of the current 12 hour restriction; it being noted that this amendment would be brought forward as part of the omnibus review of the By-law;</li> <li>ii. until such time as i. above is in effect, an administrative practice be implemented to provide for warnings to be given to the owner(s) of vehicles who exceed the current 12 hour restriction; and,</li> <li>iii. section 9(3) of the By-law be amended to allow the parking of non-recreational vehicles between April 30th and November 1st of each year, commencing April 30, 2020;</li> </ul> <p>b) the Civic Administration BE DIRECTED to include as part of the staff report being brought forward on March 31, 2020 with respect to the Administrative Monetary Penalty System By-law A-54, as amended, an amendment to the By-law to increase parking violation fines by \$5.00 in order to achieve By-law compliance;</p> <p>it being noted that the winter road maintenance program for the City of London aligns with the proposed overnight program noted in a)iii. above; it being further noted that the current additional restrictions with respect to on-street parking in near campus neighbourhoods would remain in effect. (2020-T02)</p>	March 10, 2020	TBD	K. Scherr	
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9.	<p><b><u>Material Recovery Facility (MRF) Operations</u></b></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, and with the support of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to the provision of Material Recovery Facility (MRF) Operations services:</p> <p>a) the Civic Administration BE DIRECTED to negotiate a single source agreement for the procurement of MRF Operations services, as per Section 14.4 (d) and (e) of the Procurement of Goods and Services Policy, with Miller Waste Systems Inc. for a term of two years and four months (28 months), with two, one-year extension options at the sole discretion of the City; it being noted that the final contract will be subject to approval by Municipal Council and the Civic Administration will report back on the outcome of the negotiations; and,</p> <p>b) the Mayor BE REQUESTED to advise the Ontario Ministry of the Environment, Conservation and Parks (MECP) and the Association of Municipalities of Ontario (AMO) that The Corporation of the City of London would like to transition the processing and marketing of recyclables to full producer responsibility on January 1, 2023 and would be interested in examining the opportunities of working with producers (industry) on the future role of London’s Regional MRF; it being noted that a comprehensive response and rationale as requested by AMO will be provided by June 30, 2020. (2020-E07)</p>	April 15, 2020	TBD	<p>K. Scherr J. Stanford</p> <p>E. Holder A. Thompson</p>	
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