

Agenda Including Addeds

Civic Works Committee

The 8th Meeting of the Civic Works Committee

June 23, 2020, 12:00 PM

Virtual Meeting - during the COVID-19 Emergency

City Hall is open to the public, with reduced capacity and physical distancing requirements.

Meetings can be viewed via live-streaming on YouTube and the City website.

Members

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

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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 23, 2020
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	NOTIFICATION OF EXPENDITURE – ENVIRONMENTAL SPILLS RESPONSE

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following action **BE TAKEN** with respect to addressing an environmental spill that occurred on Wilton Grove Road:

- a) The action taken by the Managing Director, Environmental and Engineering Services and City Engineer, in accordance with the Procurement of Goods and Services Policy (Section 4.3 d “Triggering Event”) **BE RECOGNIZED**, it being noted that immediate actions were taken to comply with direction of the Ministry of Environment Conservation and Parks (MECP);
- b) Financing for this environmental spills cleanup **BE PROVIDED** by the Council approved, 2020 Sewer Operations Division, Operating Budget.

2019-2023 STRATEGIC PLAN

The following report supports the 2019-2023 Strategic Plan through the strategic focus area of Building a Sustainable City: Protect and enhance waterways, wetlands, and natural areas.

BACKGROUND

Purpose

The purpose of this report is to satisfy the City’s Procurement of Goods and Services Policy (Section 4.3 d) following the cleanup of an environmental spill that occurred on Wilton Grove Road on March 9th, 2020.

Context

The Sewer Operations Division is responsible for providing emergency environmental spills responses. All environmental responses are reported to the Ministry of Environment Conservation and Parks (MECP). When the owner of the spill cannot be contacted, the spilled material cannot be identified, and/or the complexity of the spill is greater than the City’s capabilities, Sewer Operations will engage a qualified, licensed contractor to address the spill to the satisfaction of the MECP.

DISCUSSION

The City of London maintains an Environmental Spills Response Plan which lays out how spills are handled when discovered on City-owned lands. The plan requires City responders to identify the type of spilled material whenever possible and initiate appropriate actions to minimize potential impacts to the natural environment, including waterways within the immediate vicinity and downstream of the spill location. All

environmental responses are reported to the Ministry of Environment Conservation and Parks (MECP). Higher volume spills are generally addressed by the owner of the spill through contractual arrangements. When the owner of the spill cannot be contacted, the spilled material cannot be identified, and/or the complexity of the spill is greater than the City's capabilities, Sewer Operations will engage a qualified, licensed contractor to address the spill to the satisfaction of the MECP.

When immediate action is required and an expenditure exceeds \$50,000, the Procurement of Goods and Services Policy requires that a report be submitted to Council. The policy speaks to a "triggering event" that is defined as an occurrence resulting from an unforeseen action, or the consequence of an unforeseen event, which must be remedied on a time sensitive basis to avoid a material financial risk to the City or serious or prolonged risk to persons or property. The relevant details surrounding the triggering event are required to be included in a report and submitted to Committee as soon as possible. The following section provides details of the "triggering event".

Triggering Event

On March 9, 2020, the City's Sewer Operation Division responded to an emergency spill that occurred on Wilton Grove Road, just west of Old Victoria Road. A spill location map is included for reference in Appendix 'A'. Three barrels were found on the spill site. Two of the three barrels discovered were ruptured and emitting an unidentified powdery substance. The third barrel was fully intact and contained an unidentified liquid. Since City responders could not identify the substances, and the owner of the spill could not be accounted for, a decision was made to contract a qualified, licensed spills response contractor, Clean Harbours.

In turn, Clean Harbours subcontracted an experienced environmental consultant, Pario, who is well known to the MECP. Although analytical testing in a certified laboratory identified the spilled substances as non-hazardous, the MECP still required the spill site be restored to pre-spill conditions. Site remediation was completed by March 13, 2020. Administration has reviewed and confirmed the documentation to support a final invoice in the amount of \$57,301.46, plus HST. The expenditure will be funded out of the Council approved 2020 Sewer Operations Division Operating Budget.

CONCLUSION

On March 9, 2020, the City's Sewer Operations Division was called to respond to an environmental spill on Wilton Grove Road. Because of the uncertainties associated with the spilled material, a decision was made to retain a qualified, licensed environmental spills contractor to undertake a cleanup under Section 4.3 d) of the City's Procurement of Goods and Services Policy.

The spill site was restored to the satisfaction of the Ministry of Environment Conservation and Parks (MECP) to a pre-spill condition. Restoration costs amounted to \$57,301.46, plus HST. Funding was provided for through the approved 2020 Sewer Operations Division Operating Budget.

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

Appendix 'A' – Spill Location Map

c.c. John Freeman

APPENDIX 'A'
SPILL LOCATION MAP



TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 23, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	DINGMAN DRIVE EAST OF WELLINGTON ROAD TO THE HIGHWAY 401 OVERPASS AND AREA INTERSECTION IMPROVEMENTS ENVIRONMENTAL STUDY REPORT

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 Dingman Drive East of Wellington Road to the Highway 401 Overpass and Area Intersection Improvements Environmental Study Report:

- (a) Dingman Drive Improvements Schedule “C” Municipal Class Environmental Assessment Study **BE ACCEPTED**;
- (b) A Notice of Study Completion for the Project **BE FILED** with the Municipal Clerk; and,
- (c) The Environmental Study Report **BE PLACED** on the public record for a 30 day review period.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee - June 19, 2012- London 2030 Transportation Master Plan
- Civic Works Committee - September 7, 2016 - London ON Bikes Cycling Master Plan
- Strategic Priorities and Policy Committee – May 6, 2019 – Approval of 2019 Development Charges By-Law and DC Background Study
- Civic Works Committee – February 5, 2019 – Dingman Drive East of Wellington Road to Highway 401 and Area Intersections Improvements Environmental Assessment Appointment of Consulting Engineer

COUNCIL’S 2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by building new transportation infrastructure as London grows. The improvements to the Dingman Drive corridor will enhance safe and provide convenient mobility choices for transit riders, drivers, pedestrians and cyclists.

BACKGROUND

Purpose

This report provides an overview of the Municipal Class Environmental Assessment (EA) that was completed and seeks approval to finalize the study. The study identifies improvements to Dingman Drive, east of Wellington Road to the Highway 401 overpass, and improvements to the Dingman Drive and White Oak Road intersection. These improvements can be phased and implemented as the need arises from area developments.

Background

The City of London continues to develop and grow. To accommodate this growth, new infrastructure is required that recognizes the capacity needs of planned growth. Dingman Drive is an east-west arterial roadway and currently consists of a two-lane rural cross section with no sidewalks or cycling facilities.

This corridor improvement project was identified as a priority in the 2019 Transportation Development Charges Background Study due to the future redevelopment that is anticipated near Wellington Road and Highway 401. The anticipated developments will increase traffic and turning movements in the area significantly.

The implementation of complete streets improvements is important to create equitable access to the area. The improvements identified in this study will create an opportunity to enhance and improve the features of the roadway and to accommodate existing and future traffic demands, including active transportation from expected development and planning for future transit. The improvements will improve the overall transportation network and provide better connectivity to adjacent communities by following the City's Complete Streets Design Manual approach. The EA study also identifies improvements to the nearby intersection of Dingman Drive and White Oak Road.

The study area is located in the southern area of the City of London. It extends approximately 1.2 km along Dingman Drive from 150 m east of Wellington Road to the east of the Highway 401 overpass (Phase 1). The study area also includes the intersection of Dingman Drive and White Oak Road (Phase 2). See Figure 1, the map of the project area below.



Figure 1: EA Study Area Map

Related Initiatives

The London Plan

The London Plan, which encompasses the objectives and policies for the City's short and long-term physical land development, classifies this portion of Dingman Drive as a Civic Boulevard, which places an emphasis on a balanced pedestrian, bicycle, transit, and traffic environment. Civic Boulevards are characterized as accommodating on

street parking, cycling facilities, turn lanes, planted medians, and landscaped features (grass boulevards, planters and street trees).

Development Charges Study

The Dingman Drive east corridor was identified as a priority due to the impending London Gateway and other future developments near Wellington Road and the Highway 401, which will increase traffic in the area significantly.

Complete Streets Design Manual

By following the Complete Streets approach, there is an opportunity to improve Dingman Drive and the White Oak Road and Dingman Drive intersection to accommodate the existing and future traffic demand while also providing new pedestrian and cycling routes that are not currently available. This will result in better connectivity to adjacent neighbourhoods for the overall road network.

Cycling Master Plan

Within the study area, this plan recommends improvements to the cycling network with in-boulevard cycling facilities, a potential connection to the existing bike lanes on White Oak Road, and connectivity to the multi-use pathway at the Murray Marr Stormwater Management Facility west of the Highway 401 overpass.

Strategic Plan

The City of London's Strategic Plan (2019-2023) sets out a broad direction for the future of London. As part of the City's initiative for "Building a Sustainable City," the Strategic Plan identifies the management and upgrading of transportation infrastructure as part of its focus on robust infrastructure.

Vision Zero

This project also has the ability to align with the principles of Vision Zero, a global movement that has been adopted by the City to eliminate traffic injuries and fatalities caused by vehicular collisions. Vision Zero London is the City's road safety strategy to reduce the number and severity of collisions occurring within the City and increase road safety for cyclists, motorists, and pedestrians.

Climate Change

The Ministry of Environment, Conservation and Parks (MECP) guide "Consideration of Climate Change in Environmental Assessments in Ontario" was finalized in October 2017 and, therefore, the MECP requires that all MCEAs consider this within the scope of the project. Further to this, on April 23, 2019 the City of London declared a climate emergency for the purposes of naming, framing, and deepening its commitment to protecting its economy, ecosystems and its communities from climate change. Two approaches for consideration and addressing climate change in project planning include:

- Reducing a project's effect on climate change (climate change mitigation).
- Increasing the project's and local ecosystem's resilience to climate change (climate change adaptation).

As this is a road improvement study with a small footprint, within an existing corridor and not a new roadway construction project, the climate change impacts can be considered relatively minor, but it does not preclude consideration. Removal of any naturalized vegetation within the corridor can result in a reduction of carbon sequestration capacity which has been taken into consideration for this study. Improvements to active transportation facilities produce positive benefits to air quality and climate change effects by reducing automobile reliance. As such, improving active transportation facilities such as paved cycling lanes and sidewalks has been considered and incorporated into the design alternatives for this study. Climate change mitigation has been considered in the preliminary scoping of stormwater management features.

DISCUSSION

Study Description

The Dingman Drive EA from east of Wellington Road to the Highway 401 overpass, and area intersection, was carried out in accordance with Schedule 'C' of the Municipal Class Environmental Assessment (Class EA) document. The Class EA process is approved under the Ontario Environmental Assessment Act and outlines the process whereby municipalities can comply with the requirements of the Act.

The Class EA study has satisfied the requirements of the Ontario Environmental Assessment Act by providing a comprehensive, environmentally sound planning process with public participation. The Environmental Study Report (ESR) documents the process followed to determine the recommended undertaking and the environmentally significant aspects of the planning, design, and construction of the proposed improvements. It describes the problem being addressed, the existing social, natural and cultural environmental considerations, planning and design alternatives that were considered, and a description of the recommended alternative.

The study area is located in the southern area of the City of London. It extends approximately 1.2 km along Dingman Drive from 150 m east of the Wellington Road South to just east of the Highway 401 overpass. The study area also includes the intersection of Dingman Drive and White Oak Road. During the early stages of the EA study, the Wellington Road and Exeter Road intersection improvements were also included in the scope of the project. After Public Information Centre #1, it was determined that the proposed improvements at Wellington/Exeter fall under the Municipal Class EA Schedule A+ process. Schedule A+ projects are preapproved and can be implemented at any time, so this work was no longer considered part of this study.

The ESR also identifies environmental effects and proposed mitigation measures, commitments to further work, and consultation associated with the implementation of the project.

Planning and Analysis of Alternatives

Phase I of the Municipal Class EA (MCEA) process involved the identification of the problem and opportunity statement. Based on the review of existing conditions, servicing studies, planning documents, development proposals, preliminary traffic studies and collision data, the following summarizes the problems and opportunities within the study area:

- **Growth Management:** Need to accommodate growth of traffic on Dingman Drive as a result of the impending London Gateway development and redevelopment at the southwest corner of Wellington Road and Dingman Drive.
- **Intersection issues:** Decreasing level of service at intersections within the study area requires modifications, including turning lanes, improved traffic control or a roundabout.
- **Active Transportation:** Need to improve active transportation facilities within the study area and provide system connections, as per the City's Cycling Master Plan and the London Plan.

Phase II of the MCEA process includes an inventory of the existing socio-economic, cultural and natural environments to identify alternative solutions (planning alternatives) to address the problem/opportunity statement. Alternative solutions are identified and evaluated based on their ability to reduce impacts to the socio-economic, archaeology

and cultural heritage, natural environments, transportation engineering and cost. Alternative solutions considered for the study area included:

- Do Nothing - Assumes no improvements will be made beyond those already planned and approved.
- Limit Growth - Assumes no improvements will be made beyond those already planned and approved and includes measures to limit development in the study area.
- Road Network Improvements – Includes potential improvements to a nearby east/west roadway such as Exeter Road.
- Operational Improvements – includes the implementation of additional turn lanes, traffic signal coordination, etc.
- Road Widening – includes widening of Dingman Drive to provide additional traffic lanes to increase capacity.
- Transportation Demand Management (TDM) – includes measures to reduce vehicle volumes by using bike lines and promoting transit.

Widening Dingman Drive to provide additional through lanes, cycling facilities, pedestrian pathways and intersection improvements was identified as the preferred solution to accommodate future travel demands. This solution was determined to be the most consistent with municipal planning initiatives, based on its ability to support future development and re-development, improvements to pedestrian and cycling facilities, and the intended function of Dingman Drive.

Design Alternatives

Phase III of the MCEA process involves the development and evaluation of alternative design concepts. The main outcome in this phase of the study was developing road cross-sections and layout concepts for the recommended planning solution.

Identification of the land requirements for this project was a key outcome to identify appropriate mitigation measures such as minimizing socio-economic, cultural, and natural heritage environmental impacts, while still meeting the City's design standards.

The evaluation and identification of the preferred design is divided into three components:

A: Road Widening Alternative Concepts

- Evaluate widening of Dingman Drive Cross Section concepts (all options introduce new pedestrian and cycling facilities):
 - Option 1 - two lane road with a dual left turn lane;
 - Option 2 - four lane road with no centre median; and
 - Option 3 - four lane road with a raised centre median.

B: Road Alignment Alternatives

- Evaluate widening of Dingman Drive:
 - Alternative 1 – to the north, holding the existing southern limits;
 - Alternative 2 – to the south, holding the exiting northern limits; and
 - Alternative 3 – from the existing centreline, equally on both the north and south sides.

C: White Oak Road / Dingman Drive Intersection Alternative Concepts (all options introduce new pedestrian and cycling facilities):

- Evaluate alternatives for the White Oak Road and Dingman Drive intersection:

- Alternative 1 - signalized intersection within (or mostly within) the existing ROW;
- Alternative 2 - fully realign with a signalized intersection; and
- Alternative 3 - roundabout intersection.

The preferred design for all study components considered transportation facilities for all road users (pedestrians, cyclists, transit riders, and drivers) as per the City’s Complete Streets requirements and potential impacts to natural, socio-economic, and cultural features and costs. The preferred design was selected, developed and refined through consultation with agencies, stakeholders and the public. The preferred design concepts are summarized in the following table.

Table 1: Summary of Preferred Design Concepts

Summary	Preferred	Rationale
Road Widening Cross Sections	Four lanes with a raised centre median, intersection improvements, sidewalks and bike paths	<ul style="list-style-type: none"> • Satisfies the Problem / Opportunity statement. • Provides best opportunity for Low Impact Development (LID) feature implementation. • Provides the best opportunity for Urban Design features. • Meets design standards and Complete Streets Design Manual vision.
Road Alignment	Widen from the centreline	<ul style="list-style-type: none"> • More equitable property acquisition from multiple property owners. • Gateway commercial development has already taken a centerline widening into consideration. • Encroachment into natural features can be mitigated.
Intersection-White Oak Road and Dingman Drive	Roundabout	<ul style="list-style-type: none"> • Provides the best level of service for future needs. • Meets design standards and complete streets vision. • A signalized intersection will be at an angle, causing safety and line of site concerns. • Reduces vehicle speeds. • Lower potential for severe collisions. • Includes new pedestrian and cyclist infrastructure

The proposed right-of-way width along Dingman Drive will be standardized to 36 m wide. As a result, the cross sections for the road will also generally be standardized. Some details of the cross section may vary subject to the location along the corridor, due to the presence of significant utilities or other features that may warrant a modified alignment of the sidewalks and/or cycling lanes. Significant changes to any lane widths are not anticipated. The cross-section elements are provided to address the MCEA requirements, which are to improve future traffic movement and enhance active methods of transportation, including pedestrian and cycling movements. The preferred design cross sections for Dingman Drive can be seen in the below figures.

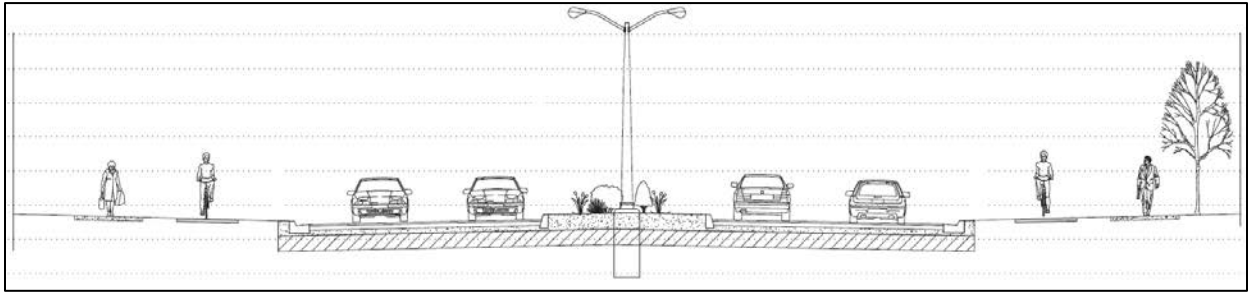


Figure 2A: Dingman Drive – Preferred Design (Option 3) – Four Lane Road with Raised Centre Median

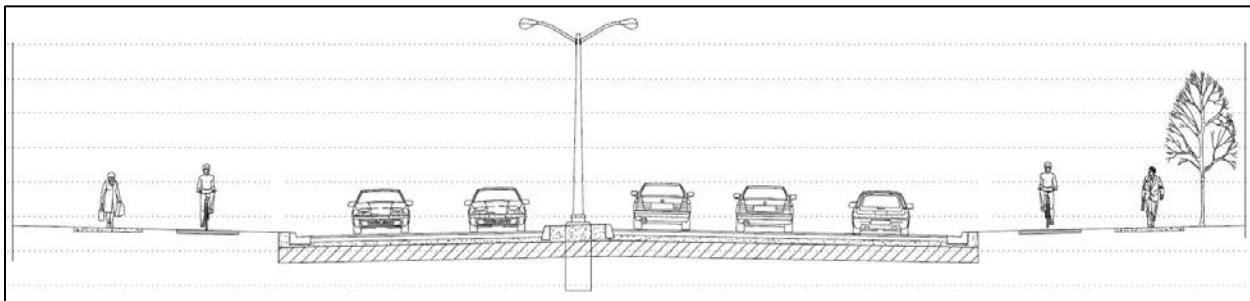


Figure 2B: Dingman Drive – Preferred Design (Option 3) – Four Lane Road with Left turn Lane at Intersection

The Dingman Drive and White Oak Road intersection will be reconstructed, implementing a one-lane roundabout. The design also protects for a future two-lane roundabout. Accommodation for cyclists and pedestrians will be incorporated with bike paths and sidewalks. The exact layout of the intersection will need to be further refined during detailed design to address any final grading transitions to adjacent properties. The preferred intersection concept can be seen in the below figure.

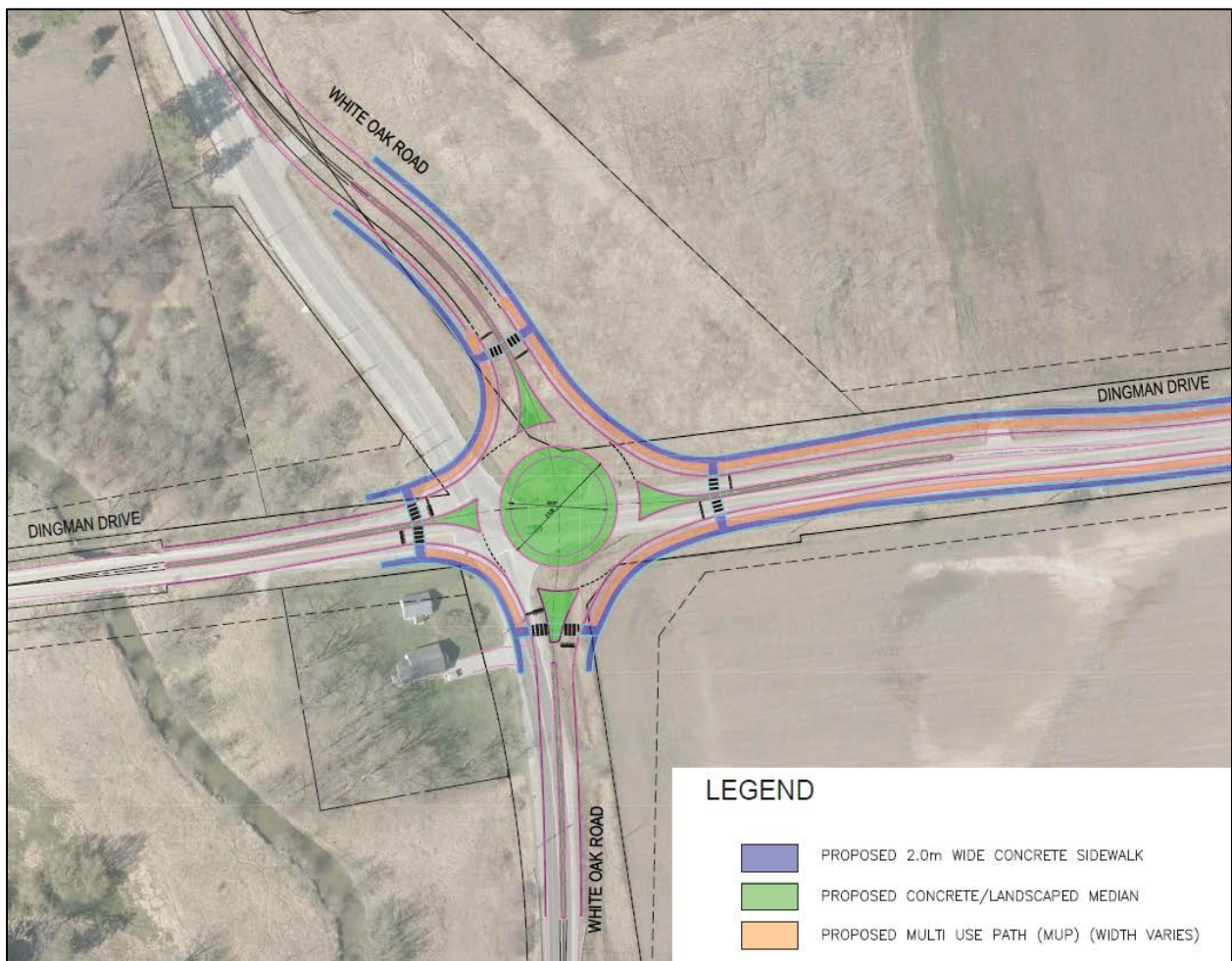


Figure 3: White Oak Road and Dingman Drive Roundabout

Property Impacts

The preferred design requires property from both the north and south sides of Dingman Drive and also from all four quadrants of the Dingman Drive and White Oak Road intersection. The design and property requirements at the Dingman Drive and White Oak Road intersection will also protect for a future two-lane roundabout. The property requirements are detailed in the ESR. The City will continue consultation with impacted property owners to discuss fair acquisition, mitigation, and/or dedication of property as a result of the proposed plan.

Public and Agency Consultation

Consultation was a key component of this Class EA study in order to provide an opportunity for stakeholder groups and the public to gain an understanding of the study process and provide feedback. The consultation plan was organized around key study milestones, including the two Public Information Centres (PIC's), stakeholder engagement and participation of technical review/regulatory agencies. The key stakeholders included residents, interested public, agencies, Indigenous Communities, and those who may be affected by the project.

A Notice of Study Commencement was issued in April 2019. The study team received correspondence from the public and agencies indicating their interest in the study and requesting to be kept informed.

Public Information Centre No. 1 was presented in an online format with material available on June 17, 2019. The PIC introduced the project outlining the rationale behind it, identified existing conditions, alternative planning solutions, evaluation criteria and design considerations. It served as an opportunity for the public to review the project information, ask questions, and provide input to the members of the study team.

Public Information Centre No. 2 was held on November 7, 2019 as an opportunity for attendees to review the impact of the proposed road improvement options on the social, cultural, economic, and natural environments as well as review the preliminary preferred design.

Agencies and stakeholders which required information updates pertaining to them were notified at study milestones and during specific phases of the study. In general, all agencies and stakeholders understand the need for roadway improvements. Some had concerns regarding natural heritage impacts and protection for environment throughout the detailed design. Mitigation of potential impacts involves the avoidance or minimization of potential impacts through good design, construction practices, and/or restoration and enhancement activities. If mitigation is not possible then compensation is possible to achieve a no net-impact for particular natural heritage features. Detailed mitigation measures will be finalized in consultation with impacted property owners, City, UTRCA, and MNR as part of detailed design.

Public and Agency Consultation – COVID-19 Update

Due to the City of London's move to minimal operations and delivering essential services only, City of London Advisory Committees have been suspended and therefore it was not possible to present the results of this environmental assessment to the appropriate advisory committees. When the advisory committees reconvene, an update regarding the project will be provided.

During the upcoming 30-day public review, the Environmental Study Report would typically be made available both on the City of London website and also at the public library. If libraries continue to be closed due to public health recommendations, the ESR will be made available on the City of London website and alternative formats will be made available upon request.

IMPLEMENTATION

Implementation Schedule

This Environmental Study Report provides the framework for the ultimate conceptual design of the corridor and needs to be addressed to support development. The scope of area developments prompted and informed the study. While it is beneficial to complete the environmental assessment in advance of development, the schedule for detailed design and construction of municipal road improvements can be coordinated with development schedules. Implementation timing and potential phasing will be considered in coordination with the most current information available, specifically from the proponents of the London Gateway development.

Construction Staging

The funding for the reconstruction of Dingman Drive from east of Wellington Road to the Highway 401 overpass is provided for action as early as 2021 as a best case scenario in the Development Charges Background Study. However, implementation is subject to approvals, design and property acquisition timeframes which would likely make complete implementation in 2021 challenging. Project implementation considerations, combined with the timing of development needs, will refine the construction schedule.

The improvements on Dingman Drive from east of Wellington Road to the Highway 401 overpass could be undertaken in one construction season if an early start is possible (i.e. early April to early December), with the placement of the surface asphalt and completion of any remaining minor works in the subsequent construction season. Near-term implementation would require coordination with other major projects in this corridor, including the Gateway development and the MTO's Highway 401 Dingman Drive overpass replacement project.

As per the 2019 Development Charges Background Study, the White Oak Road and Dingman Drive roundabout is recommended to begin in 2027 and could be undertaken in one construction season. The timing of this need will be reviewed in the future based on annual monitoring of traffic volumes and safety operations at the intersection.

Coordination with property owners, London Hydro, and regulatory agencies is planned for early in the design process, providing ample time for consultation. Network traffic management and a communications plan will be developed during detailed design to inform road users, outline detours during closures, and instruct local traffic movement. Access to commercial and industrial properties will be maintained during construction.

FINANCIAL CONSIDERATIONS

Preliminary Cost Estimates

A preliminary construction cost estimate for the ultimate improvements identified in the study has been prepared, including engineering, property acquisition, utility relocations, roadway construction, street lighting and signals construction, landscaping, and staging. Total project costing may also be impacted as a result of the phasing limits and timing. The total preliminary construction estimate developed during the environmental assessment for both Phase 1 (Dingman Drive) and Phase 2 (Dingman Drive and White Oak Road intersection) of this project is \$14,524,000, including contingency. There are expected to be opportunities to recover portions of the cost related to the Gateway development. The breakdown of the cost estimate developed during the environmental

assessment is shown below. This is within the value identified in current 2019 Development Charges Background Study.

Table 2: Environmental Assessment Cost Estimate for Dingman Drive Improvements

Item	Dingman Drive near Wellington	White Oak Road Intersection	Total
Removals	\$171,000	\$76,000	\$247,000
Sanitary Sewers	\$0	\$3,000	\$3,000
Storm Sewers	\$1,053,000	\$602,000	\$1,655,000
Watermains	\$100,000	\$54,000	\$154,000
Roadworks	\$3,508,000	\$1,379,000	\$4,887,000
Streetscaping	\$230,000	\$100,000	\$330,000
Street Lighting and Traffic Signals	\$700,000	\$150,000	\$850,000
Utility Work*	\$1,000,000	\$240,000	\$1,240,000
Miscellaneous	\$589,000	\$476,000	\$1,065,000
SUBTOTAL	\$7,351,000	\$3,080,000	\$10,431,000
Engineering (10%)	\$735,000	\$308,000	\$1,043,000
Contingency (15%)	\$1,200,000	\$500,000	\$1,700,000
Estimated Property Costs			\$1,350,000
TOTAL	\$9,286,000	\$3,888,000	\$14,524,000

*Utility relocation cost sharing with the utility owners to be confirmed during detailed design.

CONCLUSION

Improvements to Dingman Drive from east of Wellington Road to the Highway 401 overpass and improvements to the Dingman Drive and White Oak Drive intersection are necessary as planned development in the vicinity will create growth along this corridor. A Municipal Class Environmental Assessment (EA) was undertaken to confirm the preferred long-term solution for the Dingman Drive corridor. The ESR has been completed and is ready for final public review. The Class EA Study was carried out in accordance with Schedule C of the Municipal Class Environmental Assessment process.

Road design alternatives were developed to address the problems and opportunities. The preferred planning solution for Dingman Drive near Wellington Road is to create a complete street with new accommodation for pedestrians and cyclists, increased capacity for drivers, safe access points to future developments and planning for future transit service. A future roundabout is proposed at the Dingman Drive intersection with White Oak Road.

Consultation was a key component of this study. The Class EA was prepared with input from agencies, utilities, emergency service providers, property owners in proximity to the study, and Indigenous Communities.

Pending Council approval, a Notice of Study Completion will be filed, and the ESR will be placed on public record for a 30-day review period. Stakeholders and the public are encouraged to provide input and comments regarding the study during this time period. Accommodation will be made for those requiring hard copy review. Should the public and stakeholders feel that the EA process has not been adequately addressed, they may request a Part II Order to the Minister of the Environment, Conservation and Parks (MECP) within the 30-day review period per MECP instructions on their website.

This Environmental Study Report provides the framework for the ultimate conceptual design of the corridor to support development. The schedule for detailed design and construction will be coordinated with current information on development schedules and phasing to align with development needs and manage costs.

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

Attach: Appendix A – Environmental Study Report Executive Summary
 c: AECOM
 Violetta Sypien, City of London

City of London

DRAFT: Dingman Drive Improvements
East of Wellington Road to Highway 401 and Area
Intersection Municipal Class Environmental Assessment
Environmental Study Report

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Executive Summary

The City of London (the City) completed a Municipal Class Environmental Assessment (MCEA) study to address necessary transportation infrastructure requirements along Dingman Drive 150m east of Wellington Road to east of the Highway 401 overpass and area intersections including the Wellington Road and White Oak Road intersections. The Dingman Drive Improvements MCEA (hereafter the “Project”) is classified as a Schedule ‘C’ project in the Municipal Engineers Association (MEA) MCEA process (October 2000, as amended in 2007, 2011 and 2015), where project activities are subject to the full environmental assessment (EA) planning process of the MCEA. The study included:

- problem and opportunity statement;
- the identification and evaluation of planning alternatives solutions;
- the evaluation of alternative design concepts for the selected preferred solution;
- an assessment of the effects on the environment including natural, social, economic and engineering aspects associated with the preferred design;
- the identification of measures required to mitigate any potential adverse effects; and
- public, technical agencies impacted property owners, stakeholders, and Indigenous Community consultation.

These study findings, the results and recommendations, along with public, review agency and stakeholder consultation have been documented in this Environmental Study Report (ESR).

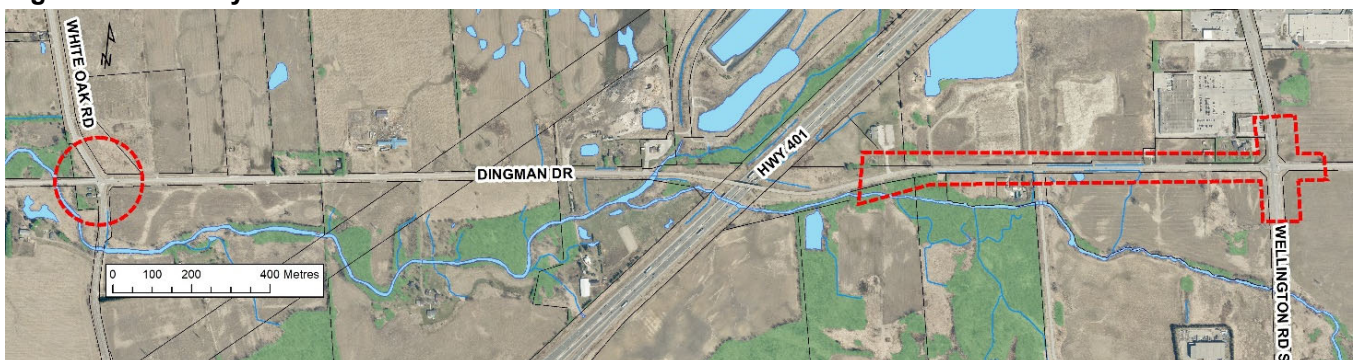
Introduction and Background

The City of London continues to develop and grow as a municipality. To accommodate this growth, new infrastructure is required that recognizes the capacity needs of planned growth and the objectives of protecting established communities and businesses. Dingman Drive is an east-west arterial roadway and currently consists of a two-lane rural cross section with no sidewalks or cycling facilities.

This corridor improvement project was identified as a priority in the 2019 Transportation Development Charges Background Study (DCBS) due to the pending Gateway commercial development (formerly PenEquity) and redevelopment near Wellington Road and Highway 401. The project provided an opportunity to enhance and improve the features of the roadway and to accommodate existing and future traffic demands (including transit and active transportation) from expected development. The improvements will provide better connectivity to adjacent communities for the overall road network by following the City’s Complete Streets Design Manual approach.

The study area is located in the southern area of the City of London. It extends approximately 1.2km along Dingman Drive from 150m east of the Wellington Road South intersection to just east of Highway 401. The Study Area also includes the intersection of Dingman Drive and White Oak Road (**Refer to Figure EX-1**).

Figure EX-1: Study Area



Problem / Opportunity Statement

Considering the recommendations of the 2019 Development Charges Update and the results of traffic analysis, the following problem and opportunity statement was composed:

Problem: As the City of London continues to grow and develop, new transportation infrastructure is required that recognizes the capacity needs of planned growth and the objectives of protecting established communities and businesses. Due to the planned Gateway commercial development, growth is anticipated along the Dingman Drive corridor that will include a retail shopping centre and corresponding increased traffic, cycling and pedestrian volumes. The existing two-lane roadway will not have sufficient capacity to accommodate the projected growth and number of road users. Improvements are also recommended at the White Oak Road / Dingman Drive intersection to provide safer lines of sight.

Opportunity: The Municipal Class EA planning process will provide an opportunity to confirm the need to improve Dingman Drive including the associated intersection and evaluate all reasonable alternatives to accommodate existing and future traffic demands. It will provide better connectivity to adjacent communities for the overall road network by following the City of London Complete Streets Design Manual (CSDM) approach with consideration of public safety and preliminary design standards. The cycling network will also improve connectivity with new cycling facilities and corridors including cycle lanes along Dingman Drive and a potential connection to the existing multi-use pathway at White Oak Road west of the Highway 401 overpass and connectivity to the multi-use pathway at the Murray Marr Stormwater Management Facility.

This project also has the ability to align with the principles of **Vision Zero**, a global movement that has been adopted by the City to eliminate traffic injuries and fatalities caused by vehicular collisions. Vision Zero London is the City's road safety strategy to reduce the number and severity of collisions occurring within the City and increase road safety for cyclists, motorist and pedestrians. (Source: City of London).

Alternative Planning Solutions

For the purposes of the Dingman Drive and White Oak Road / Dingman Drive Intersection Improvements MCEA, planning solutions for the undertaking included:

- **Do Nothing** – Assumes no improvements will be made beyond those already planned and approved.
- **Limit Growth** - Assumes no improvements will be made beyond those already planned and approved and includes measures to limit development in the study area.
- **Road Network Improvements** – Includes potential improvements to a nearby east/west roadway (Exeter Road).
- **Operational Improvements** – includes the implementation of additional turn lanes, traffic signal coordination, etc.
- **Road Widening** – includes widening of Dingman Drive from 2 to 4 lanes to provide additional traffic lanes to increase capacity.
- **Transportation Demand Management (TDM)** – Includes measures to reduce vehicle volumes along the study corridor by promoting alternative modes of transportation such as transit, cycling or walking.

The above identified alternative planning solutions were screened against the problem and opportunity statement as identified in Section 6 of the ESR. The evaluation of alternative planning solutions involved of a two-step

process. Firstly, Do Nothing, Limit Growth and Road Network Improvements were screened out because it was determined that these solutions will not address the project needs as identified in the problem and opportunity statement. Next, the remaining alternative solutions, (Operational Improvements, Road Widening and TDM), were carried forward for further assessment and were evaluated against the criteria developed for the project in order to determine the preferred recommended solution.

Summary of Alternative Planning Solutions Evaluation

Following the evaluation of alternatives and discussions with the City, agencies, public and stakeholders, the following were carried forward for further consideration:

Operational Improvements: Less Preferred - Intersection improvements such as the addition of auxiliary lanes to accommodate turning movements to and from the future Gateway commercial development may reduce traffic delay times and improve the flow along Dingman Drive. The addition of turning lanes will not fully solve capacity and operational deficiencies on their own, however, these improvements will be considered in conjunction with the final recommended concept to enhance the future operation and capacity of Dingman Drive.

Road Widening: Most Preferred– This option is carried forward for further assessment as it addresses the problem and opportunity statement and the socio-economic and transportation engineering criteria. This option has the potential to impact archaeological resources and the natural environment, however, this solution may also provide some opportunity for enhancement and protection of the natural environment.

TDM: Less Preferred– The provision of TDM measures will not fully address anticipated future travel demands within the study area. However, improvements to transit and active transportation facilities in the study area, if implemented with additional infrastructure improvements, can partially address the objectives of this study. These improvements will be considered in conjunction with the final recommended design concept to enhance the operation and capacity of Dingman Drive.

Alternative Design Solutions

Section 6 of this ESR confirmed that the preferred planning solution is to widen the existing roadway and ROW in conjunction with some operational improvements and transportation demand management. This section of the study identifies and evaluates road cross sections and alignments for the preferred solution of proposed road widening and evaluates intersection types for White Oak Road / Dingman Drive.

Evaluation Criteria

In order to evaluate the alternatives, a set of criteria were chosen which are categorized as follows in Table EX-1:

Table EX-1: Evaluation Criteria – Design Concept Options

Category	Criteria	Indicator
Socio-Economic	<ul style="list-style-type: none"> Property requirements Construction impacts Aesthetics 	<ul style="list-style-type: none"> Permanent/temporary impacts on private/public lands Travel delays/detours Urban design Amount of property acquisition Potential impact to planned development Potential impacts to land use Ability to maximize active transportation facilities (sidewalks, bike paths)
Cultural Environment	<ul style="list-style-type: none"> Archaeological resources Cultural heritage resources 	<ul style="list-style-type: none"> Potential Impacts on archaeological resources Potential Impacts on cultural heritage resources and cultural landscapes
Natural Heritage	<ul style="list-style-type: none"> Aquatic environment 	<ul style="list-style-type: none"> Impacts/enhancements to aquatic species and habitat

Category	Criteria	Indicator
	<ul style="list-style-type: none"> • Terrestrial environment • Species at Risk • Climate change • Source water protection 	<ul style="list-style-type: none"> • Impacts/enhancements to terrestrial species and habitat • Potential Impacts to Species at Risk and habitat • Potential Effects to surface water including Regulatory Flood Limit • Effects of the project on the climate/effects of climate on the project • Effects of drainage on source water resources
Technical	<ul style="list-style-type: none"> • Design • Constructability • Safety • Servicing/utilities • Transportation/traffic 	<ul style="list-style-type: none"> • Accommodate all users • City design standards • Improve level of service • Vehicular and active transportation considerations • Potential Impacts on existing infrastructure (e.g. London Hydro Substation, Hydro Poles, Water, and Sewer Pipes) • Public Health and Safety • Design/Construction Complexities
Cost	<ul style="list-style-type: none"> • Capital costs • Maintenance costs • Property costs 	<ul style="list-style-type: none"> • Initial costs and maintenance costs • Total life-cycle costs

Alternative Design Solutions

The following design solutions were identified and evaluated.

A: Road Widening Alternative Concepts

- Evaluate widening of Dingman Drive Cross Section concepts:
 - two lane road with a dual left turn (26-36m ROW);
 - four lane road with no centre median (36m ROW); and
 - four lane road with a raised centre median (36m ROW).

B: Road Alignment Alternatives

- Evaluate widening of Dingman Drive to:
 - the north;
 - widening to the south; and
 - widening from the existing centreline.

C: White Oak Road / Dingman Drive Intersection Alternative Concepts:

- Evaluate alternatives for the White Oak Road and Dingman Drive intersection:
 - signalized intersection within or mostly within the existing ROW;
 - fully realign with a signalized intersection; and
 - roundabout intersection.

Summary Evaluation

A detailed qualitative assessment of each design option (road widening, alignment and intersection) was completed based on the previously described evaluation components and criteria. In this evaluation approach, trade-offs consider the advantages and disadvantages of each option to address the problem and opportunity statement with the least environmental effects and the most technical benefits which forms the rationale for the identification of the preferred alternative. A comprehensive evaluation was prepared for each design option (road widening, cross sections, alignments, and intersections) and was completed as outlined in the ESR.

The recommended design concept is summarized in **Table EX-2**. Conceptual project details are presented in **Section 8.0 of the ESR**.

Table EX-2: Summary of Recommended Design

Summary	Preferred	Rationale
Road Widening Cross Section	Four Lanes with a raised centre median	<ul style="list-style-type: none"> Satisfies the Problem / Opportunity statement. Provides best opportunity for LID implementation. Meets design standards and Complete Streets vision.
Road Alignment	Widen from the centerline	<ul style="list-style-type: none"> More equitable property acquisition from multiple property owners. Gateway commercial development has already taken a centerline widening into consideration. Encroachment into natural features can be mitigated.
Intersection – White Oak Road / Dingman Drive	Roundabout	<ul style="list-style-type: none"> Provides the best level of service for future needs. Meets design standards and complete streets vision. Provides an opportunity to remove invasive plant species (Phragmites). A signalized intersection will be at an angle, causing safety and line of site concerns.

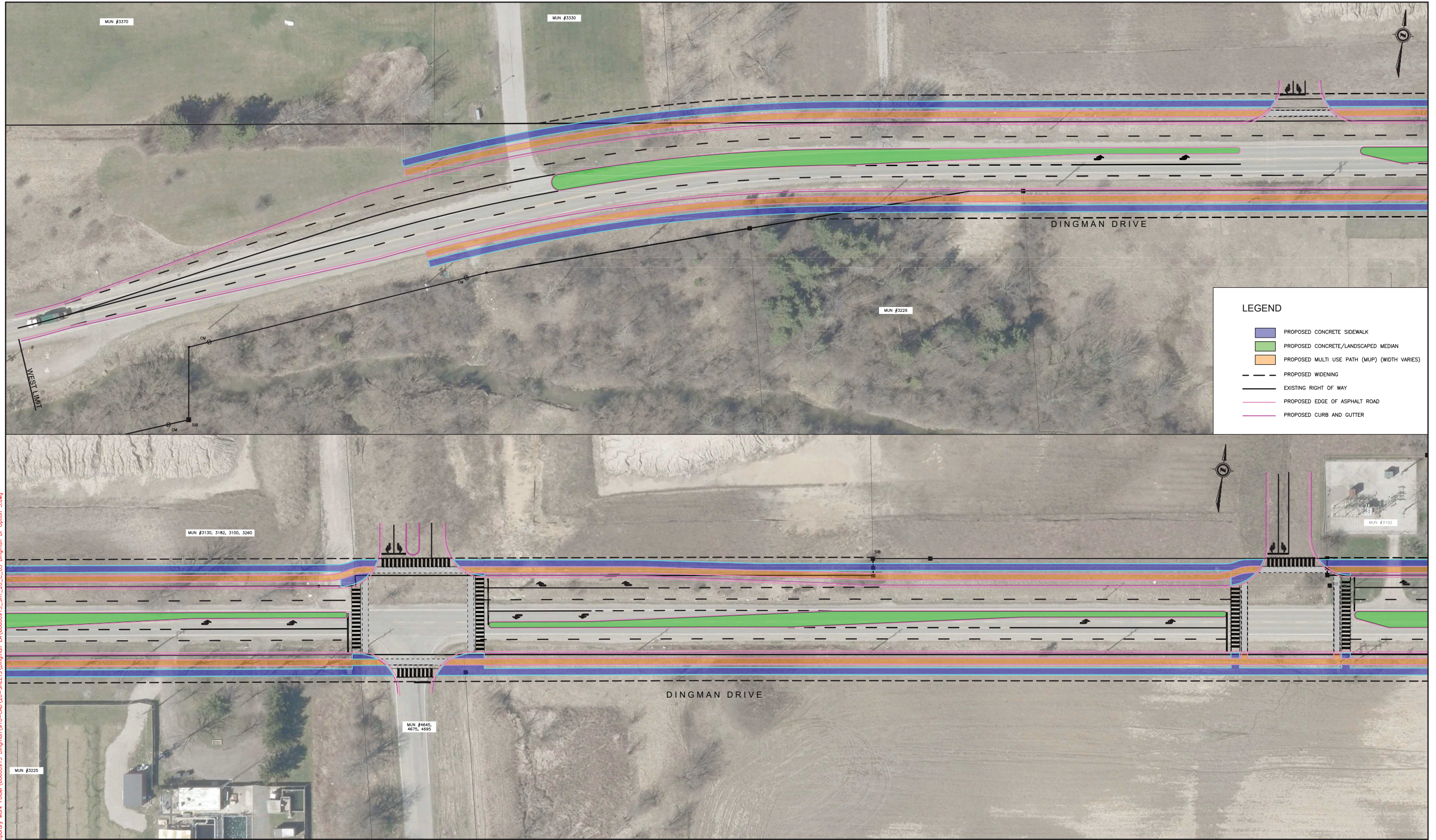
Project Description

The Preferred Design for Dingman Drive and the White Oak Road / Dingman Drive intersection (as illustrated in **Figures EX-2 – EX-4**) considered transportation facilities for all road users (motorists, transit, cyclists, and pedestrians as per the City’s Complete Streets requirements) and potential impacts to natural, socio-economic and cultural heritage resources and costs. The preferred design was selected, developed and refined through consultation with agencies, stakeholders and the public as discussed in Section 3 of the ESR.

The following table summarizes the proposed preliminary design criteria used in development of the road widening and reconstruction design for Dingman Drive. A number of criteria may warrant a review during detailed design to determine which of the City of London Design Requirements or Complete Streets Design Manual criteria are most appropriate.

Table EX-3: Preliminary Design Criteria

Design Criteria	Proposed Design Value	Comment/Mitigation Measure
Posted Speed	60 km/h	<ul style="list-style-type: none"> Actual posted speed limits to be reviewed by Transportation Division.
Design Speed	70 km/h	<ul style="list-style-type: none"> No identified restrictions.
Centreline Radius (min)	N/A	<ul style="list-style-type: none"> No identified restrictions.
Curb and Gutter Radii	Varies	<ul style="list-style-type: none"> Radius to conform with recommended values (12-15m), subject to avoiding property or building impacts.
Right Turn Lane	3.5 m	<ul style="list-style-type: none"> To be reviewed further at detailed design stage to determine governing criteria (Transportation Design Requirements and/or Complete Streets Design Manual)
Left Turn Lane	3.0 m	<ul style="list-style-type: none"> To be reviewed further at detailed design stage to determine governing criteria (Transportation Design Requirements and/or Complete Streets Design Manual)
Through Lane	3.3 m	<ul style="list-style-type: none"> To be reviewed further at detailed design stage to determine governing criteria (Transportation Design Requirements and/or Complete Streets Design Manual)



EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT
					DESIGN BY				
					CHECKED				
					APPROVED				
					DATE	JANUARY 2020			

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 London CANADA

SCALE
 N.T.S.

DINGMAN DRIVE
 ENVIRONMENTAL ASSESSMENT

**FIGURE EX2
 PREFERRED DESIGN ALTERNATIVE**

PROJECT No.
60600913

SHEET No.

PLAN FILE No.

C:\Users\beta\OneDrive\Desktop\Temporary Work Folder\60600913_Dingman\910-CAD\20-SHEETS\60600913_Dingman\910-CAD\20-SHEETS\60600913_SHT_20_C_03_Dingman Dr Option 3.dwg



LEGEND








-  PROPOSED 2.0m WIDE CONCRETE SIDEWALK
-  PROPOSED CONCRETE/LANDSCAPED MEDIAN
-  PROPOSED MULTI USE PATH (MUP) (WIDTH VARIES)
-  PROPOSED WIDENING
-  EXISTING RIGHT OF WAY
-  PROPOSED EDGE OF ASPHALT ROAD
-  PROPOSED CURB AND GUTTER

FIGURE EX4
DINGMAN DRIVE/WHITE OAK ROAD
ALTERNATIVE 3 - REALIGN WITH A ROUNDABOUT



CORPORATION OF THE CITY OF LONDON

Curb Lane	3.3 m	<ul style="list-style-type: none"> To be reviewed further at detailed design stage to determine governing criteria (Transportation Design Requirements and/or Complete Streets Design Manual)
Right-of-Way Width	36.0 m	<ul style="list-style-type: none"> Full 36m Civic Boulevard ROW width achievable along full corridor length.
Pavement Width	Varies	<ul style="list-style-type: none"> Varies along length, to accommodate cross section components.
Vertical Curve, minimum K Value	25 (crest) 25 (sag)	<ul style="list-style-type: none"> Minor adjustments to vertical profile.
Road Grades	6% (max.) 0.5% (min.)	<ul style="list-style-type: none"> Minor adjustments to vertical profile.
Sidewalks	2.0 m	<ul style="list-style-type: none"> In boulevard separated from MUP by 1.0 m.
Multi-Use Path (MUP) Width	1.8 m	<ul style="list-style-type: none"> In boulevard MUP.
Boulevard Width	Varies	<ul style="list-style-type: none"> Total width varies subject to sidewalk and bike path location, conflicting utilities, road cross section, etc.

Cross Section Elements

The proposed right-of-way width along Dingman Drive will be standardized to 36m wide. As a result, the cross section for the roadway will also generally be standardized. Some portions of the cross section may vary subject to the location along the corridor, due to the presence of significant utilities or other features that may warrant a modified alignment of the sidewalks and/or MUPs. Significant changes to any lane widths are not anticipated. **Figures EX-2 and EX-3** illustrates the proposed road widening design alternative. The cross-section elements are provided to address the MCEA requirements, which are to improve future traffic movement, enhance alternative methods of transportation, including pedestrian and cycling movements.

White Oak Road / Dingman Drive Intersection

The White Oak Road / Dingman Drive intersection will be reconstructed, implementing a 1-lane roundabout. The exact layout of the intersection will need to be further refined during detailed design to address any final grading transitions to adjacent properties. **Figure EX-4** illustrates the proposed layout for the White Oak Road / Dingman Drive intersection.

Preliminary Construction Cost Estimate

A preliminary construction cost estimate for this project has been prepared, including road reconstruction utility relocations and engineering. Property acquisition will be required in order to accommodate the full proposed road widenings and reconstruction of Dingman Drive and the White Oak Road Intersection. The cost of any property acquisition will be subject to project timing, land dedication through development process and market costs. For the purposes of the construction estimate, property acquisition costs have not been estimated based on current market value and land area required. Total project costing may also be impacted as a result of the phasing limits and timing. The total preliminary construction estimate for this project for the proposed improvements is **\$13.2M**, including contingency and engineering. Total preliminary estimated property costs are **\$1.35M**.

Table EX-4: Preliminary Construction Cost Estimate

Item	Dingman Drive	White Oak Road Intersection	Project Total
Removals	\$171,000.00	\$76,000.0	\$247,000
Sanitary Sewers	\$0.00	\$3,000.00	\$3,000

Item	Dingman Drive	White Oak Road Intersection	Project Total
Storm Sewers	\$1,053,000.00	\$602,000.00	\$1,655,000
Watermains	\$100,000	\$54,000.00	\$154,000
Roadworks	\$3,508,000.00	\$1,379,000.00	\$4,887,000
Streetscaping and Tee Removals	\$230,000.00	\$100,000.00	\$330,000
Street Lighting and Traffic Signals	\$700,000.00	\$150,000.00	\$850,000
London Hydro Work	\$500,000.00	\$150,000.00	\$650,000
Start Work	\$150,000.00	\$20,000.00	\$170,000
Bell Work	\$150,000.00	\$50,000.00	\$200,000
Rogers Work	\$150,000.00	\$20,000.00	\$170,000
Gas Main Relocation	\$50,000	0	\$50,000
Miscellaneous	\$589,000.00	\$476,000.00	\$1,065,000
SUBTOTAL	\$ 7,351,000	\$3,080,000.00	\$10,431,000
Engineering (10%)	\$735,000	\$308,000	\$1,043,000
Contingency (15%)	\$ 1,200,000	\$500,000	\$1,700,000
TOTAL	\$ 9,286,000	\$3,888,000.00	\$13,174,000
Estimated Property Costs			\$1,350,000

* Utilities relocation costs to be shared between City of London and utilities owners (full cost shown). Exact cost sharing agreement and values to be confirmed during detailed design and approvals process.

Recommended Mitigation Measures / Monitoring

Implementation of the Project has the potential to create positive and negative effects. The avoidance of negative effects has been a key consideration throughout Phases 1 through 3 of the EA process and has been discussed with agencies, stakeholders, and the public. Effects can be generally divided into two (2) main categories: construction-related effects (which are temporary in nature) and effects related to operation and maintenance of the Project (effects that are permanent). Negative effects caused by the Project are avoided to the extent possible; however, in cases where negative effects cannot be fully avoided, mitigation measures will be required during construction, and/or operation and maintenance of the Project.

Construction:

Based on the preferred design concept, it is recognized that the Dingman Drive and White Oak Road intersection improvements will result in some impact on the existing environment. In order to address the effects, the following approach was taken:

- **Avoidance:** The first priority is to prevent the occurrence of negative effects (i.e., adverse environmental effects) associated with the implementation of an alternative;
- **Mitigation:** Where adverse environmental effects cannot be avoided, it will be necessary to develop the appropriate mitigation measures to eliminate or reduce to some degree, the negative effects associated with implementing the alternative; and
- **Enhancement/Compensation:** In situations where appropriate mitigation measures are not available, or significant net adverse effects will remain following the application of mitigation, enhancement or compensation measures may be required to counterbalance the negative effect through replacement in kind, or the provision of a substitute or reimbursement.

The following mitigation measures are recommended to ensure that any disturbances are managed by the best available methods. These measures will be further confirmed and developed during detailed design. The ESR provides assessments of the potential impacts associated with the Project and the recommended mitigative measures required to reduce these effects.

Natural Environment:

- An Erosion and Sediment Control Plan should be prepared during detailed design;
- A detailed Species at Risk (SAR) and Wildlife Handling Protocol should be developed prior to the initiation of construction;
- A Notice of Activity is to be prepared with the associated Habitat Management Plan at detailed design;
- Wherever possible, habitat for SAR should be compensated for and/or enhanced; and
- A detailed restoration plan utilizing native plantings and native seed mixes following City specifications should be developed and followed.

Social Environment:

- A traffic management plan is to be developed to minimize disruption during construction;
- Access to existing properties, businesses, institutions and commercial areas are to be maintained during and after construction; and
- Infrastructure is to be implemented to support active and healthy lifestyles (walking, cycling).

Archaeology and Cultural Heritage:

- The completion of a Stage 2 Archaeological Assessment is to be undertaken during detailed design (once property acquisition is complete) for any areas within properties where permission to enter was not granted and identified as requiring further archaeological fieldwork;
- No impacts to existing archaeological and cultural heritage resources is to occur; and
- During early detailed design, if avoidance of cultural heritage resource BHR 1 cannot be avoided a property specific Cultural Heritage Evaluation Report should be completed.

Summary

The ESR outlines the process required to ensure that the proposed transportation improvements meet the requirements of the *EAA*. The MCEA planning process has not identified any significant environmental concerns that cannot be addressed by incorporating established mitigation measures during construction.

The proposed improvements resolve the problem/opportunity statement. A preliminary evaluation of potential impacts has been included in the evaluation, which indicates minor and predictable impacts that can be addressed by recommended mitigation measures as presented in the ESR. The proposed mitigation measures will further be developed at detailed design and will form commitments that will be adhered to by the City. Appropriate public notification and opportunity for comment was provided and no comments were received that could not adequately be addressed. Subject to receiving MCEA clearance following the 30-day review period, the City will complete the detailed design and permitting-approvals phase and proceed to construction as outlined in the ESR.

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 23, 2020
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	IMPLEMENTATION OF ENVIRONMENTAL ASSESSMENT RECOMMENDATIONS (DEFERRED MATTERS ITEM)

RECOMMENDATION

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

- a) This report regarding Implementation of Environmental Assessment Recommendations (Deferred Matters Item) **BE RECEIVED** for information; and
- b) This item **BE REMOVED** from the Civic Works Committee Deferred Matters list (Environmental Assessment – Item #3, as of April 6, 2020 on the CWC Deferred Matters list).

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Planning and Environment Committee – July 16, 2018 – Environmental Impact Study (EIS) Compliance (Deferred Matters Item)

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.
 - Protect and enhance waterways, wetlands, and natural areas.

BACKGROUND

Purpose

This purpose of this report is to provide Council with information on how environmental and natural heritage related Environmental Assessment recommendations are addressed during the design and construction of infrastructure projects.

Context

On July 25, 2018, Council resolved the following:

“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 to be followed up through the detailed design phase in its report to the Civic Works Committee.”

The request was made during a delegation by the Environmental and Ecological Planning Advisory Committee (EEPAC) at the July 16, 2018 meeting of the Planning and Environment Committee meeting. During the delegation it was asked how the City ensures the recommendations provided in environmental assessments are implemented. The following report provides a response to this request.

DISCUSSION

Environmental Assessments

Environmental Assessments (EAs) are a requirement of the Province's *Environmental Assessment Act* and follow a process that evaluates the environmental impacts of an infrastructure project. A few examples of typical projects include road widenings, wastewater treatment expansions, and stormwater management projects. The environmental assessment process begins by developing an inventory of the current environmental conditions and then establishes a set of project alternatives with the goal of selecting a preferred alternative with the smallest environmental impact. The impacts to the natural, social, cultural, built, and economic environments are considered during the process. In cases where there is a significant impact as the result of a project, the Environmental Assessment report may recommend mitigation or compensation for those impacts.

Various supporting studies are completed either as part of the EA or are recommended to take place during the detailed design phase. These could include, but are not limited to:

- Environmental Impact Study (EIS),
- Cultural Heritage Evaluation Report,
- Air Quality Report, and
- Archaeological studies.

These studies may have specific recommendations for design requirements, environmental monitoring, and compensation that must be considered during a project's detailed design and construction.

Implementation of Recommendations

The implementation of the EA recommendations are undertaken as part of the design or the construction of the selected infrastructure project. It is the responsibility of the Environmental and Engineering Services Department's Project Manager to ensure that all of the Environmental Assessment recommendations are addressed. The selected project manager is most commonly an engineer that works within the associated service area. Environmental Assessment recommendations most commonly provide criteria to inform the detailed design process; however in many instances, the Environmental Assessment may recommend more detailed environmental study work such as an Environmental Impact Study. An Environmental Impact Study can be completed either during the Environmental Assessment process or can be required as part of the Environmental Assessment's recommendation. When recommended by an Environmental Assessment process the Environmental Impact Study is carried out closer to the time of construction to ensure the information obtained is as current as possible. An Environmental Impact Study's recommendations for monitoring, mitigation, and compensation will often form the basis of regulatory permits. The conditions of these permits must be met in order to construct the project and to align with the applicable regulations.

Reporting

In order to provide ongoing information on environmental assessments, a status table is posted on the City's website:

<https://www.london.ca/residents/Environment/EAs/Documents/EA-Table.pdf>

This table highlights the status of ongoing and recently completed environmental assessments and highlights the applicable next steps and whether an environmental impact study has been completed. This table is updated by project managers in the various engineering services areas quarterly. Due to the recent interest by EEPAC in the natural heritage related aspects of these projects, the next version of this table will be modified to include additional columns to more clearly highlight natural environment related recommendations.

CONCLUSIONS

An Environmental Assessment is the process of determining what environmental impacts, if any, there will be during a project and how to minimize the impacts. Implementing the recommendations of an Environmental Assessment is the responsibility of the engineering services project managers. Due to the recent interest by EEPAC in the natural heritage related aspects of environmental assessment recommendations, the Environmental Assessment status table on the City's website will be updated to more clearly highlight natural environment related environmental assessment recommendations.

SUBMITTED BY:	REVIEWED & CONCURRED BY:
ASHLEY 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	

c.c. Paul Yeoman, Gregg Barrett

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE, 23 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR - ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	SINGLE SOURCE PROCUREMENT – ADDITIONAL SIDEWALK SWEEPER

RECOMMENDATION

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

- a) Civic Administration **BE AUTHORIZED** to enter into a single source agreement for the procurement of an additional articulating sidewalk sweeper as per Section 14.4(d)(e) of the Procurement of Goods and Services Policy;
- b) The submission from Cubex Ltd., 189 Garden Ave., Brantford, Ontario, N3S 0A7, **BE ACCEPTED**; for the supply and delivery of one (1) 2019 Mathieu MC110 Sidewalk Sweeper at a total purchase price of \$121,100 excluding HST;
- c) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this purchase;
- d) 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
- e) 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 in its 2019-2023 - Strategic Plan for the City of London the importance of:

Building a Sustainable City

Londoners can move around the City safely and easily in a manner that meets their needs:

- Improving safety for all modes of transportation

London growth and development is well planned and sustainable over the long term.

- Revitalize London's downtown and urban areas
- Improve the quality of pedestrian environments to support healthy and active lifestyles

Leading in Public Service

Londoners experience exceptional and valued customer service:

- Increase responsiveness to our customers
- Increase efficiency and effectiveness of service delivery

BACKGROUND

Purpose

Roads and Transportation has a requirement for an additional sidewalk sweeper to help support the Core Area Action Plan (CAAP), specifically; “**Establish, implement and regularly monitor a higher clean standard for the Core Area**”. The purpose of this report is to provide the context, background, analysis and financial impact of the purchase and details of single source procurement recommendation.

The purpose of this report is to seek approval from the Civic Works Committee and Council under section 14.1 b) of the Procurement of Goods and Services Policy to waive the competitive bidding process and purchase a Mathieu MC 110 Articulating Sidewalk Sweeper through a single source award (Figure 1).



Figure 1 – Mathieu MC 110 Articulating Sidewalk Sweeper

Context

The Corporation currently operates two (2) sidewalk sweepers for cleaning and maintaining downtown sidewalks, boulevards, bus stops, protected bikes lanes, and street corners in the designated core area action plan boundary. The current service operates seven day per week and is double shifted 5 days per week. The higher cleaning standard initiative includes longer service hours on weekends. The additional unit will cover an expanded area and increase the frequency of sweeping while keeping up with demand. This unit will also be used to support the cleanup before and after events that take place in the core area.

Over the last several years there have been significant enhancements in the dedicated services required and provided in the core area, in line with Council’s strategic priorities and the CAAP. As part of that strategy cleanliness of the core pedestrian areas was deemed integral to the downtown experience for Londoners and the success of downtown businesses.

Since 2015 Roads and Transportation has enhanced both the number of pieces of equipment and staff dedicated to sidewalk sweeping services. Significant improvements to the cleanliness of the downtown have been noted, however with the addition of Dundas Place Flex Street, enhanced active spaces, increased range and intensity of programming, and the various efforts of Coordinated Informed Response (CIR) Teams, the service demands continue to grow.

As part of the 2020 – 2023 multi-year budget process Roads and Transportation requested additional funding for a third sidewalk sweeper and the budget submission was approved.

DISCUSSION

Purchasing Process

This report seeks approval to single source the purchase of an additional sidewalk sweeper directly to Cubex Ltd. The justification for this process is provided below.

1. 2019 Mathieu MC 110 Articulating sidewalk sweeper has been rented from Cubex Ltd. for last two (2) months therefore is readily available, training has been completed, the unit is detailed and branded for immediate deployment. It has performed exceptionally well and has had no breakdowns during the rental period;
2. Cubex Ltd. has offered the City an opportunity to apply 80% of the rental fees paid thus far towards the purchase of the Mathieu MC 110 Sweeper;
3. The price offered by the vendor is within budget;
4. There are only a few manufacturers that offer this specialized type of equipment and the City has had significant negative experience with three different lower cost brands over the past four years and those units have been fraught with difficulties and been very unreliable in this sweeping application:
 - In 2015, a low bid sidewalk sweeper was purchased and was extremely unreliable and was eventually returned to the manufacturer within three months.
 - The City then purchased two sidewalk sweepers from the next lowest compliant bidder in 2016 and 2017. Both these units also became very unreliable and the City was frustrated to the point that they were sold back to the vendor for improved models.
 - In early 2019, Fleet negotiated for two newly designed models. Those units after only one season of service have had significant warranty repairs and are showing signs of very similar poor performance in this application.
5. Based on our experiences, discussions with other municipalities, and market research, Fleet Services believes the Mathieu brand is one of the most reliable sidewalk sweepers currently available in the market and represents the best value for the City of London and their usage demands;
6. As per the City's procurement policy, 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 purchase of an additional downtown sidewalk sweeper was identified and budgeted for in the 2020-2023 multi-year budget submission and approved as part of the Capital Budget for Roads and Transportation to meet the service level objectives of the CAAP.

The total purchase price for the 2019 Mathieu MC 110 Articulating Sidewalk Sweeper is \$121,100 (plus HST) as shown on Table 1.

Table 1: One (1) Mathieu MC 110 Articulating Sidewalk Sweeper

Dealer and Model	Action	Price (+ HST)
Cubex Ltd 2019 Mathieu MC 110	Original purchase price	\$139,500
	Rental applied to purchase price	\$18,400
	Total	\$121,100

Ongoing operating costs for fleet maintenance, inspection/service, and capital replacement have been budgeted in the applicable Roads and Transportation program.

Source of financing is attached as Appendix "A".

CONCLUSION

An additional sidewalk sweeper is required for Roads and Transportation to help meet the demands of the CAAP. This additional piece of equipment is in the approved 2020 capital budget and has the necessary operating budget in the program to support the ongoing operating costs and future replacement.

As described above, Fleet Services having consulted with the Service Area and Purchasing and Supply are recommending that the additional sidewalk sweeper be purchased using the single source provisions of the Procurement of Goods and Services Policy.

There are valid and sufficient reasons for the single source recommendation which include, selecting a vendor and equipment product that are known to be reliable and can support our service level demands, maximizes the benefits of rent to own terms, quick deployment for the 2020 season and fewer transitional issues and costs.

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

Appendix A Source of Financing

- C: John Freeman, Manager of Purchasing & Supply
- John Parsons Division Manager, Roads and Transportation
- Steve Mollon, Manager of Fleet Planning

APPENDIX 'A'

Chair and Members
Civic Works Committee

#20089
June 23, 2020
(Award Contract)

**RE: Single Source Procurement - Additional Sidewalk Sweeper
(Work Order 2489920)
Capital Project TS3228 - Downtown Streetscape Program
Cubex Ltd. - \$121,100.00 (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 City Engineer, the detailed source of financing for this project is:

<u>ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Committed to Date</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
<u>TS3228 - Downtown Streetscape Program</u>				
Vehicle & Equipment	\$680,000	\$398,489	\$123,231	\$158,280
NET ESTIMATED EXPENDITURES	<u>\$680,000</u>	<u>\$398,489</u>	<u>\$123,231</u> 1)	<u>\$158,280</u>
<u>SOURCES OF FINANCING</u>				
<u>TS3228 - Downtown Streetscape Program</u>				
Capital Levy	\$540,000	\$398,489	\$123,231	\$18,280
Drawdown from Efficiency, Effectiveness and Economy Reserve	140,000			\$140,000
TOTAL FINANCING	<u>\$680,000</u>	<u>\$398,489</u>	<u>\$123,231</u>	<u>\$158,280</u>

1) **FINANCIAL NOTE:**

Contract Price	\$121,100
Add: HST @13%	15,743
Total Contract Price Including Taxes	<u>136,843</u>
Less: HST Rebate	13,612
Net Contract Price	<u>\$123,231</u>

ad

Jason Davies
Manager of Financial Planning & Policy

Whereas to ensure cohesion in road projects balancing the needs for all road users and address the desire to increase connectivity options for pedestrians and cyclists in London;

Whereas community engagement and the professional expertise of staff have resulted in the creation of a Cycling Master Plan, endorsed by the previous council;

Whereas the City of London faces challenges in the immediate and longer term as a result of the impacts of the COVID-19 pandemic, including both budget considerations and changing preferences in citizen mobility;

Whereas the City of London as a result of the Climate Emergency declaration is developing a Climate lens for city projects;

Whereas support of an Active Transportation Manager has been endorsed by the City of London Cycling Advisory Committee, London Cycle Link and Western Active Transportation Society (WATS) and the London Environmental Network;

Whereas hiring an Active Transportation Manager would also link to Council's 2019-2023 Strategic Plan: Building a Sustainable City;

Whereas implementing active transportation connections require "active" project management and coordination with road work, transit, to advance connectivity opportunities as water and waste water renewal projects occur;

And whereas an Active Transportation Manager would provide leadership in the comprehensive review of the City's Cycling Master Plan in 2021 and in the further development of operational and maintenance requirements for active transportation infrastructure,

- a) That civic administration be directed to develop a plan for the creation of an Active Transportation Manager under Environmental & Engineering Services and the City Engineer, including options to offset the costs for such a position through the reallocation of resources including but not limited to the redeployment of unfilled positions in the "Smart Cities" area.
- b) Civic Administration be directed to report back to the Civic Works Committee by the end of Q3 2020 with an update on progress made with regard to this initiative.

It being noted and understood that the City of London is currently in a hiring freeze and hiring would occur once this has concluded.

- c) That civic administration investigate opportunities to address the immediate need of residents for secure bicycle parking in key locations as existing budget opportunities allow.

It being noted providing secure bike parking in the Core Area relates to several council approved components of the Core Area Action Plan.

Moved By: Councillor Pelozo
Seconded By: Councillor Lewis

Good Morning,

I would like to request delegation status at the upcoming July 14 CWC meeting to discuss the Lambeth Avenue infrastructure renewal project and associated tree removal.

I will submit my request prior to the July 6 decision meeting.

Thank you,

Heather Sanderson

DEFERRED MATTERS

**CIVIC WORKS COMMITTEE
(as of June 15, 2020)**

Item No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	<p><u>Rapid Transit Corridor Traffic Flow</u> 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><u>Garbage and Recycling Collection and Next Steps</u> 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.</p>	Jan 10/17	Q3 2019	K. Scherr J. Stanford	Q2 2020
3.	<p><u>Environmental Assessment</u> 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.</p>	July 25, 2018	Q2 2019	S. Mathers P. Yeoman	Q2 2020

4.	<p><u>Bike Share System for London - Update and Next Steps</u></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><u>745-747 Waterloo Street</u></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"> • 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; <p>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;</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"> 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. 				
6.	<p><u>Best Practices for Investing in Energy Efficiency and GHG Reduction</u></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><u>Area Speed Limit Program</u></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><u>Parking Changes</u></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"> 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; 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, 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; <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><u>Material Recovery Facility (MRF) Operations</u></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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