

Agenda

Civic Works Committee

The 13th Meeting of the Civic Works Committee

November 17, 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. Peloza,
Mayor E. Holder

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	Pages
1. Disclosures of Pecuniary Interest	
2. Consent	
2.1. Comments on Environmental Registry of Ontario (ERO): Proposed Blue Box Regulation	3
2.2. Updates - 60% Waste Diversion Action Plan Including Green Bin Program	10
2.3. Community Engagement on Green Bin Program Design	27
2.4. Award of Contract Option Renewal (RFP 19-29) - Tandem Axle Trucks With Dump Boxes and Plow Equipment	37
2.5. Request for Proposal 20-59 Contract Award of 2020 Cured in Place Pipe (CIPP) Sewer Lining Program	44
2.6. West London Dyke Phase 7 and Fanshawe Dam Safety Study Request for Increase to City Share	48
2.7. Award of Consulting Engineering Services for Detailed Design of the Springbank Reservoir 2 Replacement and Expansion - RFP 20-43	54
2.8. Amendments to the Traffic and Parking By-law	61
2.9. Active Transportation Infrastructure Plan	67
2.10. Active Transportation Manager	74
3. Scheduled Items	
3.1. Item not to be heard before 12:05 PM - Public Participation Meeting - Application By: The Corporation of the City of London - Street Renaming - Portion of Lismer Way Within Plan 33M-786	77

4.	Items for Direction	
4.1.	Blue Community Project/Movement - L. Brown, Blue Community Committee - Request for Delegation Status	81
5.	Deferred Matters/Additional Business	
5.1.	Deferred Matters List	95
6.	Adjournment	

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	COMMENTS ON ENVIRONMENTAL REGISTRY OF ONTARIO (ERO): PROPOSED BLUE BOX REGULATION

RECOMMENDATION

That, on the recommendation of the Managing Director of Environmental & Engineering Services & City Engineer, the comments in this report **BE ENDORSED** and submitted to the Ministry of the Environment, Conservation, and Parks Environmental Registry of Ontario posting (019-2579) titled *A proposed regulation, and proposed regulatory amendments, to make producers responsible for operating Blue Box programs*. The due date for comments is December 3, 2020.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

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

- Response to the Association of Municipalities of Ontario (AMO) Regarding Transition of Recycling (May 26, 2020 meeting of Civic Works Committee (CWC), Item #2.4)
- Operation of the City's Materials Recovery Facility: Next Steps in the Transition to Industry Responsibility for Recycling Services (April 15, 2020 meeting of CWC, Item #2.8)
- Award of Contract (Request for Proposals 19-02) – Recycling Collection (City-wide) and Garbage and Yard Waste Collection in a Portion of London (August 12, 2019 meeting of CWC, Item #2.4)
- Current and Proposed Actions for Reducing and Managing Plastics in the Residential Sector and the Role for the Hefty® EnergyBag® Pilot Project (July 23, 2019 meeting of the CWC, Item #2.5)
- Additional Short-Term Contract Amendment for Recycling Services (May 14, 2019 meeting of CWC, Item #2.9)
- Comments on Environmental Registry of Ontario (ERO): Reducing Litter and Waste in our Communities: Discussion Paper (April 16, 2019 meeting of CWC, Item #2.14)
- Comments on Environmental Registry of Ontario (ERO): a Made-in-Ontario Environment Plan (January 8, 2019 meeting of the CWC, Item #2.5)
- 60% Waste Diversion Action Plan (July 17, 2018 meeting of the CWC, Item #3.1)
- Request for Comments on the Draft Amended Blue Box Programs Plan (Prepared by Stewardship Ontario) (January 9, 2018 meeting of the CWC, Item #9)

COUNCIL'S 2019-2023 STRATEGIC PLAN

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

Building a Sustainable City

London has a strong and healthy environment (Increase waste reduction, diversion and resource recovery)

Growing our Economy

London is a leader in Ontario for attracting new jobs and investments (Increase partnerships that promote collaboration, innovation and investment)

Leading in Public Service

Londoners experience exceptional and valued customer service (Increase community and resident satisfaction of their service experience with the City)

BACKGROUND

PURPOSE

The purpose of this report is to provide Committee and Council with:

- A summary of the Ontario Ministry of the Environment, Conservation, and Parks (MECP) draft regulation titled, *A proposed regulation, and proposed regulatory amendments, to make producers responsible for operating Blue Box programs*; and
- The City of London's comments to be submitted to the Environmental Registry of Ontario (ERO).

CONTEXT

Recent Action by City Staff and Municipal Council

City staff and Municipal Council have been very active over the years with respect to moving recycling to a model known as "extended producer responsibility" (with variations on the model title such as producer responsibility or individual producer responsibility).

The most recent action by Municipal Council was on June 2, 2020 when Council passed the following motion:

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to a request by the Association of Municipalities of Ontario (AMO) for details on recycling transition:

- a) The Mayor **BE AUTHORIZED** 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:
 - i. transition the collection of recyclables to full producer responsibility on January 1, 2023, and;
 - ii. examine opportunities of working with producers (industry) during the transition period (e.g., fee for services basis for recycling such as administration, education and awareness, contract management, monitoring and compliance);

It being noted that the Mayor has previously been authorized to advise MECP and AMO that the transition of processing and marketing of recyclables to full producer responsibility could occur on January 1, 2023.

- b) Staff **BE DIRECTED** to undertake the following actions as part of the transition process:

- i. continue to take an active role in the development of the regulatory environment and implementation plans of the transition process through the Municipal 3Rs Collaborative (M3RCs) which is comprised of the AMO, Regional Public Works Commissioners of Ontario, Municipal Waste Association and the City of Toronto;
- ii. ensure that producers (industry) are aware that an existing competitively awarded contract to collect recyclables is currently in place in London, and that opportunities to use the existing contractor (Miller Waste Systems) with mutually agreeable transition contract terms should be considered from January 1, 2023 to December 21, 2025, it being noted that this would further benefit London taxpayers as early contract termination fees could be reduced;
- iii. ensure that the producers' plan to transition residents, Municipal Elected Officials and City staff to the new system is accountable and transparent and also includes separate contingency plans developed by the City, and;
- iv. ensure that producers are aware that opportunities to increase waste diversion, maximize resource recovery and optimize recycling system operations can be examined through the London Waste to Resources Innovation Centre and its business and academic collaborators for the benefit of all in Ontario and elsewhere.

Draft Regulation – Proposed Blue Box Regulation

On October 19, 2020 the MECP released a draft regulation under the *Resource Productivity and Circular Economy Act, 2016* (RRCEA) that would make producers both operationally and financially responsible for the management of Blue Box materials (e.g., paper, packaging and certain single-use items). The Province has posted the regulation on the ERO for a 45-day consultation period and is expected to pass the regulation by the end of the year, or early in 2021.

This regulatory change has been advocated for by municipal governments, including the City of London, for over a decade with major consultations occurring over the last two years to discuss how a smooth transition of municipally-operated Blue Box programs could occur. MECP has emphasized the need for a seamless transition for householders.

Currently, Ontario municipalities with a population of at least 5,000 are required to provide a Blue Box management system and producers of Blue Box materials are required to compensate municipalities for roughly 50% of the costs. There is agreement amongst all stakeholders that the current Blue Box system is not working. Recycling rates have broadly stagnated or declined and costs are steadily increasing.

Municipal governments have no ability to respond to today's realities including the rapidly changing composition of Blue Box materials, the necessary investments in collection and processing infrastructure, nor the ability to influence end markets. Making producers fully responsible for managing the Blue Box materials that they supply into Ontario fundamentally changes this structure.

Producers are best positioned to reduce waste, increase the resources that are recovered and reincorporated into the economy and enable a consistent province-wide system that makes recycling easier and more accessible. That is why there has been broad support to transition the Blue Box program to the RRCEA.

The draft regulation was informed by a report released by Mr. David Lindsay, who was appointed as a Special Advisor on Recycling and Plastic Waste. Mr. Lindsay helped mediate stakeholder consultations over the summer of 2019 and provided advice on the transition of the Blue Box program to full producer responsibility. His recommendations included:

- Transitioning all Blue Box programs between 2023 and 2025;
- Ensuring there is a seamless transition for residents;
- Standardizing Blue Box materials;
- Setting material specific targets; and
- Providing collection wherever it was provided by municipalities prior to transition.

City of London staff were directly involved in the consultation (mediation) process.

The draft regulation is largely seen to be in keeping with these recommendations and the advice provided by municipal governments. It is also in keeping with other jurisdictions such as British Columbia that have implemented a similar regulation.

DISCUSSION

City staff are grateful for the work undertaken and shared by the Association of Municipalities of Ontario (AMO), Regional Public Works Commissioners of Ontario (RPWCO), Municipal Waste Association (MWA) and the City of Toronto acting as one entity called the Municipal 3Rs Collaborative (M3RCs).

City staff are active members of M3RCs via RPWCO including being co-chair of the RPWCO Waste Subcommittee. City staff also participate with MWA. London Municipal Council has a representative on the AMO Board of Directors.

City staff are also very involved with the Ontario Waste Management Association (OWMA) and our grateful for the work undertaken and shared on behalf of the membership which represents over 60 municipalities and 190 companies and organizations in the private sectors that manage 85% of Ontario's waste streams.

Summary comments on the draft regulation are addressed in four main areas:

- A. General comments
- B. Items of strong agreement
- C. Items that could be improved and/or areas of concern
- D. Potential impact and benefits on businesses in London and in Ontario

A. General Comments

1. This has been a long process including a few previous attempts at shifting to greater producer responsibility for the products and packages its produces. The Province should be commended for carrying through on this process during these unprecedented times and producing a draft Blue Box regulation in 2020.
2. It also need to be recognized that the development of the draft regulation was informed by ongoing and frequent input from municipalities, the resource and waste management sector, the businesses that produce packaging and paper products (often through their associations), and businesses that use packaging and paper products as part of retail activities.
3. The draft Blue Box regulation proposes to move the Blue Box program from a shared financial responsibility between municipalities and industry to 100% industry funded. It shifts responsibility for recycling services from 100% municipal to 100% industry, and takes positive steps towards strengthening the recycling system to increase environmental and economic benefits in Ontario.
4. As noted, in London, this potential direction has been strongly supported by Municipal Council for many years.

5. The proposed Blue Box regulation will save London taxpayers money. It shifts the cost to producers of packaging and products. How the new costs are handled by industry is yet to be determined. It must be recognized that some or all costs may be passed onto consumers of these packages and products. However, it will be up to industry to find efficiencies to contain costs and ultimately determined the best approach to reduce, reuse or recycle. The role of recovery has also been strengthened and represents both current and future opportunities as the science and empirical data are produced. These opportunities can occur during future review periods (e.g., assessment of environmental outcomes, results of life cycle analyses, etc.).

B. Items of strong agreement

Staff view of the draft regulation is it is as an important step towards a number of positive expected outcomes for London and are in strong agreement or agreement with most of the details and clauses presented in the draft regulation.

6. The transition schedule indicates that London will transition some time in 2023 which is the first year of the three-year transition period, resulting in positive outcomes for London at the earliest possible time. Municipalities with agreements for processing services at London's Material Recovery Facility (MRF) including Aylmer, Bayham, Central Elgin, Dutton-Dunwhich, Malahide, Southwold, St. Thomas, Thames Centre and West Elgin are also scheduled to transition in 2023, extending further benefits to the region.
7. A net estimated annual savings of between \$3.5 and up to \$4 million per year for London once fully implemented in 2026. Based on final negotiation with industry and Miller Waste Systems, increased funds and/or a reduction in cost to London may occur much sooner.
8. Expanded Blue Box services to areas that may not currently be serviced by the City (e.g., parks, playgrounds, outdoor areas, and streetscapes in Business Improvement Areas), by 2026.
9. An expanded and standardized list of Blue Box materials collected and managed across the Province, likely increasing the number of items that Londoners can recycle either at the curb or through a depot system such as the City's EnviroDepot.
10. Enforceable targets which producers must meet. The targets specified in the draft regulation indicate a substantial improvement over current rates. This has the potential to increase London's recycling rates and overall diversion rate. This was identified as an important action in the City's 60% Waste Diversion Action Plan.
11. The regulation is not expected to impact small businesses. Businesses with less than \$2 million in sales annually would be exempt.

C. Items that could be improved and/or areas of concern

There are a number of areas in the draft regulation, summarized below, that indicate potential areas of concern or that could be improved:

12. Changes to London's collection schedule - it is expected that London will change the waste collection schedule with the introduction of a Green Bin program. The increase from 42 to 52 recycling pickups per year will increase the cost of this service. Under the regulation, increased costs due to program changes implemented after January 1, 2020 may be ineligible. City staff will be seeking clarity on this.

13. The role of urban recycling depots – the current policy intent though the regulation is that where municipalities have curbside collection of Blue Box including multi-residential service, producers would be required to provide the curbside service but not provide any additional depot collection for Blue Box items. For years, Londoners have been able to bring Blue Box recyclables to the City’s EnviroDepots. Additional details will be sought on the rationale and intentions as this appears to be inconsistent with a seamless transition.
14. Compostable materials - compostable products and packaging are exempt from collection and targets until it can be determined how they can be best managed and diverted from landfill. There is a concern that exempting compostables will be an incentive for companies to move products and packaging to compostable material to avoid costs. There is also a concern that compostable materials need to be more clearly defined in the regulation to exclude paper-based products and packaging (e.g., pizza boxes, coffee cups) that can be recycled.
15. Targets - the regulation allows producers to reduce their recycling targets through incorporating recycled content from Ontario Blue Box materials into their products. As many products already include recycled content (e.g., glass, cardboard, aluminum), this provision could increase risks with little benefit.
16. Changes to service – beginning in 2026 (following the transition period) service changes may include the type of curbside container used (e.g., a curbside cart instead of a Blue Box), and how materials are sorted (e.g., single stream instead of two-stream). This is a lesser area of concern, but it may require a new way of recycling for Londoners, which may be more difficult for some residents.
17. Increased costs to consumers – producers may charge consumers a resource recovery fee to offset their increased costs.

D. Potential impact and benefits on businesses in London and in Ontario

18. As noted above, the regulation is not expected to impact small businesses in London. Businesses with less than \$2 million in sales annually would be exempt (e.g., local convenience store owners in London).
19. Businesses are taxpayers in London and across Ontario; therefore a decrease in the use of municipal taxes for recycling benefits all taxpayers including local businesses in London.
20. There will be a financial impact on businesses that produce packages and products that are currently in the Blue Box system now or to be added in the future. The remaining 50% of current recycling program costs will be shifted away from taxpayers in London to industry. It is not known at this time (or may never be known) how industry:
 - will handle the increased costs;
 - how much can be absorbed by the business;
 - how much can be addressed through process efficiencies; and/or
 - how much will be passed onto consumers of the products and contents of packages.

SUMMARY

On October 19, 2023, the Province released a draft regulation for Blue Box recycling that drives home 3 key items:

- It moves the Blue Box program from a shared financial responsibility between municipalities and industry to 100% industry funded;

- It shifts responsibility for recycling services from 100% municipality to 100% industry; and
- It strengthens the recycling system to increase environmental and economic benefits in Ontario.

In London, this potential direction (e.g., extended producer responsibility) has been strongly supported by Municipal Council for many years.

The proposed Blue Box regulation will:

- Save London taxpayers money. Transitioning the costs of the program away from municipal taxpayers by making the producers of products and packaging fully responsible for costs will mean savings in London of between \$1 million and eventually up to \$4 million per year (by 2026). The actual amount will be determined by industry and how the transition process unfolds (e.g., what happens with existing contracts); and
- Be phased in over 3 years starting in 2023. London and many municipalities around London have been identified to transition some time during 2023 (Aylmer, Bayham, Central Elgin, Dutton-Dunwhich, Malahide, Southwold, St. Thomas, Thames Centre and West Elgin).

PREPARED BY:	PREPARED BY:
ANNE BOYD, B.A., B.E. SC. MANAGER, WASTE DIVERSION	MICHAEL LOSEE, B.SC., DIVISION MANAGER SOLID WASTE MANAGEMENT
PREPARED AND SUBMITTED BY:	RECOMMENDED BY:
JAY STANFORD, M.A, M.P.A. DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER

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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	UPDATES – 60% WASTE DIVERSION ACTION PLAN INCLUDING GREEN BIN PROGRAM

RECOMMENDATION

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

- a) This report **BE RECEIVED** for information;
- b) Civic Administration **BE DIRECTED** to adjust the implementation schedule for the 60% Waste Diversion Action Plan as outlined in this report;
- c) Civic Administration **BE DIRECTED** to submit the attached budget amendment (Appendix B) to the 2021 Annual Budget Update process to adjust the funding requirements for the 2020-2023 Multi-Year Budget Business Case #1 – “60% Waste Diversion Action Plan” as outlined in this report; and
- d) Civic Administration **BE DIRECTED** to:
 - i. continue to prioritize work activities and actions that also contribute to the work of the London Community Recovery Network; and
 - ii. submit a report to Civic Works Committee by June 2021 that outlines advantages, disadvantages, and implementation scenarios for various waste reduction and reuse initiatives including but not limited to reducing the container limit, examining the use of clear bags for garbage, mandatory recycling by-laws, reward and incentive systems, and additional user fees.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Relevant reports that can be found at www.london.ca under City Hall (Meetings) include:

- Business Case 1 – 60% Waste Diversion Action Plan – 2020-2023 Multi-Year Budget (January 30, 2020 meeting of the Strategic Priorities & Policy Committee (SPPC), Item #4.12a)
- 60% Waste Diversion Action Plan – Updated Community Feedback (September 25, 2018 meeting of the Civic Works Committee (CWC), Item #3.2)
- Public Participation Meeting 60% Waste Diversion Action Plan – Additional Information (September 25, 2018 meeting of the CWC, Item #3.2)
- 60% Waste Diversion Action Plan (July 17, 2018 meeting of the Civic Works Committee (CWC), Item #3.1)
- Update and Next Steps – Resource Recovery Strategy and Residual Waste Disposal Strategy as part of the Environmental Assessment Process (February 7, 2017 meeting of the CWC, Item #10)

COUNCIL'S 2019-2023 STRATEGIC PLAN

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BACKGROUND

PURPOSE

The purpose of this report is to provide Committee and Council with a:

- revised implementation plan for the 60% Waste Diversion Action Plan, including the Curbside Green Bin Program (Appendix A);
- proposed budget amendment (Appendix B) to be submitted to the 2021 Annual Budget Update process to adjust the funding requirements for the revised implementation plan; and
- status of several key waste diversion initiatives (Appendix C).

CONTEXT

60% Waste Diversion Action Plan

The 60% Waste Diversion Action Plan (WDAP) proposes a set of 21 actions to achieve 60% diversion of residential waste by the end of 2022. As noted previously, the budget for the multi-year implementation (2020-2023 Multi-Year Budget Business Case #1) was approved March 2, 2020. Shortly after this date, the COVID-19 emergency was declared provincially on March 17, 2020, and locally March 20, 2020. Among many items and actions, this included a reallocation of corporate priorities, work activities, employee disruptions and impacts, financial challenges, community engagement restrictions, hiring freeze, etc.

As a result, the majority of the 60% Waste Diversion Action Plan actions items were placed on hold to ensure that essential services were operated in a safe manner following all rules from the Provincial Government and subsequent direction from public health officials, Council and the City's Senior Leadership Team.

Pandemic impacts have delayed projects and programs within the 60% WDAP by six months and potentially as long as eighteen months for projects that require equipment (e.g., new collection vehicles).

Transitioning the Blue Box Program to Industry Responsibility – Service Delivery and Financial

On October 19, 2020, the proposed regulation to transition the Blue Box program from 100% municipal responsibility and 50% funding responsibility to 100% industry responsibility and funding was released for comment. London is slated to transition in 2023. Originally it was thought that London would transition in 2024.

Estimated savings to the City will range between \$1 million and could reach \$4 million by 2026. The actual amount will be based on a negotiation with Industry (Producer Responsibility Organization – PRO) and our current contractor, Miller Waste Systems. Once further information is known, adjustments to the budget will be brought forward to a future annual budget update process.

The transition work also includes determining what to do with the City-owned material recovery facility (MRF) such as i) revise operations, ii) lease, iii) sell, iv) operating partnership, or v) re-purpose.

Addressing the Need for Action on Climate Change

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

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

The 60% Waste Diversion Action Plan and the developing Resource Recovery Strategy address various aspects of climate change mitigation within the waste management services area.

DISCUSSION

Revised Timetable and Status of 60% Residential Waste Diversion Actions (Appendix A)

Appendix A contains status information and a revised timetable for the 21 actions of the 60% Waste Diversion Action Plan.

On Table 1 is the revised schedule for the implementation of the Green Bin Program divided into the following 6 categories of activities (a) through f)

Table 1 – Revised Schedule for the Implementation of the Green Bin Program

Task	Timing and/or Status as of December 2019	Proposed Revised Timing as November 2020
a) Finalize operational details	<ul style="list-style-type: none"> • Underway <ul style="list-style-type: none"> ○ Need to make decisions on materials collected, Green Bin container size, type of collection vehicle, bi-weekly garbage collection etc. ○ Report to CWC on proposed operational details tentatively scheduled for February/March 2020 	<ul style="list-style-type: none"> • Underway <ul style="list-style-type: none"> ○ Need to make decisions on materials collected, Green Bin container size, type of collection vehicle, bi-weekly garbage collection consideration, etc. ○ Report to CWC on proposed operational details tentatively scheduled for February 2021 ○ Will require community engagement (See CWC

Table 1 – Revised Schedule for the Implementation of the Green Bin Program

Task	Timing and/or Status as of December 2019	Proposed Revised Timing as November 2020
	<ul style="list-style-type: none"> ○ Will require community engagement ○ Final decisions mid 2020 	<ul style="list-style-type: none"> report on Agenda for the November 17, 2020 meeting) ○ Final decisions March/April 2021
b) Select Green Bin material processor	<ul style="list-style-type: none"> ● Release request for proposals (RFP) in winter 2020 and award by mid-year 2020. 	<ul style="list-style-type: none"> ● Release RFP in winter 2021 and award by mid-year 2021.
c) Select Collection Vehicle Manufacturer	<ul style="list-style-type: none"> ● Release RFP in early 2020 and award by the summer of 2020. 	<ul style="list-style-type: none"> ● Release RFP in early 2021 and award by early spring of 2021.
d) Select Green Bin Manufacturer	<ul style="list-style-type: none"> ● Release RFP in Summer 2020 and award by the end of the year. 	<ul style="list-style-type: none"> ● Release RFP in early 2021 and award by the spring of 2021.
e) Promotion and Awareness Program and Distribution of Green Bins	<ul style="list-style-type: none"> ● Tentative start date is between June and Fall 2021. 	<ul style="list-style-type: none"> ● Tentative start date is summer 2022.
f) Begin Roll-out of Program	<ul style="list-style-type: none"> ● Tentative start date is Fall 2021. 	<ul style="list-style-type: none"> ● Tentative start date roll-out is summer/early Fall 2022.

2021 Annual Budget Update - Budget Amendment (Appendix B)

Appendix B contains a proposed budget amendment that staff recommend be submitted to the 2021 Annual Budget Update process to adjust the funding requirements as a result of the revised implementation plan for the 60% Waste Diversion Action Plan. The budget amendment is based on:

- the revised timetable for undertaking the work approved by Municipal Council on March 2, 2020. The revised timetable is discussed in the previous section and details provided in Appendix A.
- a revised 2021 – 2023 operating budget to match the new timetable. The revised plan has resulted in unspent operating funds in 2020 estimated at \$650,000 and recommended budget reductions in 2021, and 2022 in the amounts of \$2,300,000 and \$1,450,000 respectively, while the amount required in 2023 remains unchanged.
- Based on the draft Blue Box Regulation (transition program to producer responsibility) released on October 19, 2020 and the identification that London will transition some time in 2023, there will be a challenging and complex processes that will require additional technical consulting and contract staff resources (no permanent staff) in 2021, 2022 and possibly 2023. Work will be required with industry negotiations, materials recovery facility (MRF) management, community readiness, transition requirements and reporting. For example, a review of the City-owned MRF will require an analysis of options such as i) revise operations, ii) lease, iii) sell, iv) operating partnership, or v) re-purpose. It is estimated that \$150,000 per year will be required for up to three years. These costs have been included in the revised 2021-2023 budget estimates.

In summary, if the proposed budget amendment is approved during budget deliberations, the Multi-Year Budget for the 60% Waste Diversion Action Plan between 2021 and 2023 may be reduced by \$3,750,000.

General Update on Waste Diversion Activities (Appendix C)

In 2020, a number of activities did occur both as part of essential services as well as work at the provincial level. These updates are contained in Appendix C.

PREPARED BY:	PREPARED BY:
ANNE BOYD, B.A., B.E. SC. MANAGER, WASTE DIVERSION	MICHAEL LOSEE, B.SC., DIVISION MANAGER SOLID WASTE MANAGEMENT
PREPARED AND SUBMITTED BY:	RECOMMENDED BY:
JAY STANFORD, M.A, M.P.A. DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER

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- c Anna Lisa Barbon, Managing Director, Corporate Services and City Treasurer, Chief Financial Officer
- Kyle Murray, Director, Financial Planning & Business Support
- John Millson, Senior Financial Business Administrator
- Laurie Green, Financial Business Administrator

Appendix A Revised Timetable and Status of 60% Residential Waste Diversion Actions

Appendix B Budget Amendment - 2021 Annual Budget Update Deliberations

Appendix C General Update on Waste Diversion Activities

Appendix A

Revised Timetable and Status of 60% Residential Waste Diversion Actions

Details in Appendix A are provided in two tables:

Table A1 - Revised Timetable and Status of Actions

Table A2 - Summary of Diversion, Estimated Operating Costs and Schedule

Table A1 - Revised Timetable and Status of Actions			
Action	Timing and/or Status as of December 2019	Proposed Revised Timing as November 2020	Comment, Staff and/or Financial Adjustment
Blue Box (Blue Cart) Programs			
1. Increase capture of recyclables from 63% to 75% (less placed in garbage)	<ul style="list-style-type: none"> • Province has approved transferring responsibility for Blue Box and Blue Cart programs to industry. • Municipalities will transition in 3 separate years between 2023 and 2025. • Diversion targets are in draft regulation. 	<ul style="list-style-type: none"> • Draft regulation released on October 19, 2020. • London has been identified to transition in 2023. • Transition activities: <ul style="list-style-type: none"> ○ Q1, 2021 – provincial regulation. ○ Q2, 2021 to Q2, 2023 – planning, discussion, negotiation, RFP for MRF, Council approval, implementation schedule. 	<ul style="list-style-type: none"> • Yes, increased technical resources required to assist with transition in 2021, 2022, and 2023 (included in revised budget estimates).
New (or Expanded) Recycling Programs and Initiatives			
2. Bulky and Other Plastics	<ul style="list-style-type: none"> • Continuing to divert bulky plastics incorrectly placed in Blue Box. 	<ul style="list-style-type: none"> • Ongoing. 	<ul style="list-style-type: none"> • No other changes.
a) Continue with existing pilot project			
b) Consider implementation of an expanded program once long-term, stable markets have developed	<ul style="list-style-type: none"> • Currently there is no stable long term market. 	<ul style="list-style-type: none"> • Place on-hold and review after London transitions the residential recycling program. 	<ul style="list-style-type: none"> • No other changes.
c) Implement a pilot project for hard-to-recycle plastics, flexible packaging, etc.	<ul style="list-style-type: none"> • New pilot project approved by Council in June 2019. 	<ul style="list-style-type: none"> • Pilot project will carry on until the end of 2021 	<ul style="list-style-type: none"> • No other changes.
3. Carpets	<ul style="list-style-type: none"> • Province still considering developing a provincial program; likely 	<ul style="list-style-type: none"> • Diversion of carpets not currently being publicly discussed at this time. 	<ul style="list-style-type: none"> • Continue to look for local business opportunities for carpet recycling.
a) Wait to see if the Province develops a provincial			

Table A1 - Revised Timetable and Status of Actions			
Action	Timing and/or Status as of December 2019	Proposed Revised Timing as November 2020	Comment, Staff and/or Financial Adjustment
program for carpets under the Waste-Free Ontario Act as there are limited markets for recycling carpets in the province	not to be introduced for a couple of years.		
b) If no provincial program exists by 2021, implement a pilot project	<ul style="list-style-type: none"> • See above. 	<ul style="list-style-type: none"> • See above. 	<ul style="list-style-type: none"> • If no provincial program exists by 2022, implement a pilot project.
4. Ceramics a) Provide drop-off location for ceramics at no cost at the City's EnviroDepots	<ul style="list-style-type: none"> • Tentative start date for ceramics drop-off at EnviroDepots is Fall 2020. 	<ul style="list-style-type: none"> • Tentative start date for ceramics drop-off at EnviroDepots is Summer 2021. 	<ul style="list-style-type: none"> • End markets discussion have been held and will be re-confirmed in early 2021.
b) Ban collection of toilets at the curb	<ul style="list-style-type: none"> • Tentative date for toilet/ceramics ban is Fall 2021. 	<ul style="list-style-type: none"> • Tentative date for toilet/ceramics ban is Fall 2022. 	<ul style="list-style-type: none"> • No other changes.
5. Clothing and Textiles a) Develop a textile awareness strategy to promote existing reuse opportunities for all Londoners	<ul style="list-style-type: none"> • Tentative start date is Spring 2020 	<ul style="list-style-type: none"> • Tentative start date is Spring 2021 	<ul style="list-style-type: none"> • No other changes.
b) Pilot depot collection at select multi-residential buildings	<ul style="list-style-type: none"> • Tentative start date is Fall 2020. 	<ul style="list-style-type: none"> • Tentative start date is Fall 2021. 	<ul style="list-style-type: none"> • No other changes.
6. Small Metal (Small Appliances/Electrical Tools/Scrap Metal) a) Implement semi-annual curbside collection of small metal items	<ul style="list-style-type: none"> • Tentative date for collection is Fall 2021 to coincide with other collection changes (e.g., Green Bin). 	<ul style="list-style-type: none"> • Tentative date for collection is Summer/Fall 2022 to coincide with other collection changes (e.g., Green Bin). 	<ul style="list-style-type: none"> • No other changes.
b) Pilot depot collection at select multi-residential buildings	<ul style="list-style-type: none"> • Begin pilot in Fall 2020 	<ul style="list-style-type: none"> • Begin pilot in Fall 2021 	<ul style="list-style-type: none"> • No other changes.
7. Furniture a) Provide a drop-off location at W12A	<ul style="list-style-type: none"> • Tentative start date is Fall 2020 	<ul style="list-style-type: none"> • Tentative start date is Fall 2021. 	<ul style="list-style-type: none"> • End markets discussion have been held and will be re-

Table A1 - Revised Timetable and Status of Actions			
Action	Timing and/or Status as of December 2019	Proposed Revised Timing as November 2020	Comment, Staff and/or Financial Adjustment
EnviroDepot for wooden furniture			confirmed in early 2021. <ul style="list-style-type: none"> No other changes.
b) Begin semi-annual collection of wooden furniture	<ul style="list-style-type: none"> Tentative date for implementation is Fall 2021 to coincide with other collection changes (e.g., Green Bin). 	<ul style="list-style-type: none"> Tentative date for collection is Summer/Fall 2022 to coincide with other collection changes (e.g., Green Bin). 	<ul style="list-style-type: none"> No other changes.
c) Ban wooden furniture from curbside garbage collection	<ul style="list-style-type: none"> 2022; based on the success of semi-annual collection services 	<ul style="list-style-type: none"> 2023; based on the success of semi-annual collection services 	<ul style="list-style-type: none"> No other changes.
8. Mattresses a) Wait to see if the Province develops a provincial program for mattresses under the Waste-Free Ontario Act as there are limited markets for recycling mattresses in the province	<ul style="list-style-type: none"> Province still considering developing a provincial program; likely not to be introduced for a couple of years 	<ul style="list-style-type: none"> Diversion of mattresses not currently being publicly discussed at this time. 	<ul style="list-style-type: none"> Continue to look for local business opportunities for mattress recycling. End markets discussion have been held and will be re-confirmed in early 2021. No other changes.
b) If no provincial program exists by 2021, implement a pilot project	<ul style="list-style-type: none"> See above. 	<ul style="list-style-type: none"> If no provincial program exists by 2022, implement a pilot project 	<ul style="list-style-type: none"> See above.
Curbside Organics Management Program			
9. Implement a curbside (residential) Green Bin program	<ul style="list-style-type: none"> See Table 2 for tentative schedule and status. 	<ul style="list-style-type: none"> See Table 2 for tentative schedule and status. 	<ul style="list-style-type: none"> This action has had the most significant impact due to the number of items that must occur and require additional human resources (included in revised budgets estimates).
10. Implement bi-weekly (same day) garbage collection	<ul style="list-style-type: none"> Subject to final approval on collection system parameters, 	<ul style="list-style-type: none"> Tentative date for collection is Summer/Fall 2022 to coincide with 	<ul style="list-style-type: none"> See above.

Table A1 - Revised Timetable and Status of Actions			
Action	Timing and/or Status as of December 2019	Proposed Revised Timing as November 2020	Comment, Staff and/or Financial Adjustment
	tentative date for implementation is Fall 2021 to coincide with other collection changes (e.g., Green Bin)	other collection changes (e.g., Green Bin).	
Multi-Residential Organics Management Program			
11. Implement a mixed waste processing pilot (to recover organics and other materials) on a portion of the waste from multi-residential homes	<ul style="list-style-type: none"> Tentative date for implementation is Fall/Winter 2021 but will depend on facility availability 	<ul style="list-style-type: none"> Tentative date for implementation is Fall/Winter 2022 but will depend on facility availability. 	<ul style="list-style-type: none"> A number of municipalities in Ontario, coordinated by the Region of Peel, are holding preliminary discussions on a collaborative approach to a mixed waste processing pilot project. This approach was approved by Region of Peel Council.
Other Organics Management Programs			
12. Develop and implement a food waste avoidance strategy	<ul style="list-style-type: none"> Development underway with major roll-out of program in early 2020. 	<ul style="list-style-type: none"> Development underway with major roll-out of program in early 2021. 	<ul style="list-style-type: none"> Due to the potential financial savings and potential climate change benefits, this action will require additional resources.
13. Reduce the cost of composters at the EnviroDepots and undertake additional sale events at select community locations	<ul style="list-style-type: none"> Tentative date for implementation is June 2020 or January 2021 	<ul style="list-style-type: none"> Tentative date for implementation is April 2021 or June 2021 	<ul style="list-style-type: none"> Requires changes to Fee and Charges by-law No other changes.
14. Provide financial support to community groups or environmental organizations that want to set up a community composting program	<ul style="list-style-type: none"> Tentative start date is Winter/Spring 2020. 	<ul style="list-style-type: none"> Tentative start date is Spring 2021. 	<ul style="list-style-type: none"> Pilot project with Urban Roots London.
Waste Reduction and Reuse Initiatives and Policies			
15. Create a Waste Reduction and Reuse Coordinator	<ul style="list-style-type: none"> Tentative start date is Summer 2020. 	<ul style="list-style-type: none"> Tentative start date is Q1 2021. 	<ul style="list-style-type: none"> No other changes.

Table A1 - Revised Timetable and Status of Actions			
Action	Timing and/or Status as of December 2019	Proposed Revised Timing as November 2020	Comment, Staff and/or Financial Adjustment
position within the Solid Waste Management Division			
16. Provide financial support for community waste reduction and reuse initiatives	<ul style="list-style-type: none"> • Tentative start date is Fall 2020. 	<ul style="list-style-type: none"> • Tentative start date is Spring 2021. 	<ul style="list-style-type: none"> • No other changes.
17. Reduce the garbage container limit to two or three containers per collection (based on every other week garbage collection)	<ul style="list-style-type: none"> • Tentative date for implementation is Fall 2021 to coincide with other collection changes (e.g., Green Bin). 	<ul style="list-style-type: none"> • Proposed schedule: <ul style="list-style-type: none"> ○ Q1, 2021 – Municipal review and curbside research ○ June, 2021 – report to CWC. 	<ul style="list-style-type: none"> • Tentative date for implementation is Summer/Fall 2022 to coincide with other collection changes (e.g., Green Bin). • Could be undertaken sooner if Council wishes.
18. Further explore the use of clear bags for garbage collection if London does not move to a roll-out cart based garbage collection system	<ul style="list-style-type: none"> • Further review is underway. 	<ul style="list-style-type: none"> • Proposed schedule: <ul style="list-style-type: none"> ○ Q1, 2021 – Municipal review and curbside research ○ June, 2021 – report to CWC. 	<ul style="list-style-type: none"> • Research work delayed during pandemic to focus on essential services.
19. Further explore a full user pay garbage system if London moves to a roll-out cart based garbage collection system	<ul style="list-style-type: none"> • Further review underway. 	<ul style="list-style-type: none"> • The Council approved budget on March 2, 2020 for the 60% Waste Diversion Action Plan did not include budget for cart-based garbage collection. 	<ul style="list-style-type: none"> • 2022 – rollout carts to be further reviewed. • 2023 – user pay garbage system to be further reviewed.
20. Further examine other incentive and disincentive initiatives (best practices) from other municipalities (e.g., mandatory recycling by-law, reward systems, user fees, etc.)	<ul style="list-style-type: none"> • Further review underway. 	<ul style="list-style-type: none"> • Proposed schedule: <ul style="list-style-type: none"> ○ Q1, 2021 – Municipal review ○ June, 2021 – report to CWC. 	<ul style="list-style-type: none"> • Research work delayed during pandemic to focus on essential services.
21. Provide additional feedback approaches to residents (including how	<ul style="list-style-type: none"> • To be completed in Summer 2020. 	<ul style="list-style-type: none"> • To be completed in Winter 2020/2021. 	<ul style="list-style-type: none"> • No others changes.

Action	Timing and/or Status as of December 2019	Proposed Revised Timing as November 2020	Comment, Staff and/or Financial Adjustment
waste reduction and waste diversion are calculated when providing waste management progress reports)			

Table A2 - Summary of Diversion, Estimated Operating Costs and Schedule

Program Category	Diversion Rate		Annual Estimated Operating Cost		High Level Schedule for Implementation Start Dates
	Range	Likely	MYB Annual Budget Estimate for Full Rollout	\$/Hhld ^{a)}	
Blue Box Recycling Improvements	1% - 3%	2%	\$0	\$0	Dates as per Draft regulation ^{b)}
New Recycling Programs and Initiatives	0.4% - 0.8%	0.6%	\$450,000	\$2.00 - \$3.00	Underway – 2023
Curbside Organics Management Program	8% - 12%	10%	\$5,000,000	\$21.75 - \$30.50	2021 (planning) and 2023 (Rollout period starting in late Summer/ Fall)
Multi-Residential Organics Management Pilot Program	0.5% - 0.7%	0.6%	\$500,000	\$2.25 – \$4.00	2021 (planning) 2022 (for start up)
Other Organic Management Programs	0.3%- 0.6%	0.4%	\$300,000	\$1.50 – \$2.00	Underway – 2023
Waste Reduction, Reuse Initiatives and Policies	1% – 4%	1.4%	\$250,000	\$1.00 - \$2.00	2021 – 2023
Total ^{c)}	11% - 21%	15%	\$6,500,000	\$28.00 - \$41.50	Underway - 2023

Notes:

a) Based on Best Estimate divided by 180,000 households.

b) The Provincial government released the draft regulation for review on October 19, 2020. The City of London is propose to transition some time during 2023.

c) Totals may not add due to rounding.

Appendix B



2021 Annual Budget Update Budget Amendment # - Revised Implementation (BC#1) – 60% Waste Diversion Action Plan

Strategic Area of Focus:	Building a Sustainable City
Strategy:	Work with residents and organizations to implement the 60% Waste Diversion Action Plan Update
Budget Amendment Type:	New Council Direction
Description:	Adjustment to 60% Waste Diversion Action Plan funding due to revised implementation timeline
Service(s):	Recycling & Composting
Lead:	Kelly Scherr, Managing Director, Environmental and Engineering Services & City Engineer

Budget Amendment Tax Levy Impact (\$ Thousands)	2020	2021	2022	2023	2020 to 2023 Total
Annual Net Tax Levy Impact	N/A	-\$2,300	-\$1,450	\$0	-\$3,750
Annual Net Incremental Tax Levy Impact	N/A	-\$2,300	\$850	\$1,450	\$0
Estimated Tax Levy Impact %	N/A	-0.36%	0.13%	0.21%	-0.01% Average
Estimated Rate Payer Impact \$ ¹	N/A	-\$11.08	-\$6.92	\$0	-\$4.50 Average

Subject to rounding.

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

60% Waste Diversion Action Plan Revision

What is the reason for the budget amendment?

The budget for the 60% Waste Diversion Action Plan (WDAP) multi-year implementation was approved as part of the 2020-2023 Multi-Year Budget on March 2, 2020. Shortly after this date, the COVID-19 emergency was declared provincially on March 17, 2020, and locally March 20, 2020. Among many items and actions, this included a reallocation of corporate priorities, work activities, employee disruptions and impacts, financial challenges, community engagement restrictions, hiring freeze, etc. As a result, the majority of the 60% Waste Diversion Action Plan actions items were placed on hold to ensure that essential services were operated in a safe manner following all rules from the Provincial Government and subsequent direction from public health officials, Council and the City's Senior Leadership Team. Pandemic impacts have delayed projects and programs within the 60% WDAP by six months and potentially as long as eighteen months for projects that require equipment (e.g., new collection vehicles).

Operating Budget Table (\$ Thousands)

60% Waste Diversion Action Plan Revision	2020	2021	2022	2023	2020 to 2023 Total	2024 to 2029 Total
Budget	\$700	\$3,900	\$6,500	\$6,500	\$17,600	\$24,000
Cumulative Amendment	N/A	-\$2,300	-\$1,450	\$0	-\$3,750	\$0
Amended Budget	\$700	\$1,600	\$5,050	\$6,500	\$13,850	\$24,000

Subject to rounding.

Staffing Impact Table

Staffing Summary - Changes	2020	2021	2022	2023
# of Full-Time Employees Impacted	N/A	0.0	0.0	0.0
# of Full-Time Equivalents Impacted	N/A	1.0	1.0	1.0
Cost of Full-Time Equivalents (\$ Thousands)	N/A	\$120	\$120	\$120

Subject to rounding.

Additional Details

Business Case #1 – 60% Waste Diversion Action Plan was approved by Municipal Council on March 2, 2020. All portions of the Business Case and supporting documentation remains unchanged with one exception. The transition of the Blue Box program to industry responsibility is much more likely now since the Province released a draft Blue Box Regulation on October 19, 2020. It is out for a 45 day review period (until December 3, 2020). The final regulation is expected at the end of 2020 or early in 2021. This will result in additional work activities in a shorter time period. This has been addressed through the reallocation of approved budget within the 60% Waste Diversion Action Plan.

Regarding recycling transition, there will be challenging and complex processes that will require additional technical consulting and contract staff resources (no permanent staff) in 2021, 2022 and possibly 2023, as noted in the staffing table above. Work will be required with industry negotiations, materials recovery facility (MRF) management, community readiness, transition requirements and reporting. For example, a review of the City-owned MRF will require an analysis of options such as i) revise operations, ii) lease, iii) sell, iv) operating partnership, or v) re-purpose.

A comprehensive report was submitted to the Civic Works Committee on November 17, 2020 which includes a revised timetable for the 21 actions in the Plan. The revised timetable has resulted in the adjustment of expenditures by year in 2020, 2021 and 2022. This is reflected in this budget amendment. At the appropriate time, key performance indicators associated with the Action Plan will be required to be pushed back one year. This would occur at the next Progress Report update for Council's Strategic Plan.

It is worth noting that the current commitment of Council, as part of the Environmental Assessment for the Expansion of the W12A Landfill process, to have programs in place and reach 60% waste diversion by the end of 2022 will only partially occur. The programs will be in place; however the delay in starting the programs may impact the actual diversion that will occur by the end of 2022. We do not anticipate any issues with Ministry of the Environment, Conservation & Parks (MECP) staff as they are aware of London's situation (and other municipalities) and are also working through these challenging times under different working circumstances.

What are the Risks of Not Making this Adjustment?

The risks of not proceeding are the same as the original Business Case #1 (2020 – 2023 Multi-Year Budget):

- Very unlikely that the MECP will approve the expansion of the W12A Landfill if the City does not demonstrate its willingness to achieve higher diversion levels through the Green Bin and other initiatives. This would also be renegeing on a "commitment" made as part of the Terms of Reference for the Environmental Assessment for the W12A Landfill expansion.
- The Province has indicated that all municipalities of a certain size must reduce/recover 70% of food waste and organics by 2025.
- For many, a loss of public trust as residents expect the City to increase waste diversion and implement the Green Bin Program.

- For some/many, a loss of public trust as residents expect the City to take action on the declared climate emergency.
- The City's existing investment in the Waste Diversion Action Plan process for London would not be built upon in the same manner.
- Strategic Plan and the London Plan vision and direction will be more difficult to meet.

Other Information to Refer to?

Civic Works Committee, November 17, 2020, Updates – 60% Waste Diversion Action Plan Including Green Bin Program

Civic Works Committee, November 17, 2020, Community Engagement on Green Bin Program Design

Civic Works Committee, November 17, 2020, CommNet's on Environmental Registry of Ontario (ERO): Proposed Blue Box Regulation

Strategic Priorities and Policy Committee, September 22, 2020, 2020 Mid-Year Operating Budget Monitoring Report & COVID-19 Financial Impacts

Civic Works Committee, September 22, 2020, 2nd Report of the Waste Management Working Group

Civic Works Committee, May 26, 2020, Response to the Association of Municipalities of Ontario (AMO) Regarding Transition Process

Appendix C

General Update on Waste Diversion Activities

As part of essential services and related supporting activities to essential services, the following key waste diversion related initiatives have occurred between January and October 2020:

- The City of London is the Co-chair of the Waste Subcommittee of the Regional Public Works Commissioners of Ontario (RPWCO). Between late March and the end of June 2020, the Waste Subcommittee was connected daily asking questions, sharing advice, and offering solutions for solid waste operations (essential service) during the first 3 months of the pandemic.
- The City of London continues to be a very active member of the Municipal Resource Recovery and Research Collaborative (M3RC) providing direct input into provincial legislation, regulation and policies for waste diversion and waste management. The collaborative partners include:



Among many items, perhaps the most important one, is the multi-million dollar transition plan and regulation for the Blue Box program to move to full industry financial and operational responsibility. This includes the most recent submission from M3RCs to the province entitled Regulation under *Resource Recovery and Circular Economy Act, 2016* for Packaging, Paper and Packaging-Like Products (July 29, 2020). A draft regulation from the Province was released on October 19, 2020. City staff comments on recommendation on this item can be found in the CWC report titled Comments on Environmental Registry of Ontario (ERP): Proposed Blue Box Regulation, November 17, 2020.

- As part of the Waste Free Ontario Strategy, the City continues to make contributions directly or indirectly towards the organics management and implementation framework in Ontario being undertaken by the Provincial Government. Further details are expected in the first half of 2021. This includes input on source separated organics, mixed waste processing and composting, material quality and facility siting.
- Working through RPWCO and M3RCs, City staff have been engaged and/or tracking the development of extended producer responsibility programs for a range of materials. The status of the various initiatives is identified on Table C1.

Table C1: Status of Various EPR Initiatives in Ontario

Material	Transition Status	Transition Date	How does the City get Involved?	Is City Receiving Funding?	Annual Estimated Cost Savings or Expenditures
Used Tires	Complete	January 1, 2019	Accept at EnviroDepots on behalf of Producers	No	Collected at no cost.
Batteries	Complete	July 1, 2020	Accept at EnviroDepots on behalf of Producers	Yes	Expected Funding Revenue after July 1 = \$4,500
Electronics	Regulation Complete	January 1, 2021	Accept at EnviroDepots	Yes	Current Revenue: \$85,000

Table C1: Status of Various EPR Initiatives in Ontario

Material	Transition Status	Transition Date	How does the City get Involved?	Is City Receiving Funding?	Annual Estimated Cost Savings or Expenditures
Municipal Hazard and Special Waste (MHSW)	Proposed Regulation for Comment (Draft expected Fall/Winter 2020)	July 1, 2021	Accepted at W12A HSW Building	Yes	Current Funding Revenue = \$120,000 Future Funding may increase
Blue Box Materials (during transition)	Draft Regulation	Proposed Transition January 1, 2023 to December 31, 2025	Part of the Core Team participating in regulation and process development	Current = about 50% heading towards 90% to 100% funding	Current Funding Revenue: \$3,400,000 Future Funding and/or Payment will likely increase by \$3.5 to \$4 million
Blue Box (post transition)	Preliminary discussions	January 1, 2026	Limited activity at this time	n/a	n/a

Resource Recovery Strategy

Work on this strategy has also been delayed. The following key resource recovery initiatives have occurred between January and October 2020:

- London's Hefty® EnergyBag® Pilot Project (for hard-to-recycle plastic items that are currently placed in the garbage) was launched in late October 2019 and proceeded as planned until March 2020. A number of adjustments have been made to address operating through the pandemic including measurement studies and postponing expansion until a clearer picture is available. Several project activities resumed in August 2020 including a revised overall project schedule and reporting. Also important to note is that similar to the City of London, a number of the Pilot Project partners had to deal with addressing other corporate priorities due to the pandemic. For many partners, these challenges will likely carry will into 2021.
- Through RPWCO Waste Subcommittee, mixed waste processing updates and initiatives continued to be shared among the 20 members. The most active municipalities are City of Toronto, Region of Durham, Region of Peel and the City of London. Other municipalities such as Region of Niagara and Region of Waterloo continue to track progress of others. A number of private sector companies continue to be active in research and development in Ontario, benchscale or pilot scale facilities, through operational facilities in other jurisdictions such as United States and Europe. A number of municipalities in Ontario, coordinated by the Region of Peel, are holding preliminary discussions on a collaborative approach to a mixed waste processing pilot project and/or additional research and data assessment.
- Research at the London Waste to Resources Innovation Centre including the NSERC Industrial Research Chair Thermochemical Conversion of Biomass and Waste to Bioindustrial Resources administered by Western University, has continued with most field activities curtailed. Field work has resumed at a slower pace to accommodate and health and safety measures associated with the pandemic. It is anticipated that field work will resume in August and September 2020. Work ranges from feedstock handling to material quality through to technologies and end market products (e.g., mechanical recycling, chemical recycling, material conversion, alternative low carbon fuel, solid recover fuel, etc.).

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	COMMUNITY ENGAGEMENT ON GREEN BIN PROGRAM DESIGN

RECOMMENDATION

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

- a) This report **BE RECEIVED** for information; and
- b) Civic Administration **BE DIRECTED** to submit a report to Civic Works Committee on February 9, 2021 and include the results of public input, staff recommendations to move forward and the next steps.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Relevant reports that can be found at www.london.ca under City Hall (Meetings) include:

- Business Case 1 – 60% Waste Diversion Action Plan – 2020-2023 Multi-Year Budget (January 30, 2020 meeting of the Strategic Priorities & Policy Committee (SPPC), Item #4.12a)
- 60% Waste Diversion Action Plan – Updated Community Feedback (September 25, 2018 meeting of the Civic Works Committee (CWC), Item #3.2)
- Public Participation Meeting 60% Waste Diversion Action Plan – Additional Information (September 25, 2018 meeting of the CWC, Item #3.2)
- 60% Waste Diversion Action Plan (July 17, 2018 meeting of the CWC Item #3.1)

COUNCIL'S 2019-2023 STRATEGIC PLAN

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

Building a Sustainable City

London has a strong and healthy environment (Increase waste reduction, diversion and resource recovery)

Growing our Economy

London is a leader in Ontario for attracting new jobs and investments (Increase partnerships that promote collaboration, innovation and investment)

Leading in Public Service

Londoners experience exceptional and valued customer service (Increase community and resident satisfaction of their service experience with the City)

BACKGROUND

PURPOSE

The purpose of this report is to provide Committee and Council with an approach to engage the community in designing the Green Bin program with respect to items that will drive citizen's ability and desire to participate in the new program.

CONTEXT

The overall design of a Green Bin program includes five main areas that impact one another:

1. Decisions and details about:
 - i. what materials should be placed inside the Green Bin?
 - ii. what type of indoor container should be used?
 - iii. what type of bin liner should be permitted?
 - iv. what type of container at the curb should be used?
 - v. what concerns could there be with bi-weekly garbage pickup?
2. Selection of Green Bin indoor and curbside container manufacturer(s), including steps to award this work
3. Selection of a Green Bin material processor(s), including steps to award this work
4. Selection of collection vehicle manufacturer(s), and steps to award this work
5. Preparation of communications materials, awareness campaigns, other outreach opportunities including feedback from Londoners

This report addresses the first item above.

DISCUSSION

Community Engagement Process

The engagement process will be launched in late November and end on January 15, 2021 (about 8 weeks). The City's community engagement platform – Get Involved – will be used for information and soliciting input and feedback.

Use of Get Involved Engagement Page

An individual webpage for the project will be created and allow Londoners easy access to background information on Green Bin programs and how they operate. Photographs and other graphics will be shared on the webpage to illustrate the choices that Londoners can comment on. The Get Involved webpage will also include opportunities for Londoners to complete feedback surveys and ask questions.

Outreach Approach

To make Londoners aware of this engagement opportunity, a communications campaign will include:

- Newspaper ads
- Radio ads
- City website information including Our City e-News
- Social media
- Digital billboards

Primary Areas for Engagement

The five primary areas for community engagement are listed below in the table. Contained in Appendix A, are details on each of the primary areas based on:

- Experience in Ontario municipalities with Green Bin programs;
- Experience from the Green Bin Pilot Project that operated in London between October 2011 and November 2012;
- Insight and documentation from AET Consultants (specifically Dr. Paul van der Werf, a food and organic waste management expert); and
- City staff experience and discussions with communities in Ontario and across Canada.

Primary Area for Engagement	Items to be Considered
i. What materials should be placed inside the Green Bin?	<ul style="list-style-type: none"> • Food waste • Soiled paper • Cooking oils and grease • Household plants • Pet waste • Diapers, sanitary products • Yard waste
ii. What type of bin liner should be permitted?	<ul style="list-style-type: none"> • Paper (paper bags, paper towels, newspaper) • Compostable plastics • Plastic (plastic bags)
iii. What type of indoor container should be used?	<ul style="list-style-type: none"> • Various sizes designed to fit under the sink or on the kitchen counter
iv. What type of container at the curb should be used?	<ul style="list-style-type: none"> • Small (40 to 50 litre) • Medium (60 to 80 litre)
v. What concerns could there be with bi-weekly garbage pickup?	<ul style="list-style-type: none"> • Holding diapers for two weeks? • Amount of garbage over two weeks and where to store it? • Garbage placed at the curb on wrong week?

PREPARED BY:	PREPARED BY:
ANNE BOYD, B.A., B.E. SC. MANAGER, WASTE DIVERSION	MICHAEL LOSEE, B.SC., DIVISION MANAGER SOLID WASTE MANAGEMENT
PREPARED AND SUBMITTED BY:	RECOMMENDED BY:
JAY STANFORD, M.A, M.P.A. DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER

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Appendix A Background Details to Support Community Engagement on Green Bin Decisions

Appendix A

Background Details to Support Community Engagement on Green Bin Decisions

Information in this Appendix is provided in the following primary areas for the purpose of the community engagement process:

- i. What materials should be placed inside the Green Bin?
- ii. What type of indoor container should be used?
- iii. What type of bin liner should be permitted?
- iv. What type of container at the curb should be used?
- v. What concerns could there be with bi-weekly garbage pickup?

The background details contain a combination of currently available information, new research and insight based on:

- Experience in Ontario municipalities with Green Bin programs;
- Experience from the Green Bin Plot Project that operated in London between October 2011 and November 2012;
- Insight and documentation from AET Consultants (specifically Dr. Paul van der Werf, a food and organic waste management expert); and
- City staff experience and discussions with communities in Ontario and across Canada.

i) What materials should be placed inside the Green Bin?

A decision about the type of material permitted in the Green Bin is perhaps the most critical decision because it will impact other significant operational decisions. Food waste and non-recyclable and soiled paper are the most common materials collected. Key decisions are required on items such as pet waste, diapers/incontinence products and other materials such as yard waste.

Factors to be considered and will be important from a public feedback perspective are:

- The impact of a food waste avoidance program focused on the edible portion of food (about 2/3rds by weight of all food waste) and how it can reduce the amount and cost of managing food waste.
- The impact of expanded home and community based composting initiatives.
- Approximately 50% of homes have pet waste in London. Pet waste is approximately 50% dog waste (feces) and 50% cat litter and waste (feces). Including pet waste will increase processing costs and make the Green Bin materials more difficult to process. It will also increase diversion through the Green Bin by between 10% and 20%.
- Approximately 10% of homes in London have diapers/incontinence products.
- Including pet waste and diapers/incontinence products could increase processing costs by between 20% and 40%. Diversion through the Green Bin could increase by between 15% and 25%. It is important to note that the diaper/incontinence products are not really composted or digested; therefore they still end up in the landfill. Depending on the type of pre-processing system used, many dog waste bags may not open and expose the contents for further processing.
- As noted, both products make the Green Bin materials more difficult to process. However, including these materials in the Green Bin will:
 - make it easier for the public to accept bi-weekly garbage collection;
 - provide minor landfill cost savings; and
 - further reduce greenhouse gas emissions.

- At least four processors in the Province (one composting facility and three anaerobic digesters) have available capacity to accept organics from London. All four can accept pet waste and diapers/incontinence products. Generally, composting facilities are better suited than anaerobic digesters to manage pet waste. Generally, anaerobic digesters are better suited than composting facilities to manage diapers/incontinence products.
- It is expected that new organic management facilities in the future are more likely to be anaerobic digesters and not composting facilities.
- London will also need to decide if a portion of yard waste will be accepted in the Green Bin.

A review of 15 Ontario Green Bin programs and three other Canadian programs found that all municipalities have a material mix that includes food, soiled paper, cooking oils and grease and household plants. In addition to this, approximately one-half of municipalities allow pet waste. Only two municipalities allow diapers and incontinence products. Tables A1 and A2 provide more details on Green Bin materials collected in Ontario and some other Canadian municipalities.

Table A1 - Summary of Materials included in Other Green Bin Programs

Municipality	Food	Soiled paper	Cooking oils and grease	Household plants	Pet waste	Diapers, incontinence products	Yard waste
City of Toronto	x	x	x	x	x	x	
Region of York	x	x	x	x	x	x	
City of Guelph	x	x	x	x	x		
Region of Niagara	x	x	x	x	x		
City of Ottawa	x	x	x	x	x		x
Simcoe County	x	x	x	x	x		
City of St Thomas	x	x	x	x	x		x
Region of Waterloo	x	x	x	x	x		
City of Barrie	x	x	x	x			
Dufferin County	x	x	x	x			
Region of Durham	x	x	x	x			
City of Hamilton	x	x	x				
Region of Halton	x	x	x	x			
City of Kingston	x	x	x	x			x
Region of Peel	x	x	x	x			
Other Canadian							
City of Vancouver	x	x	x	x			x
City of Calgary	x	x	x	x	x		x
City of Halifax	x	x	x	x			x

Table A2 Green Bin Factors and Outcomes

	Percentage of Single Family Households in Municipality	Number of Material Categories Collected	Kg/year all Households	Kg/year Single Family Households ¹	Percentage Diversion of Total Residential Waste
City of Toronto	41%	6	140	340	20%
Region of York	69%	6	260	310	26%
City of Guelph	54%	5	180	340	18%
Region of Niagara	84%	5	60	70	6%
City of Ottawa	70%	6	190	260	22%
Simcoe County	96%	5	85	90	9%
City of St Thomas	79%	6	240	300	23%
Region of Waterloo	69%	5	120	170	13%
City of Barrie	82%	4	90	110	8%
Dufferin County	94%	4	130	140	15%
Region of Durham	89%	4	120	140	11%
City of Hamilton	78%	3	60	80	6%
Region of Halton	80%	4	130	160	14%
City of Kingston	84%	5	70	80	9%
Region of Peel	77%	4	140	180	12%

Many of Ontario Green Bin programs are mature and have been in place for a number of years. Municipal staff from these municipalities were asked about any changes they have made in their mix of materials since the beginning of the program. These results are presented in Table A3 and provide some insightful information from the perspective of municipalities about which materials have become problematic for their programs.

Similarly staff were asked for their comments on materials that have become problematic and should be not be added to the Green Bin program. These comments are summarized in Table A4.

Table A3 - Changes, if Any, to Green Bin Material Mixes Since Program Inception

Municipality	Material Mix
City of Toronto	No change
Region of York	No change
City of Guelph	No change

Table A3 - Changes, if Any, to Green Bin Material Mixes Since Program Inception

Municipality	Material Mix
Region of Niagara	Removed disposable paper cups
City of Ottawa	No change
Simcoe County	Added pet waste and kitty litter (2019)
City of St Thomas	No change
Region of Waterloo	Removed dirt/vacuum sweepings
City of Barrie	No change
Dufferin County	No change
Region of Durham	No change
City of Hamilton	Removed leaf and yard waste (2019)
Region of Halton	Removed disposable paper cups
City of Kingston	Added grease and cooking oils
Region of Peel	No change

Table A4 - Municipal Comments on Materials to Avoid in Green Bin Program

Municipality	Materials to avoid
City of Toronto	Compostable plastics as they are largely removed during pre-processing
City of Guelph	Compostable plastics
Niagara Region	Plastic bags, diapers
Simcoe County	Diapers and sanitary products
Waterloo Region	Dirt/vacuum sweepings, dryer lint, microwave popcorn bags due to potential chemical/plastic contamination
City of Hamilton	Glass, sharps, plastics, feminine products, diapers
Halton Region	For in-vessel composting pet waste and kitty litter should be avoided
Peel Region	Diapers, pet waste, and plastic (if processing in aerobic composting systems)

ii) What type of indoor container should be used?

Residents will be supplied with a small container to collect food waste (kitchen organics). This is typically referred to as the 'kitchen catcher' of about 5 to 7 litre size, and would be stored in the kitchen (e.g., under the sink, in a cupboard, or on the counter) to make collection of organics more convenient. Depending on how much food waste is generated in a household, the kitchen catcher will be emptied into the Green Bin daily or 2 to 3 times per week. Kitchen catchers have a snap lid and may have a charcoal filters to trap and reduce odors.

Staff will further review and narrow down the options and seek feedback from Londoners on their preferred options. Green Bin manufacturers generally also manufacture kitchen catchers. Purchasing both containers from the same manufacturer may be a preferred option based on cost.

iii) What type of bin liner should be permitted?

Typically a liner of some type is used to line the kitchen container and/or Green Bin. The type of liner permitted differs from municipality to municipality, and the type permitted could impact householder experience and cost. Liners types include paper liners (e.g., newsprint, bags), certified compostable plastic liners and non-degradable plastic liners (e.g., plastic grocery bags). In some cases, municipalities allow this for resident convenience and in some cases, they require them due to perceived/potential hygiene issues related to Green Bin collection.

Liner material permitted is contingent on materials permitted in the Green Bin; for example, municipalities that accept/reject diapers also accept/reject plastic bag liners. Table A5 provides details on Green Bin liners used in Ontario and some other Canadian municipalities.

Table A5 - Summary of Acceptable Green Bin Liners

Municipality	Paper	Certified Compost-able	Non-degradable plastic	Are liners mandatory?	Kg/year Single Family Households ¹
City of Toronto	x		x	no	340
Region of York	x	x	x	no	310
City of Guelph	x	x		no	340
Region of Niagara	x	x		no	70
City of Ottawa	x	x	x	no	260
Simcoe County	x	x	during Covid-19 ²	no	90
City of St Thomas	x	x		no	300
Region of Waterloo	x	x	during Covid-19 ²	no	170
City of Barrie	x	x		no	110
Dufferin County	x	x		no	140
Region of Durham	x	x		yes/no ³	140
City of Hamilton	x	x		no	80
Region of Halton	x	x		Yes ⁴	160
City of Kingston	x	x		no	80
Region of Peel	x	x		no	180
City of Vancouver	x			no	-
City of Calgary	x	x		partially	-
City of Halifax	x			no	-

Notes:

¹ Kilograms from Green Bin program as per Table A2

² Green Bin materials must be bagged during Covid-19

³ Variations exist in Region of Durham as lower tier municipalities have the majority of responsibility for collection. Some municipalities make liners mandatory

⁵ This was enacted during Covid-19 but the plan is to make this permanent

iv) What type of container at the curb should be used?

The curbside container is used to store Green Bin materials and will be set out to the curbside on collection day. The Green Bin is normally stored in a garage or outside, similar to how Blue Boxes and garbage bins are stored.

Through preliminary research and initial public feedback, staff have narrowed the curbside container choice to two options: a small (about 40 to 50 litre) and a medium size (about 60 to 80 litre) size. These carts are common in other Ontario municipalities. The City of Ottawa has both sizes available to residents.



City of Ottawa

Larger cart sizes (80 to 120 litre) are used in some municipalities but is not being considered for London at this time. The larger cart would require a semi or fully automated lift mechanism style truck, which would increase collection costs. The larger cart size is also more likely to be used by residents for yard waste which will increase Green Bin processing costs.

Table A6 provides details on Green Bin curbside carts used in Ontario and some other Canadian municipalities.

Table A6 - Green Bin Carts Sizes

Municipality	Green Bin Carts Sizes in Use (litres)	Number of Material Categories Collected	Kg/year Single Family Households ¹	Percentage Diversion of Total Residential Waste
City of Toronto	97 ²	6	340	20%
Region of York	46	6	310	26%
City of Guelph	80	5	340	18%
Region of Niagara	46	5	70	6%
City of Ottawa	46, 80	6	260	22%
Simcoe County	46	5	90	9%
City of St Thomas	240	6	300	23%
Region of Waterloo	46	5	170	13%
City of Barrie	46	4	110	8%
Dufferin County	46	4	140	15%
Region of Durham	46	4	130	11%
City of Hamilton	46, 120	3	80	6%
Region of Halton	46	4	160	14%
City of Kingston	80	5	80	9%
Region of Peel	100	4	180	12%

Notes:

¹ Kilograms from Green Bin program as per Table A2

² City of Toronto changed from 46 litre size when automatic/semi-automated was implemented. Smaller bin is still used in area where automatic collection is not possible due to space restrictions.

v) What concerns could there be with bi-weekly garbage pickup?

During the development of the 60% Waste Diversion Action Plan, it was identified that a switch to bi-weekly, same day garbage collection and weekly recycling and Green Bin collection (same day) would be less costly than weekly garbage pickup. Bi-weekly garbage pickup was also viewed as key to higher use of the Green Bin. Through the engagement process City staff will endeavor to understand the concerns and challenges of a reduced garbage collection schedule for London households.

Municipalities with Green Bin programs have found that the amount of organic material collected increases by 50% to 100% with the introduction of bi-weekly garbage collection. Collection of Blue Box recyclables also increases with the introduction of bi-weekly garbage collection. Twelve of the 15 largest Ontario municipalities with a Green Bin program have bi-weekly garbage collection (Table A7), and two of the other programs are reviewing the option or in transition to go to bi-weekly collection.

Garage Collection Frequency	Municipality
Weekly	Dufferin County, Hamilton ¹ , Kingston
Weekly	St. Thomas ²
Bi-weekly	Barrie, Durham, Guelph, Halton, Niagara ³ , Ottawa, Peel, Simcoe County ⁴ , Toronto, Waterloo, York Other Canadian: Calgary, Halifax, Vancouver

Notes:

¹ Reviewing bi-weekly garbage collection

² Weekly garbage, bi-weekly green bin and recycling

³ Changed to bi-weekly garbage collection in October 2020

⁴ Changed to bi-weekly garbage collection in February 2020

Bi-weekly collection of garbage is understandably a challenge for households that use diapers, incontinence and sanitary products. Some municipalities have introduced programs to assist households to manage these materials over the bi-weekly collection cycle. These programs are summarized in Table A8.

Table A8 - Special programs to deal with diapers/sanitary products

Municipality	Special Programs to Deal with Diapers/Sanitary Products
Niagara Region	A diaper exemption program where eligible residents can apply for an exemption to their bi-weekly waste collection.
City of Ottawa	A sign-up program for the collection of diapers and incontinence products, on weeks when garbage is not collected.
Waterloo Region	Free diaper drop-off at depots (see-through plastic bags are mandatory), and a Medical Exemptions program.
City of Barrie	From May 1 – October 31, residents can dispose of a maximum of 2 clear bags of diapers (only) per week at the landfill at no charge.
Halton Region	A diaper bag tag program where households may receive diaper bag tags that allow them to exceed the three-bag limit without having to purchase a \$2 bag tag. The diaper bag tag also allows households to drop-off their diaper waste free of charge at the Halton landfill.
Peel Region	Initially allowed residents that wanted an option to dispose diapers on a weekly basis to register for an exemption that would allow them to bring diapers to drop off depots but uptake was very low.

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR - ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	AWARD OF CONTRACT OPTION RENEWAL (RFP 19-29) – TANDEM AXLE TRUCKS WITH DUMP BOXES AND PLOW EQUIPMENT

RECOMMENDATION

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

- a) Submission from Team Truck Centers Inc., 795 Wilton Grove Road London, Ont. N6N 1N7, **BE ACCEPTED**; for four (4) additional one (1) year option periods beginning December 1, 2020 for the supply and delivery of tandem axle dump trucks and plow equipment for in accordance with the Procurement of Goods and Services Policy, section 20.2 a. v.
- b) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these purchases;
- c) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval in accordance with the Procurement of Goods and Services Policy, section 12.2 (b); and
- d) 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

This report is in line with the Strategic Plan for the City of London in the following areas:

Building a Sustainable City

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

- Manage assets to prevent future infrastructure gaps

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

The purpose of this report is to request approval to exercise contract renewal option years as stated in RFP19-29 that was originally approved by Council on October 1, 2019.



DISCUSSION

RFP19-29 was awarded to Team Truck Centres in October of 2019. Contract C19-125 (Appendix C) was issued to Team Truck Centre and a Purchase Order was issued for sixteen tandem axle dump trucks and associated winter plow equipment. The contract identified four (4) option year periods (2020-2023), as per the RFP document that could be awarded subject to verified quality of the product, performance of the vendor and their partners and lastly, fair pricing.

The 16 new tandem axle dump trucks and associated winter plowing attachments purchased in 2019 have been delivered to the City and have been commissioned. Both Team Truck Centres as the contracted Vendor and the quality of the product has met or exceeded expectations in all phases of the purchase of these assets. Therefore it is Fleet Services recommendation that the available option years be utilized for the forecasted replacements with annual reviews to ensure the criteria continues to be met.

Over the next three years, Fleet Planning has identified ten (10) additional tandem axle dump trucks with plow equipment that will be at or beyond their expected life cycle. The table below lists the replacement schedule from 2020 – 2023.

#	Truck #	Type of Chassis	Years of Service	Replacement Year
1	07-079	2009 International 7500	12	2021
2	07-080	2009 International 7500	12	2021
3	07-081	2009 International 7500	12	2021
4	07-082	2009 International 7500	12	2021
5	07-083	2012 International 7500	10	2022
6	07-084	2012 International 7500	10	2022
7	07-085	2012 International 7500	10	2022
8	07-086	2012 International 7500	10	2022
9	07-087	2012 International 7500	10	2022
10	07-088	2012 International 7500	11	2023

Financial Impact

The funding for replacement of the ten (10) tandem axle dump trucks and associated winter plow equipment was approved as part of the 2020 - 2023 Vehicle and Equipment Multi-Year Replacement Capital Budget. The table below indicates the estimated replacement cost and capital budget for each contract option year.

Year	# of Units	Capital Project #	Estimated Replacement Cost
2021	4	ME202101	\$993,180
2022	5	ME202201	\$1,241,500
2023	1	ME202301	\$248,300

Pricing for Heavy Trucks and Equipment will increase over the period covered by the option years and is attributed to continued market changes in the heavy truck and body building industry. Challenges include costs of raw materials, currency exchange rates (all US built chassis), environmental control systems, trade/tariff pressures and general inflationary increases across the board in the manufacturing sector. Fleet Planning will negotiate the best available price and believes the leverage of a large long term contract is a benefit to the vendor and the City to ensure the best possible pricing is negotiated for each option year.

Ongoing operating costs for fuel, maintenance, inspection/service, overhead and future capital replacement are funded through the internal rental rate process and charged to the service areas. The amounts are calculated based on future replacement costs and historical cost experience for similar units in those equipment classes.

Source of Financing is attached as Appendix "A".

CONCLUSION

Based on the discussion and analysis above, Fleet Services in conjunction with Purchasing and Supply recommend that the contract option year renewals stated in RFP 19-29 - Supply and Delivery of Tandem Axle Dump Trucks and Plow Equipment be awarded to Team Truck Centres (London), 795 Wilton Grove Road, London, Ontario, N6N 1N7.

The Team Truck Centre submission scored the highest in the evaluation criteria and had the lowest bid price. In addition, staff in operations and within Fleet Services have familiarity and experience with the Freightliner, Viking and Beau-Roc products and have confidence they will provide good value with respect to performance, quality, service and reliability.

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

- Appendix A Source of Financing
- Appendix B 2019-09-24 Resolet 2.7- 13 CWC
- Appendix C Contract Record C19-125

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

APPENDIX 'A'

#20160

Chair and Members
Civic Works Committee

November 17, 2020
(Award Contract)

**RE: Reward of Contract Option Renewal (RFP19-29)
Tandem Axle Trucks with Dump Boxes and Plow Equipment
(Subleger 2498017-2498024)
Capital Project ME202101 - Vehicles & Equipment Repl - TCA
Team Truck Centers Inc. - \$993,200.00 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u> 2)	<u>Committed to Date</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
Vehicle & Equipment	\$4,462,241	\$1,208,236	\$1,010,680	\$2,243,325
NET ESTIMATED EXPENDITURES	<u>\$4,462,241</u>	<u>\$1,208,236</u>	<u>\$1,010,680</u> 1)	<u>\$2,243,325</u>
<u>SUMMARY OF FINANCING:</u>				
Capital Levy	\$117,460	\$117,460		\$0
Drawdown from Vehicles & Equipment R.F.	4,344,781	1,090,776	1,010,680	2,243,325
TOTAL FINANCING	<u>\$4,462,241</u>	<u>\$1,208,236</u>	<u>\$1,010,680</u>	<u>\$2,243,325</u>

1) **FINANCIAL NOTE:**

	<u>ME202101</u>
Contract Price	\$993,200
Add: HST @13%	129,116
Total Contract Price Including Taxes	1,122,316
Less: HST Rebate	111,636
Net Contract Price	<u>\$1,010,680</u>

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

3) Units purchased in 2022 and 2023 will be included in a future source of financing.

kw

Jason Davies
Manager of Financial Planning & Policy

APPENDIX B

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

October 2, 2019

K. Scherr
Managing Director, Environmental and Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on October 1, 2019 resolved:

That, on the recommendation of the Managing Director, Environmental and Engineering Services & City Engineer, the following actions be taken with respect to the award of contract (RFP 19-29):

- a) the submission from Team Truck Centers Inc., 795 Wilton Grove Road London, Ont. N6N 1N7, BE ACCEPTED for the supply and delivery of sixteen (16) tandem axle dump trucks and plow equipment at a total purchase price of \$3,753,430 (\$234,589.38 per unit), excluding HST;
- b) the Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this purchase;
- c) approval hereby given BE CONDITIONAL upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval; and,
- d) the funding for this purchase BE APPROVED as set out in the Source of Financing Report appended to the staff report dated September 24, 2019. (2019-L04) (2.7/13/CWC)

C. Saunders
City Clerk
/lm

- cc. J. Stanford, Director, Environment, Fleet and Solid Waste
J. Freeman, Manager III, Purchasing and Supply
S. Mollon, Manager, Fleet Planning
B. Galloway, Manager Operations – Fleet Maintenance
M. Bushby, Division Manager, Fleet and Operational Services
S. Denomy, Procurement Officer
T. Lee, Administrative Assistant
G. Smith, Manager I, Purchasing and Supply Operations
T. Turner, Manager I, Purchasing and Supply Operations
K. Lee, Administrative Assistant II
P. McClennan, Executive Administration Assistant, Managing Director and City Engineer

The Corporation of the City of London
Office 519.661.2500 x5417
Fax 519.661.4892
datumer@london.ca
www.london.ca

APPENDIX C



CONTRACT RECORD
CORPORATE SERVICES - PURCHASING AND SUPPLY

CONTRACT NUMBER
C19-125

Supply and Delivery of Tandem Axle Snow Plow Trucks		HST <input type="checkbox"/> INCL <input checked="" type="checkbox"/> EXTRA <input type="checkbox"/> EXEMPT <input type="checkbox"/> N/A	
SUPPLIER'S NAME: Team Truck Centres		HST REGISTRATION NO. 102183989	
VENDOR NO. 218836	SPECIAL PAYEE NO. NA	TERMS: Net 30 Days	
STREET ADDRESS: 795 Wilton Grove Rd		F.O.B.	
CITY: London	PROVINCE: ON	POSTAL CODE N6N 1N7	CARRIER / FREIGHT CHARGES:
VENDOR CONTACT: Tim Bartlett	PHONE NO. 226-721-0705	CELL NO.	EMAIL: tbartlett@teamtruck.com
PROCUREMENT SPECIALIST: Sarah Denomy	PHONE NO. 519-861-2489 x 4715	FAX NO. 519-861-5030	CONTRACT PERIOD YR. MO. DAY TO YR. MO. DAY 2019 10 01 TO 2020 09 30
PRICE FIRM <input checked="" type="checkbox"/> PRICE NOT FIRM <input type="checkbox"/>	SUBJECT TO: Terms & Conditions as noted in RFP19-29 Tandem Axle Cab and Chassis with Dump Body, Plow and Wing. The term of the contract is for one (1) year.		
REFERENCE RFP19-29	OPTION YEARS: The City at its absolute sole discretion has the option to renew the contract for an additional four (4) one (1) year periods. Option Year 1 - October 1, 2020 – September 30, 2021 Option Year 2 - October 1, 2021 – September 30, 2022 Option Year 3 - October 1, 2022 – September 30, 2023 Option Year 3 - October 1, 2023 – September 30, 2024		

ITEM NUMBER	PRODUCT DESCRIPTION	CURRENT PRICE	PRICE REVISIONS					
			YR.	MO.	DAY	YR.	MO.	DAY
	Tandem Cab & Chassis as per Specification 070-47-14 with Dump Body and one-way plow and wing as per specification 765-81-02 plumbed for two-way plow	\$231,260						
	Tandem Cab & Chassis as per Specification 070-47-14 with Dump Body and one-way plow and wing as per specification 765-81-02 plumbed for two-way plow and including a towing package	\$233,090						
	Tandem Cab & Chassis as per Specification 070-47-14 with Dump Body and one-way plow and wing as per specification 765-81-02 also plumbed for two-way plow and prepped for City of London supplied Giletta UH4000 Salt Spreader (incl Sander tie downs in box)	\$237,130						
	Tandem Cab & Chassis as per Specification 070-47-14 with Dump Body and two-way plow and wing as per specification 765-81-02 also plumbed for one-way plow and prepped for City of London supplied Giletta UH4000 Salt Spreader (incl Sander tie downs in box)	\$239,260						

SPECIAL INSTRUCTIONS:
Invoices must reference contract number C19-125 and be directed to Steve Mollon

The City reserves the right, at its absolute sole discretion, to cancel this contract with thirty (30) days written notice, without penalty

Per _____
AUTHORIZED SIGNATURE /sd

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	REQUEST FOR PROPOSAL 20-59 CONTRACT AWARD OF 2020 CURED IN PLACE PIPE (CIPP) SEWER LINING PROGRAM

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to Request for Proposal 20-59:

- a) The bid submitted by Insituform Technologies Limited at its tendered price of \$4,191,562.00 (HST excluded), **BE ACCEPTED**, it being noted that the bid submitted by Insituform Technologies Limited was the only bid meeting the technical criteria and meets the City’s specifications and requirements in all areas;
- b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix “A”;
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- d) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project; and
- e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None.

2019-2023 STRATEGIC PLAN

The following report supports the 2019 – 2023 Strategic Plan through the strategic focus area of Building a Sustainable City including:

- London’s infrastructure is built, maintained, and operated to meet the long-term needs of our community

BACKGROUND

Purpose

The purpose of this report is to award the annual contract for the supply and installation

of cured in place pipe (CIPP) sewer liners.

Context

The City of London uses trenchless sewer repairs, where appropriate, to repair damaged sewers, extending the lifespan of the sewer without having to replace the sewer via open cut construction. The 2020 CIPP lining program will rehabilitate 11km of storm and sanitary sewer.

DISCUSSION

The annual sewer lining program uses trenchless technologies to reinstate and extend the life of existing storm and sanitary sewer infrastructure. This program avoids the large capital costs of open-cut construction by using cost effective trenchless technology. The installation of a liner can be completed in several days as compared to months for open cut repairs greatly reducing the social impacts.

The City of London began installing full-length sewer lining repairs in 1989. Beginning in the late 1990s the sewer lining program was expanded and became an important part of London's capital renewal strategy. Since 2007 there have been 226km of liners installed through the annual CIPP lining program.

CIPP lining involves inserting a resin-impregnated felt or fiberglass tube into a sewer, inflating the tube and adding heat (via steam or hot water) or UV light to cure the resin. Once the resin cures, the tube has formed into a tight fitting pipe within a pipe. The result is a "new" sewer with a life expectancy of 50+ years.

The 2020 program includes 11 km of storm and sanitary sewer lining throughout the city with pipe sizes ranging from 200mm to 825mm. Some of the large diameter sanitary sewers will require flow bypass to accommodate the lining. Sewers to be lined in 2020 include:

- Admiral Drive (900m of 750mm & 825mm diameter sanitary sewer).
- 10,150m of various storm and sanitary sewer with diameters ranging between 200mm and 900mm. Locations are spread throughout the city.

Purchasing Process

Four proposal submissions were received. The proposal submitted by Insituform Technologies Limited was the highest scoring submission with the best overall score, in accordance with the City's policies.

All bids included a Contingency Allowance of \$300,000.00. The value of this contract award is within the approved 2020 budget for the annual "Sewer Relining" program. Funding for this project has been provided in ES269320.

CONCLUSIONS

Civic Administration has reviewed the proposals and recommends Insituform Technologies Limited be awarded the construction contact for the 2020 Cured in Place Pipe program.

The sewer lining program continues to be an important part of the City's sewer infrastructure renewal strategy. The ability to repair sewers with minimal above ground impact provides an opportunity to perform necessary repairs while limiting disruptions to

the general public in an extremely cost effective manner.

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

November 6, 2020

Attach: Appendix 'A' - Sources of Financing

c.c. Chris Ginty

APPENDIX 'A'

#20157

Chair and Members
Civic Works Committee

November 17, 2020
(Award Contract)

**RE: RFP 20-59 - 2020 Cured in Place Pipe (CIPP) Sewer Lining Program
(Subledger WW200005)
Capital Project ES269320 - Sewer Relining
Insituform Technologies Limited - \$4,191,562.00 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
Construction	\$4,500,000	\$4,265,333	\$234,667
NET ESTIMATED EXPENDITURES	<u>\$4,500,000</u>	<u>\$4,265,333</u> 1)	<u>\$234,667</u>
<u>SUMMARY OF FINANCING:</u>			
Capital Sewer Rates	\$4,500,000	\$4,265,333	\$234,667
TOTAL FINANCING	<u>\$4,500,000</u>	<u>\$4,265,333</u>	<u>\$234,667</u>

1) **Financial Note:**

Contract Price	\$4,191,562
Add: HST @13%	544,903
Total Contract Price Including Taxes	4,736,465
Less: HST Rebate	471,132
Net Contract Price	<u>\$4,265,333</u>

JG

Jason Davies
Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P.ENG. MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	WEST LONDON DYKE PHASE 7 AND FANSHAWE DAM SAFETY STUDY REQUEST FOR INCREASE TO CITY SHARE

RECOMMENDATION

That, on the recommendation of the Managing Director Environmental & Engineering Services and City Engineer, the following action **BE TAKEN** with respect to City of London's contribution to infrastructure:

- a) The Upper Thames River Conservation Authority **BE AUTHORIZED** to carry out added works for Phase 7 of the West London Dyke reconstruction with the City by increasing the City's share by \$110,001 including contingency, excluding HST;
- b) The Upper Thames River Conservation Authority **BE AUTHORIZED** to carry out the Fanshawe Dam Safety Study with the City by increasing the City's share by \$44,833 including contingency, excluding HST;
- c) The financing for this work **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A', and,
- d) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Civic Works Committee – July 14, 2020 – Upper Thames Conservation Authority and City of London Flood Protection Projects: West London Dyke Phase 7

Civic Works Committee – March 10, 2020 – Upper Thames River Conservation Authority and City of London Flood Protection Projects

Civic Works Committee – August 12, 2019 – Upper Thames River Conservation Authority and City of London Flood Protection Projects

Civic Works Committee – June 18, 2018 – Upper Thames River Conservation Authority and City of London Flood Protection Projects

Civic Works Committee – July 17, 2017 – Water and Erosion Control Infrastructure (WECI) Program: 2017 Provincially Approved Project Funding (Sole Sourced)

Civic Works Committee – August 22, 2016 – Water and Erosion Control Infrastructure (WECI) Program: 2016 Provincially Approved Project Funding (Sole Sourced)

Civic Works Committee – February 2, 2016 – West London Dyke Master Repair Plan Municipal Class Environmental Assessment Study

Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination

2019 – 2023 STRATEGIC PLAN

This report aligns with the Strategic Plan’s “Building a Sustainable City” strategic area of focus by supporting the following expected results:

- Improve London’s resiliency to respond to potential future challenges;
- Build infrastructure to support future development and protect the environment; and
- Maintain or increase current levels of service; manage the infrastructure gap for all assets.

BACKGROUND

Purpose

This report seeks approval to increase the City’s share of the West London Dyke Phase 7 project due to unforeseen added costs as well as the Fanshawe Dam Safety Study.

Context

The City of London owns flood and erosion control structures throughout the watershed that are maintained by the Upper Thames River Conservation Authority (UTRCA) under the terms of a Memorandum of Understanding (MOU). The MOU defines a collaborative approach to operation and maintenance and capital improvements to the flood and erosion control structures in which the City and UTRCA share an interest.

As the regulator of the floodplain, the UTRCA is in a good position to coordinate work on these structures and can also access funding from the provincial and federal governments for maintenance and capital improvement of these structures that is not available to municipalities.

Because of the importance of the flood and erosion control structures to both the City and UTRCA, there is a long history of cooperation on the construction and maintenance of these structures. The City of London annually provides funding to the UTRCA to complete necessary dyke and dam capital and maintenance works.

DISCUSSION

West London Dyke – Phase 7

Phase 7 of the West London Dyke reconstruction project spans from St. Patrick’s Street to north of Oxford Street. Work for this phase commenced in July 2020. As part of this phase, minor work around the Ann Street siphon was expected. The siphon is a sewer pipe that carries flow under the Thames River and connects to the sewer system on the west side of the river. Unfortunately, as-built information available for the siphon was incorrect. When the pipe was exposed in the field, there was a discrepancy in location of over eight meters, causing the siphon to be within the dyke wall reconstruction zone. To ensure future maintenance could occur around the siphon, it was proposed to create two new return walls into the design to allow for the City’s Sewer Operations crews to have an easement to the siphon. The added cost of wall construction for the two return walls was approximately \$110,000 including contingency, excluding HST (Appendix ‘B’).

Fanshawe Dam Safety Study

The Canadian Dam Association recommends that a full Dam Safety Review be undertaken once every 10 year period, especially for Flood Control Dams. The last full report for the Fanshawe Dam was 2007. The proposed 2020 Dam Safety Study for the Fanshawe Dam will be the first stage for the full review, which is expected to be completed over a multi-year period. KGS Consulting has been selected to complete a full Dam Safety Review (Appendix ‘C’).

Financing Upcoming Work

The financing for this additional work is available in approved capital projects as illustrated in the attached Source of Financing (Appendix 'A').

CONCLUSIONS

City staff and UTRCA staff are working together to complete the West London Dyke Phase 7 and endeavour to maximize the City of London's potential to receive provincial and federal funding for City-owned flood and erosion control infrastructure. At this time, it is recommended to increase the City's share of two existing Purchase Orders issued to the UTRCA to cover the cost of unanticipated construction works at West London Dyke Phase 7 and to complete the recommended Fanshawe Dam Study.

SUBMITTED BY:	REVIEWED AND CONCURRED BY:
SHAWNA CHAMBERS, P.ENG., DPA DIVISION MANAGER, STORMWATER MANAGEMENT	SCOTT MATHERS, P. ENG., MPA DIRECTOR, WATER AND WASTEWATER
RECOMMENDED BY:	
KELLY SCHERR, P. ENG., FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER	

November 6, 2020

Attach: Appendix 'A' – Source of Financing
 Appendix 'B' – Ann Street Siphon Added Costs
 Appendix 'C' – UTRCA Fanshawe Dam Safety Study Memo

cc: John Freeman
 Gary McDonald
 Alan Dunbar
 Jason Davies
 Chris Tasker, UTRCA

APPENDIX 'A'

#20159

Chair and Members
Civic Works Committee

November 17, 2020
(Award Contract)

**RE: West London Dyke - Phase 7 and Fanshawe Dam Safety Study Request for Increase to City Share
(Subledger SWM20001) - Phase 7 West London Dyke
(Subledger SWM19007) - Fanshawe Dam Safety Study
Capital Project ES2474 - UTRCA - Remediating Flood Control Works within City Limits
Capital Project ES252320 - Sewer Construction & Repairs
Upper Thames River Conservation Authority - \$110,001.00 (excluding H.S.T.) - Phase 7 West London Dyke
Upper Thames River Conservation Authority - \$44,833.00 (excluding H.S.T.) - Fanshawe Dam Safety Study**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Committed to Date</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
<u>ES2474-UTRCA Remediating Flood Control</u>				
<u>Works within City Limits</u>				
Engineering	\$6,176,114	\$6,130,492	\$45,622	\$0
Construction	7,647,844	6,085,644		1,562,200
City Related Expenses	75,000	59,860		15,140
	<u>13,898,958</u>	<u>12,275,996</u>	<u>45,622</u>	<u>1,577,340</u>
<u>ES252320-Sewer Construction & Repairs</u>				
Construction	2,700,000	753,188	111,937	1,834,875
NET ESTIMATED EXPENDITURES	<u>\$16,598,958</u>	<u>\$13,029,184</u>	<u>\$157,559</u> 1)	<u>\$3,412,215</u>

SUMMARY OF FINANCING:

<u>ES2474-UTRCA Remediating Flood Control</u>				
<u>Works within City Limits</u>				
Capital Sewer Rates	\$1,000,000	\$1,000,000		\$0
Debenture By-law No. W.-5610-251	2,750,000	1,127,038	45,622	1,577,340
Drawdown from Sewage Works Reserve Fund	10,097,213	10,097,213		0
Other Contributions	51,745	51,745		0
	<u>13,898,958</u>	<u>12,275,996</u>	<u>45,622</u>	<u>1,577,340</u>
<u>ES252320-Sewer Construction & Repairs</u>				
Capital Sewer Rates	2,700,000	753,188	111,937	1,834,875
TOTAL FINANCING	<u>\$16,598,958</u>	<u>\$13,029,184</u>	<u>\$157,559</u>	<u>\$3,412,215</u>

1) **Financial Note:**

	<u>Engineering Fanshawe Dam ES2474</u>	<u>Construction Phase 7 - West London Dyke ES252320</u>	<u>Total</u>
Contract Price	\$44,833	\$110,001	\$154,834
Add: HST @13%	5,828	14,300	20,128
Total Contract Price Including Taxes	50,661	124,301	174,962
Less: HST Rebate	5,039	12,364	17,403
Net Contract Price	<u>\$45,622</u>	<u>\$111,937</u>	<u>\$157,559</u>

JG

Jason Davies
Manager of Financial Planning & Policy

Date: September 18, 2020
To: Cameron Gorrie, P. Eng., Stantec

No. of Pages Sent: One (1)

RE: WLD7 Project Costs @ Ann St. Siphon

Due to the unforeseen location of the Ann Street Siphon and the specific challenges it has presented, we have compiled the following summary of additional project costs for your consideration.

These costs are directly related to the protection of the Siphon and the addition of an Easement into the Dyke Wall Structure, complete with two return walls. The Excavation & Wall Construction costs as shown below are Premiums to the established contract rates and are justified by the loss of productivity while working around the Siphon. The material costs are unchanged, and covered by the Contract Rates.

Sheet Piling: Lump Sum Amount \$74,962 + H.S.T.

- Layout Sheet Piling to protect Siphon from undermining during excavation (North & South sides).
- Prepare Access Ramps & Landings for equipment and materials.
- Load/Pick Up & Float Sheet Piling to site; Unload to prepared area.
- Sub-Contract McLean-Taylor to install & remove sheet piling as directed.
- Assist McLean-Taylor in installation & removal by feeding sheets with excavator.
- Load & Return Sheets; Power Wash & Cut Away Damaged Section of sheets.

Access, Excavation, and Wall Construction at Lowered Production Rates:

- To Supply & Place material for Stone Access Road at face of toe wall.
Approx. 1,100 tonnes @ Contract Rates = Approx. \$60,000 + H.S.T.
- Additional Crew Time required to excavate from Wall Course #12 (Siphon) to Base, STN 0+000-0+057.
1,460m³ @ \$8.17/m³ = \$11,928 + H.S.T.
- Additional Crew Time required to construct wall and backfill from STN 0+000-0+031, and STN 0+048-0+057, including two new return walls, from Wall Course #1 to Wall Course #12.
274.5m² @ \$153.27/m² = \$42,073 + H.S.T.

As requested, the return walls can be extended vertically above Wall Course #12, to improve future access to this easement, for the additional cost (Premium to Contract Rates) of:
\$153.27/m², or **\$3,500/Course**, up to a maximum of 16 Courses (Row 28)

Thank you for the opportunity to provide a quotation for this work. Please feel free to contact the undersigned if you have any questions.

Sincerely,



Tyler Buckland
Ro-Buck Contracting Limited
Estimator/Project Manager

office extension 223
cell: 519-520-1365
email: robucksw@bellnet.ca

October 5, 2020

Shawna Chambers, P.Eng.

Division Manager Stormwater Engineering
City of London
300 Dufferin Ave.
London, ON
N6B 1Z2

Dear Ms. Chambers,

This letter is to formally request that a new Purchase Order be created for the Fanshawe Dam Safety Review (DSR) with the amount of 44,833(+1.76% HST) or \$45,622 total. Please note that this amount is part of the 2020 Flood Control Capital Levy for the Fanshawe Dam in the amount of \$50,000.

This amount is composed of:

KGS Consulting cost to complete Dam Safety Review	+ 111,435
UTRCA Project management & contract administration	+ 14,740
Project Contingency	+ 6,970

Less the following:

Funding through Water and Erosion Control Infrastructure Fund	-49,135
Amount remaining in P.O. 193858 for Fanshawe DSR Scoping	-39,177

Total amount required for new P.O. for Fanshawe Dam Safety Review	+ 44,833
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The work is required in order to complete a Dam Safety Review at Fanshawe Dam that meets all the requirements of the Lakes and Rivers Improvement Act as well as the Canadian Dam Association Guidelines. Dam Safety Reviews are undertaken to assess the different components of the dam, make a statement on the safety of the dam, identify deficiencies, and inform emergency preparedness plans.

Please do not hesitate to contact me if you have any further questions.

Thank-you,

Fraser Brandon-Sutherland, P.Eng.
Project Engineer, UTRCA

Cc
David Charles, P. Eng.
Supervisor Water Control Structures, UTRCA

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	AWARD OF CONSULTING ENGINEERING SERVICES FOR DETAILED DESIGN OF THE SPRINGBANK RESERVOIR 2 REPLACEMENT AND EXPANSION RFP 20-43

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of consulting engineering services for RFP 20-43 Detailed Design of the Springbank Reservoir 2 Replacement and Expansion (EW3617):

- (a) The proposal submitted by Aecom Canada Ltd. 410-250 York Street, Citi Plaza, London, ON, N6A 6K2, in the amount of \$1,558,042, including \$141,640 contingency, excluding H.S.T., **BE AWARDED** in accordance with Section 15.2 (e) of the City of London's Procurement of Goods and Services Policy;
- (b) The financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix "A";
- (c) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project; and
- (d) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to effect these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – June 18, 2019 – Long Term Water Storage Options Municipal Class Assessment: Notice of Completion
- Civic Works Committee - April 17, 2018 - Appointment of Consulting Engineering Services for Long Term Water Storage Options - Environmental Assessment
- Civic Works Committee - April 2, 2012 - Contract Award: Springbank Reservoir 2 Rehabilitation Project No. EW3617 Tender No. 12-52
- Environment and Transportation Committee - October 27, 2008 - Water System Risk Management Continuous Improvement Update
- Environment and Transportation Committee - April 23, 2007 - Water System Risk Management Exercise and Evaluation

2019-2023 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:

Infrastructure is built, maintained and operated to meet the long-term needs of our community;

- Building a Sustainable City: Improve London’s resiliency to respond to potential future challenges; Build infrastructure to support future development and protect the environment; Maintain or increase current levels of service; manage the infrastructure gap for all assets.

- Leading in Public Service:
 - Trusted, open, and accountable in service of our community;
 - Exceptional and valued customer service; and
 - Leader in public service as an employer, a steward of public funds, and an innovator of service.

BACKGROUND

Purpose

This report recommends that Aecom Canada Ltd. be appointed as the consultant to undertake the detailed design of the Springbank Reservoir 2 Replacement and Expansion (EW3617).

Context

The City of London has a robust water supply system, being fed from two Great Lakes, and having considerable stored water available in and around London. Water systems are required to have water storage to balance maximum day demands, fire needs and emergency storage. The City of London’s storage is required to meet these needs, and also to provide back-up supply in the event the Lake Huron pipeline were to fail, as occurred in 1983,1988, and 2012.

This assignment is to design a replacement for Springbank Reservoir 2 in accordance with the findings of the Long Term Water Storage EA findings. Construction for this new 100ML reservoir is anticipated to being in early 2023. The 2020-2023 Multi-year budget includes funding for construction of the reservoir in the amount of \$37.6M.

DISCUSSION

Springbank Water Reservoirs

The City of London Water Supply System includes several water storage reservoirs used for balancing flows for domestic drinking water, emergency firefighting needs and to provide storage in the event of an interruption in the water supply from either of the Lake Huron Area Water Supply System or the Elgin Area Water Supply System. Three of these reservoirs are located within the Springbank complex.

One of the City’s existing reservoirs, Springbank Reservoir 2 was constructed in the 1920’s and is at the end of its useful life. Unlike the other City reservoirs which have fixed concrete roofs, Springbank Reservoir 2 has a flexible floating cover. The risk of breaching this cover has been identified as one of the highest risks of biological contamination to the City of London water system. An Environmental Assessment has been completed in order to consider how the reservoir will be reconstructed or replaced. This environmental assessment has also analyzed the long-term storage needs city-wide considering the current need for emergency storage and the servicing needs of future urban growth. This assessment recommended that in conjunction with the replacement of Springbank 2, its capacity be increased from the existing 45ML to 100ML. This increase is expected to satisfy the City’s water storage needs for at least the next 20 years.

Appendix B, Location Plan for Springbank Reservoir 2 is attached for reference.

This project is being coordinated with the Repair and Membrane Replacement Projects for Springbank Reservoirs 1 and 3 so that no more than one Reservoir is out of service at a time.

A task for the design consultant will be to explore ways to minimize disruption to the surrounding park as well as to the City's water supply. The consultant will also consider any ongoing or completed environmental assessments and master plans in the area.

Procurement Process

The engineering consultant selection procedure for this project utilized a grouped consultant selection process developed in partnership with the Purchasing and Supply Division, subsequently approved by Council June 12, 2018. This two-stage grouped procurement process is in accordance with Section 15.2(e) of the Procurement of Goods and Services Policy. This project is being considered with other large scale water facilities projects as the group.

The first stage of the process is an open, publicly advertised Request for Qualifications (RFQ). A Statement of Qualifications (SOQ) submission was received from a province-wide group of seven prospective consultants. The Statement of Qualifications were evaluated by Environmental and Engineering Services resulting in a short-list group of five engineering consulting firms. This short list of five firms will be retained for a two-year period (through this procurement period) at which time the Request for Qualifications process will be initiated again.

The second stage of the process is a competitive Request for Proposal exercise. Consultants from the short listed group are invited to submit a formal proposal to undertake a specific engineering assignment. All five consultants were invited to submit a proposal for this assignment.

The City's evaluation team determined that the proposal provided by Aecom Canada Ltd (Aecom) provided the best value. Aecom has extensive experience with this type of work. Aecom's fees were within the budget for the project. Overall, their proposal met all of the key project requirements and their staff are qualified to undertake the required engineering services.

The evaluation criteria that was used to assess and score all Proposal Submissions was as follows:

- Methodology, Approach, Understanding of Project Goals and Objectives, and Recommendations / Innovative Ideas;
- Experience on Directly Related Projects;
- Project Team Members, Capacity and Qualifications;
- City of London Consultant Performance Rating Score; and
- Cost and Fees.

Scope of Work

The scope of the project is to provide high quality Consulting Engineering Services for undertaking the detailed design of the Springbank Reservoir 2 Replacement and Enlargement.

This project will:

- Undertake a final conceptual design, preliminary design and final detailed design including:

- Prepare a conceptual site layout the proposed Springbank Reservoir 2 and other site works including bypass piping;
- Undertake a Value Engineering Exercise intended to review alternative approaches and make the best design decisions for the project in terms of construction costs, maintenance and operational needs;
- Identifying access and staging areas and traffic management required;
- Undertake Environmental Surveys for Species at Risk and Species of Special Concern identified for further review during the EIS for the Long Term Water Storage EA, and development of detailed management plans to provide protection and mitigation measures for surrounding Environmentally Sensitive Areas;
- Prepare detailed design, drawings and specifications for the abandonment of the existing Springbank 2 Reservoir as well as the new Springbank 2 Reservoir;
- Tendering of the detailed design.

For this particular type of work, there is uncertainty as to the duration of construction prior to the start of detailed design. Due to this, construction administration fees are not included in this award and will be awarded at a future Civic Works Committee meeting.

Project Costs

Aecom's fee submission of \$1,558,042, including \$141,640 contingency, excluding H.S.T., is within the budget allocation for this work. The project's evaluation team reviewed Aecom's proposal and found it met all of the key project requirements.

CONCLUSIONS

The proposed consulting team, Aecom Canada Ltd., has extensive experience with similar work and is well qualified to undertake the required engineering services. Based on the review by the evaluation team, it is determined that retaining Aecom is in the best financial and technical interests of the City. It is recommended that Aecom Canada Ltd. be awarded this consulting assignment to undertake all tasks related to Detailed Design of the Springbank Reservoir 2 Replacement and Expansion.

PREPARED BY:	REVIEWED & CONCURRED BY:
AARON ROZENTALS, P. ENG. DIVISION MANAGER, WATER ENGINEERING	SCOTT MATHERS, MPA, P. ENG. DIRECTOR, WATER AND WASTEWATER
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER	

November 6, 2020

Attach: Appendix "A" – Sources of Financing
Appendix "B" – Location Plan for Springbank Reservoir 2

CC. Patricia Lupton, Environmental Services Engineer, Water Engineering
John Simon, Manager, Water Operations
Scott Koshowski – Environmental Services Engineer, Water Operations
John Freeman – Manager, Purchasing & Supply
Chris Ginty – Procurement Officer, Purchasing & Supply
Gary McDonald – Budget Analyst, Finance & Corporate Services
John Haasen, PMP, CET, Senior Vice President, Aecom Canada Ltd.
Alan Dunbar - Manager, Financial Planning & Policy
Jason Davies - Manager, Financial Planning & Policy

APPENDIX 'A'

#20158

Chair and Members
Civic Works Committee

November 17, 2020
(Appoint Consulting Engineer)

**RE: RFP 20-43 - Detailed Design of the Springbank Reservoir 2 Replacement and Expansion
(Subledger FW200002)
Capital Project EW3617 - Springbank #2 Water Reservoir Replacement & Expansion
Aecom Canada Ltd. - \$1,558,042 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

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

<u>SUMMARY OF ESTIMATED EXPENDITURES</u>	Approved Budget	Committed to Date	This Submission	Balance for Future Work
Engineering	\$2,024,182	\$438,718	\$1,585,464	\$0
Construction	2,923,395	720,008		2,203,387
City Related Expenses	5,558	5,558		0
NET ESTIMATED EXPENDITURES	<u>\$4,953,135</u>	<u>\$1,164,284</u>	<u>\$1,585,464</u>	<u>\$2,203,387</u>

SUMMARY OF FINANCING:

Capital Water Rates	\$724,135	\$724,135		\$0
Drawdown from Capital Water Reserve Fund	4,229,000	440,149	1,585,464	2,203,387
TOTAL FINANCING	<u>\$4,953,135</u>	<u>\$1,164,284</u>	<u>\$1,585,464</u>	<u>\$2,203,387</u>

1) **Financial Note:**

Contract Price	\$1,558,042
Add: HST @13%	202,545
Total Contract Price Including Taxes	1,760,587
Less: HST Rebate	175,123
Net Contract Price	<u>\$1,585,464</u>

JG

Jason Davies
Manager of Financial Planning & Policy



RFP20-43 Springbank Reservoir 2 Replacement and Expansion

Location Plan Springbank Reservoir #2



TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW

RECOMMENDATION

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

2019-23 STRATEGIC PLAN

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

BACKGROUND

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

1. Overnight Parking

As per Municipal Council's resolution from its March 24, 2020 meeting with respect to overnight parking restrictions contained in the Traffic and Parking By-law PS-113, the following amendments are identified:

- Increase the length of time a vehicle may remain parked on a roadway or shoulder from 12 hours to 18 hours; and,
- Relaxation of the overnight parking restrictions to allow non-recreational vehicles to park overnight between April 30 to November 1.

Amendments to the Traffic and Parking By-law are required to address the above changes.

2. More Time Limited Parking on Maitland Street

Changes to the existing 'limited parking' zones on Maitland Street south of King Street are recommended to increase the number of on-street parking spots. This can be accomplished by reducing the length of the existing 'no parking' zones.

Amendments are required to Schedule 2 (No Parking) to address the above changes.

3. Stop and Yield Signs

To address operational and safety concerns, it is recommended to replace existing Yield Signs with Stop Signs at the following locations:

- Grasslands Way at Sandybrook Drive and at Firefly Drive;
- Okanagan Way at Sandybrook Drive and at Firefly Drive;
- Repton Avenue at Sandybrook Drive; and
- Whisker Street at Chambers Avenue.

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

4. Speed Limit on Windermere Road

To improve road safety, it is recommended to reduce the posted speed on Windermere Road from Richmond Street to Adelaide Street North from 60 km/h to 50 km/h.

An amendment is required to Schedule 17 (Higher Speed Limits) to address the above change.

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

October 23, 2020/db

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

cc. Clerk's Office
Parking Office

APPENDIX A

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

Bill No.

By-law No. PS-113

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

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

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

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

1. Overnight Parking Changes

Delete subsections 9 (1) n) and 9 (3) in their entirety and **replace** with the following:

9 (1) n) on any roadway or shoulder for longer than 18 hours;

9 (3) Notwithstanding subsection (1) above of this by-law subsection k) does not apply to non-recreational vehicles between April 30 and November 1.

2. No Parking

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

Column 1 <u>Street</u>	Column 2 <u>Side</u>	Column 3 <u>From</u>	Column 4 <u>To</u>	Column 5 <u>Period</u>
Maitland Street	East	A point 27 m north of King Street	A point 38 m south of said street	Anytime
Maitland Street	East	A point 38 m north of York Street	A point 60 m south of Horton Street	Anytime

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

<u>Column 1 Street</u>	<u>Column 2 Side</u>	<u>Column 3 From</u>	<u>Column 4 To</u>	<u>Column 5 Period</u>
Maitland Street	East	A point 27 m north of King Street	A point 20 m south of King Street	Anytime
Maitland Street	East	A point 20 m north of York Street	A point 60 m south of Horton Street	Anytime

3. Stop Signs

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

<u>Column 1 Traffic</u>	<u>Column 2 Street</u>	<u>Column 3 Intersection</u>
Northbound	Grasslands Way	Sandybrook Drive
Southbound	Grasslands Way	Firefly Drive
Northbound	Okanagan Way	Sandybrook Drive
Southbound	Okanagan Way	Firefly Drive
Northbound	Repton Avenue	Sandybrook Drive
Southbound	Whisker Street	Chambers Avenue

4. Yield Signs

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

<u>Column 1 Traffic</u>	<u>Column 2 Street</u>	<u>Column 3 Intersection</u>
Northbound	Repton Avenue	Sandybrook Drive
Southbound	Whisker Street	Chambers Avenue

5. Higher Speed Limits

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

Column 1 <u>Highway</u>	Column 2 <u>From</u>	Column 3 <u>To</u>	Column 4 <u>Maximum Rate of Speed</u>
Windermere Road	Richmond Street	Adelaide Street N	60 km/h

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

PASSED in Open Council on November 24th, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

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

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER and SCOTT STAFFORD MANAGING DIRECTOR, PARKS AND RECREATION
SUBJECT:	ACTIVE TRANSPORTATION INFRASTRUCTURE PLAN

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer and the Managing Director, Parks and Recreation, the summary of active transportation infrastructure projects outlined in this report that are anticipated to be eligible for submission to available federal/provincial funding programs, including but not limited to the COVID-19 Resilience Infrastructure Stream, **BE RECEIVED** for information, noting that the final project submissions will consider program eligibility criteria, construction timelines and available funding of all available programs via a future report to the Strategic Priorities and Policy Committee.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – March 10, 2020 – Cycling Master Plan Technical Amendments

2019-2023 STRATEGIC PLAN

The following report supports the 2019–2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation. This report will assist in informing future directions for the creation of an efficient, inclusive, and connected active transportation network.

BACKGROUND

Purpose

On September 22, 2020, the Civic Works Committee received a letter from three Councillors requesting a plan for active transportation infrastructure projects that would be eligible for funding under the COVID-19 Resilience Infrastructure Stream.

On September 29, 2020, Council resolved that:

The Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee with a proposed plan for construction of active transportation infrastructure that would be eligible for the COVID-19 Resilience stream funding and can be built within the timelines of the COVID-19 Resilience funding program with construction to start no later than September 30, 2021 and be completed by the end of 2021; it being noted that a communication dated September 18, 2020, from Councillors E. Pelosa, S. Lewis and J. Helmer, with respect to this matter, was received.

This report presents a summary of active transportation infrastructure that are expected to be eligible for submission to available federal/provincial funding programs.

DISCUSSION

In developing the proposed plan for active transportation submissions, there are two currently available federal/provincial funding programs; the Public Transit Stream (PTS) under the Investing in Canada Infrastructure Program (ICIP) and the federal Gas Tax Fund.

The City of London received an allocation of PTS funding from the federal and provincial governments, of which a portion (\$31.2 million) has not yet been committed to approved capital projects. PTS-funded projects need to improve the capacity of public transit, the quality or safety of transit or access to public transit and be consistent with a land-use or transportation plan or strategy. PTS funding was previously eligible for active transportation projects that connect citizens to a public transit system. However, recent changes to this program broaden the eligibility of active transportation projects independent of their connectivity to transit services. Use of the City's unallocated PTS funding would require the identification of a matching municipal contribution in accordance with the program requirements (40% Federal, 33% Provincial, 27% Municipal).

Federal Gas Tax allocations have been committed to a variety of capital projects in the ten year capital plan including; roads, bridges, solid waste, energy efficiency, bike lanes, pathways, transit, water and wastewater. Funding allocations are subject to future approval from Municipal Council.

The COVID-19 Resilience Infrastructure Stream was announced by the Government of Canada on August 5, 2020 to provide additional investments to help provinces and territories deal with the pressures as a result of the COVID-19 health and economic crisis. The Investing in Canada Infrastructure Program (ICIP) was adjusted to provide municipalities with access to federal funding to act quickly on pandemic-resilient infrastructure priorities.

Following the successful negotiations with the federal government, the Province announced the COVID-19 Resilience Infrastructure Stream on October 28, 2020. This new stream will provide \$1.05 billion in combined federal and provincial funding for Ontario's 444 municipalities. The Government of Canada will contribute 80% of project costs with 20% of project costs covered by Ontario. Construction must start no later than September 30, 2021 and the projects must be completed by the end of 2021. On October 29, 2020, the Province of Ontario announced that London's allocation under the COVID-19 Resilience Infrastructure Stream is \$5,520,798. The project intake process for the new COVID-19 Resilience Infrastructure Stream is expected to open in the near future.

The COVID-19 Resilience Infrastructure Stream will fund the following types of infrastructure projects:

- Community, recreation, health and education renovations (e.g. retrofits, repairs or upgrades to long-term care homes, publicly funded schools and co-located childcare centre facilities, recreation centres or shelters);
- COVID-19 response infrastructure (e.g. heating, ventilation, air-conditioning, new builds or renovations to enable physical distancing);
- Active transportation (e.g. parks, trails); and
- Disaster mitigation, adaptation, or remediation (e.g. flood mitigation).

Civic Administration has preliminarily identified potential projects under all four of the above categories, including:

- Building retrofits that would improve energy efficiency and improve indoor air quality;
- Recreational facility upgrades to support various populations in the community;
- Active transportation infrastructure including new cycling facilities, bike lane and bike path improvements, improved signals, and new and improved sidewalks; and,
- Water and wastewater projects to address climate change and flood mitigation.

Civic Administration will determine a complete list of projects to submit for the COVID-19 Resilience Infrastructure Stream that balances the needs of the City's municipal infrastructure with all of the currently available funding programs' criteria, although the list of eligible projects greatly exceeds London's allocation. This complete list of submitted projects will be considered at a future meeting of the Strategic Priorities and Policy Committee. At the time of preparing this report additional information regarding the COVID-19 Resilience Stream program was received.

ACTIVE TRANSPORTATION PROJECTS

In order to maximize the funding available in all federal and provincial programs, City staff have identified an initial list of near-term active transportation projects totalling more than \$28 million. For all of these projects, City staff will continue to work with residents and community stakeholders to create projects and programs that are informed by consultation and can be successfully implemented. Financing these projects may require use of multiple government programs in order to maximize the distribution of available funding across the City's many categories of infrastructure.

The projects identified below represent an initial list that staff anticipate would be considered eligible under most government funding programs that cite active transportation as a suitable criteria. Civic Administration believes each of the noted projects below could be completed within the currently estimated program timelines. The project details will be refined as further information becomes available. Staff will continue to monitor federal/provincial funding programs, noting that the scope of the program submission will be influenced by the program parameters and eligibility timelines as well as the balance of projects to be submitted from across the Corporation.

Active Transportation Projects

Project Bundles	Estimated Cost
1. New Cycling Facilities	\$9.0 million
<p>This project will provide new cycling facilities along strategic road corridors identified in the Cycling Master Plan and based upon stakeholder consultation. These new facilities will promote increased use and improve connectivity with the existing and future cycling network.</p> <p>Potential projects within this bundle include:</p> <ul style="list-style-type: none"> • Boler Road, Commissioners Road to Southdale Road • Bradley Avenue, Jalna Road to Adelaide Street South • Central Avenue, Thames Valley Parkway to Ontario Street • Cheapside Street, Richmond Street to Adelaide Street North • Saskatoon Street, Dundas Street to Wavell Street • Wavell Street/Brydges Street, Highbury Avenue North to Clarke Road • Commissioners Road East and Ridout Street/Upper Queen Street Intersection • Belmont/Ferndale from Notre Dame to Homeview 	
2. Improved Cycling Facilities	\$5.0 million
<p>This project will include improvements to existing on-road cycling facilities by adding new separation measures such as curbs and flexible markers.</p> <p>Potential projects within this bundle include:</p> <ul style="list-style-type: none"> • Cheapside Street, Adelaide Street North to Sandford Street • Quebec Street, Elias Street to Egerton Street • Ridout Street, Thames Park to Southdale Road • Queens Avenue, William Street to Quebec Street 	

Project Bundles	Estimated Cost
3. Bike Lane Extensions through Signalized Intersections	\$1.8 million
This project includes improvements to connectivity of cycling lanes through intersections where they previously were not extended due to the cost of required traffic signal modifications. Carrying the bike lanes through these intersections will improve comfort for cyclists and promote increased use. The cost estimate is based on up to four intersections including Nixon Ave/Southdale Road E, Sandford Street/Huron Street and Windermere Road/Doon Drive.	
4. Boulevard Bicycle Path Improvements	\$4.0 million
This project will improve the boulevard bicycle paths that are in poor condition. Several areas that will be considered for improvements are Wonderland Road, Commissioners Road and Fanshawe Park Road.	
5. Active Transportation Signals	\$1.0 million
This project includes implementing new pedestrian signals to improve active transportation safety and connectivity. The cost estimate is based on providing new signals at up to five locations including Hamilton Road/Inkerman Street, Hamilton Road/Pine Lawn Ave, Oxford Street East/William Street and Southdale Road East/Millbank Drive.	
6. Bicycle Detection at Traffic Signals	\$1.25 million
This project includes improved bicycle detection at 50 of the City's most frequently used intersections for cyclists. The determination of locations will be based on cycling volumes, the Cycling Master Plan and input from the cycling community.	
7. New Sidewalks	\$1.5 million
This project includes adding new sidewalks in existing neighbourhoods to promote active transportation, walking and a healthy lifestyle. Locations selected will be based upon the City's New Sidewalk Program list and implementation resources.	
8. Downtown Sidewalk Improvements	\$0.5 million
This project will address accessibility concerns identified by the Accessibility Advisory Committee by improving sidewalk conditions in the downtown area.	
9. Expansion and Upgrades to the Thames Valley Parkway (TVP)	\$2.0 million
This project includes improving existing infrastructure to accommodate high use sections of the TVP, by either widening the pathway or separating the use. Locations to be determined based on highest use.	
10. Improve Existing Pedestrian Boardwalks/Trail Systems	\$1.0 million
This project includes replacing and upgrading existing walking trails with wooden boardwalks and stairs that have reached the end of their life span. Several projects include Highland Woods, Cavendish Parks, and others that will be investigated.	
11. Lambeth Pedestrian Bridge and Recreational Pathway	\$1.0 million
Bridge replacement with upgraded approaches to better link residents to the community centre.	

Project Bundles	Estimated Cost

Financial Considerations

The different federal/provincial funding programs require different levels of financial support from the City of London. In order to support compiling this list of preliminary active transportation projects, City staff have identified capital projects in both the 2020 and 2021 Transportation and Parks capital budgets that could facilitate funding the City’s contribution, depending upon which of the these projects are eventually submitted and approved.

The projects listed above will result in additional operating costs due primarily to increased maintenance required to snow plow and sweep separated cycling lanes and new sidewalks. Preliminary estimates indicate the combined total operating costs for all identified projects will be in the order of \$1.5 million annually, however the costs will be refined upon completion of design of each individual project. Based on the ensuing growth of the active transportation network, these costs would likely be addressed through annual assessment growth requests made at the appropriate time depending on the timing of project completion.

CONCLUSION

Civic Administration has identified an initial list of active transportation projects, totaling over \$28 million which could be considered eligible under available federal/provincial funding programs that are deliverable with current resources and considering near-term program timelines. In the instance that these projects are not delivered under the COVID-19 Resilience Infrastructure Stream, matching City funding could potentially be identified to accelerate the delivery of these projects under other streams, such as PTS. There will be increased operating costs associated with these projects to be addressed through future assessment growth requests.

The identified projects would create and improve approximately 8 km of sidewalk, 39 km of road cycling facilities, and 4 km of parks parkways. These projects would provide economic and equity improvements to the transportation system by improving multi-modal connectivity, giving London residents more transportation choices across a variety of neighbourhoods.

While this report specifically identifies potential active transportation projects, the COVID-19 Resilience Infrastructure Stream could also be used to support other projects that are important in the community. Examples include; upgrades to improve energy and air quality in community centres and recreation facilities, improvements to wastewater treatment facilities to reduce sewage overflows to the Thames River, flood mitigation projects along London’s creeks and streams, and emergency supports for water distribution in extreme weather events.

Given the importance of all of these projects to London, a report will be tabled at an upcoming meeting of the Strategic Priorities and Policy Committee addressing the range of eligible projects and recommendations on how to proceed with respect to the COVID-19 Resilience Infrastructure Stream. Staff will continue to monitor the federal/provincial funding programs available to Ontario municipalities. The scope of

future program submissions will be influenced by project availability, program parameters, eligibility timelines, available municipal funding, and the overall needs of the City's vast network of municipal infrastructure.

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

- c: Peter Kavcic, Transportation Planning and Design
- Shane Maguire, Roadway Lighting and Traffic Control
- Jeff Bruin, Parks Planning and Design
- Adam Thompson, Government and External Relations

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	ACTIVE TRANSPORTATION MANAGER

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer the following report regarding the development of a new Active Transportation Manager position within the Environmental and Engineering Services area **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – March 10, 2020 – Cycling Master Plan Technical Amendments

2019-2023 STRATEGIC PLAN

The following report supports the 2019 – 2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation. This report will assist in informing future directions for the creation of an efficient, inclusive, and connected active transportation network.

BACKGROUND

Purpose

On June 29, 2020, Council directed staff to complete the following actions with respect to the upcoming review of the City's Cycling Master Plan in 2021:

- a) the Civic Administration BE DIRECTED to develop a plan for the creation of an Active Transportation Manager under Environmental and 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) the 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;

This report addresses the above action items and provides information regarding the current status of the development of this new role.

DISCUSSION

This new role titled, Program Manager, Active Transportation will primarily be involved in the planning, design and construction of active transportation roadway infrastructure. The position will be responsible to implement dedicated cycling projects, provide advice on infrastructure projects led by others and lead planning initiatives like the next mobility master plan. The position will be in Transportation Planning & Design Division of the Environmental and Engineering Service Area and will be responsible to coordinate with Environmental Programs and Parks and Recreation staff regarding active transportation infrastructure.

A new job description has been finalized for this position by Human Resources and staff are ready to commence the recruitment process. The process was informed by a review of comparator position descriptions in other municipalities. The job description identifies the major responsibilities for this position as the development of active transportation infrastructure and programs that result in improvements to cycling and pedestrian infrastructure for the safe, efficient and equitable mobility of all road users. The Program Manager, Active Transportation will develop effective and collaborative relationships within the cycling and active transportation community in support of the City of London’s Transportation Master Plan, the Cycling Master Plan and other plans and policies encompassing active transportation.

The position will be a management position with the necessary professional qualifications, education and experience required to fulfill the responsibilities of this new role. The Program Manager, Active Transportation is expected to have up to two direct reports however the timing for this is to be confirmed.

Funding for this position has been identified through a detailed, line-by-line review of the Transportation Services budget.

CONCLUSION

The creation of a new position, titled, Program Manager, Active Transportation within the Environmental and Engineering Service Area is underway including the development of a job specification and the identification of a funding source for the new position. It is anticipated that the position will be filled in early 2021. This new position will be primarily involved in the planning, design and construction of active transportation roadway infrastructure projects while ensuring coordination across the network and the effective engagement of stakeholders and residents. The provision of a robust and accessible active transportation network is important to ensure that London residents have more transportation choices to reach their destination.

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

c: Patricia Heath, Human Resources

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE
FROM:	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT	APPLICATION BY: THE CORPORATION OF THE CITY OF LONDON STREET RENAMING PORTION OF LISMER WAY WITHIN PLAN 33M-786 PUBLIC PARTICIPATION MEETING NOT BEFORE 12:00 PM ON NOVEMBER 17, 2020

RECOMMENDATION

That, on the recommendation of the of the Director, Development Services, the following actions be taken with respect to the application by The Corporation of the City of London with respect to the proposed renaming of Lismer Way:

- a) the portion of Lismer Way from Paulpeel Avenue eastward to Part 10 Plan 33R-20105, within Registered Plan 33M-786, **BE RENAMED** to Lismer Lane;

BACKGROUND

A Draft Plan of Subdivision Approval was accepted on October 16, 2016. A revision was submitted and accepted May 30, 2017 and subsequently on April 15, 2018.

On March 19, 2019 a letter approving the street names Lismer Lane, Emily Carr Lane and David Milne Way was forwarded to the Applicant. On October 24, 2019 a Draft Addressing Plan was provided to the Applicant. stating the municipal numbering and the assigned street names. This plan is consistent with Council's policies for street naming and addressing

Plan, 33M-786 was registered on June 29, 2020 as Instrument Number ER1309111 with the incorrect suffix stated on the Registered Plan. The suffix "Way" was shown on the plan over the new east-west road connecting to Lismer Lane. The correct suffix is "Lane" and must be adjusted on the registered plan 33M-786 as a logical extension to the existing street. All other City of London references, including, but not limited to property databases pertaining to this Subdivision refer to Lismer Lane correctly.

There are no costs to homeowners associated with this street renaming as the build-out phase has not been completed and street signs have not been installed.

CONCLUSION

Staff will prepare necessary by-laws and undertake administrative acts to implement the change in street name from Lismer Way to Lismer Lane.

PREPARED BY:	REVIEWED BY:
JUNE-ANNE REID DEVELOPMENT DOCUMENTATION COORDINATOR	MATT FELDBERG MANAGER, DEVELOPMENT SERVICES (SUBDIVISIONS)
RECOMMENDED BY:	SUBMITTED BY:
PAUL YEOMAN, RPP, PLE DIRECTOR, DEVELOPMENT SERVICES	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL

FG/LP/MF/PY/GK/jar
September 24, 2020

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SCHEDULE "A"

Bill No. _____

2020

By-law No. S - _____

A by-law to rename the portion of Lismer Way, from Paulpeel Avenue to Part 10 of Plan 33R-20105 within Registered Plan 33M-786, to Lismer Lane.

WHEREAS the Municipal Council of The Corporation of the City of London deems it expedient to rename the portion of Lismer Way lying east of Paulpeel Avenue to Part 10 of Plan 33R-20105 within Registered Plan 33M-786, in the City of London, to Lismer Lane;

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

1. That portion of Lismer Way lying east of Paulpeel Avenue to Part 10 of Plan 33R-20105 within Registered Plan 33M-786 shall hereinafter be called and known as Lismer Lane, and the name of the said street is hereby changed accordingly:
2. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on November 27, 2020

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 27, 2020
Second Reading – November 27, 2020
Third Reading – November 27, 2020

Civic Works Committee of City of London

We are requesting delegation status to present the Blue Community project/movement to the Civic Works Committee ideally at the November 2020 meeting.

Attached please find a letter of Information regarding Blue Community including the three resolutions required for a municipality to become a Blue Community. We hope you will find that the resolutions are very much aligned with present practices in London and do not impose costs or changes in operations.

Also imbedded in the letter are letters of support and references to petitions showing community support for this designation that signals a community mindful of protecting its water for public need. We could all use good news

We look forward to your response.

Respectfully,

Lynn Brown,
Chair, Blue Community Committee
London Chapter of Council of Canadians.

Mayor Holder and Civic Works Committee:

Becoming a Blue Community involves a municipality making three resolutions which enshrine water as a common resource, essential for life, and making it a public trust with public interests having priority over private for profit interests.

HISTORY of Blue Community presentations to the City of London

The request for consideration that London become a Blue Community was presented May 2, 2018 to the Citizens Advisory Committee on the Environment. Accepted, it was then presented to the Civic Works Committee March 18, 2019. The motion failed due to concerns we hope to allay at this time.

Blue Community was again presented to ACE March 4, 2020 and again accepted.

HISTORY of Blue Community movement

The Blue Community movement was originated in Canada in 2009, a joint vision of the Council of Canadians, Canadian Union of Public Employees, Eau Secours, and the Blue Planet Project. There are now 76 Blue Communities on the globe, forty-six in Canada. A growing number in 2020 despite the pandemic.

THE THREE RESOLUTIONS

Resolution One – Please see another form of the resolution included, document 01.

The City resolves, recognizes and affirms that water and sanitation services are human rights. The City resolves that it will refrain from shutting off water and wastewater services in any residence where residents have an inability to pay their bills and the City will make every effort to work with the resident to remediate the debt.

This resolution was a concern when last considered by the CWC lest it lead to a rise in unpaid bills. Firstly, the City had in place a longstanding mechanism to assist those genuinely unable to pay water bills through London Hydro and the Salvation Army's Housing Stability Program. In addition, it is important to note that water shutoffs in Canada are rare and in Quebec and BC do not happen. No Blue Community has lost its designation due to decisions to cut off water.

In recent talks with London City staff we understand this resolution would not affect London's operations.

Resolution Two – Please see the resolution as reworded by the City Water Engineering Department, document 02.

This resolution recommitments the City to not selling single use plastic bottled water at City facilities and events. It is a reaffirmation of a decision made by London City Council in 2008. Progressive at that time, the City has made accommodations to meet the public's need for water. The rewording is seen as in keeping with the values of the Blue Community by the national office of the Council of Canadians.

The waste, health and environmental problems created by single use bottled water are well known and will not be restated unless needed by the committee.

Resolution Three – Please see document 03, the resolution re promotion of public ownership and operation of water and wastewater services.

Also, please see document 04, describing some history of the dangers of privatizing such essential public services.

The City of London would oppose privatization in any form of water and wastewater treatment infrastructure and services, including through P3's or short-term service contracts, and resolve to keep these services publicly financed, owned, operated and managed.

It is important to be aware of the 2014 study by the Ontario Auditor General who looked at 70

plus P3's (public private partnerships) and found they were on average 30% more expensive than had they been publicly financed and operated. Not to mention the loss of public accountability, higher rates, loss of control for elected officials, etc. that mark the history of private interests controlling essential public services.

London already meets this standard and London's relationship with the Joint Board of the Water Supply System is again in keeping with the spirit of being a Blue Community.

London is poised to become a Blue Community and to have credit for present practices and their underlying values. Formalizing these commitments by making these resolutions allows London to join the network of Blue Communities in Canada and around the globe. Please see document 05 showing the present list of Blue Communities.

Note please, the Sisters of St. Joseph within our city limits and other communities nearby, i.e. Bayfield, St. Catherines, etc., and larger cities, i.e. Vancouver, Paris, Berlin.

PUBLIC SUPPORT

Please see document 06, the petition asking London to become a Blue Community. There are 377 physical signatures (ended due social distancing realities). The petition is now online. The numbers will be reported at the time of presentation.

We also include letters of support from the Federation of the Sisters of St. Joseph (document 07) and the Urban League of London (document 08).

CONCLUSION

We ask the committee to make these resolutions and join the movement of Blue Communities. London is a progressive city and these resolutions are in keeping with the vision that includes acknowledging housing as a human right and that there is a climate emergency. London is essentially in alignment with the values of Blue Community and can join other communities in enshrining water as a human right with safe guards for the public needs.

Water is life.

Lynn Brown, Chair

Blue Communities London

London Chapter of the Council of Canadians

DOCUMENT 01

RESOLUTION AFFIRMING WATER AND SANITATION AS HUMAN RIGHTS

Whereas the United Nations declared water and sanitation as human rights in 2010 and in 2011 called upon governments to take concrete action by developing plans of action and ensuring affordable services for everyone and

Whereas recognizing water and sanitation is one of the three steps needed to declare London a Blue Community:

Be it resolved that London recognizes and affirms that water and sanitation services are fundamental human rights. This means:

London will apply a human rights framework to its application of applicable by laws and will refrain from shutting off water and wastewater services in any residence where residents have an inability to pay their bills, and furthermore that London will make every effort to work with the resident to remediate the debt.

DOCUMENT 02

Resolution to phase out or ban the sale of single use plastic bottled water at municipal facilities and events.

BE IT FURTHER RESOLVED THAT THE CITY OF LONDON reaffirms its commitment to the existing bottled water sale restrictions in place for its municipal facilities and municipal events. It being noted that on August 18, 2008 City Council resolved:

- Single-use bottled water will no longer be sold in the City Hall cafeteria, from City-owned or City administered concessions and vending machines in public facilities where easy access to municipal tap water exists;
- single-use bottled water will no longer be purchased and provided at meetings where easy access to municipal tap water exists;
- the availability of water jugs with municipal tap water will be increased, where required.

This resolution wording has been viewed by the Council of Canadians and found to meet the spirit of the Blue Community resolution. It then is a straight forward reaffirmation of a progressive decision made by the City in 2008.

DOCUMENT 03

RESOLUTION TO PROMOTE PUBLICLY FINANCED AND OWNED AND OPERATED
WATER AND WASTE WATER SERVICES

Whereas public health depends on equitable access to drinking water and sanitation systems;
Whereas the City of London Ontario is committed to protecting water and wastewater systems from the consequences of privatization through “public-private partnerships” or P3’s, including:

- lack of transparency and public accountability;
- increased costs;
- higher user fees;
- multi-decade contracts that limit the policy options of future local governments; and
- international trade deals providing private water companies with rights to sue municipalities that bring water services into public hands;

Whereas the privatization of municipal water and wastewater treatment systems and services through P3’s or contracting out turns water into a commodity to be sold for profit; and
Whereas the federal government is requiring much-needed improvements to waste water standards - a situation that could open the door to privatization unless dedicated public infrastructure funding is provided to upgrade treatment facilities:

THEREFORE BE IT RESOLVED that London oppose privatization in any form of water and wastewater treatment infrastructure and services, including through P3’s or short term service contracts, and resolve to keep these services publicly financed, owned, operated and managed.

Negative effects of privatizing municipal water systems

Council of Canadians water campaigner Vi Bui [writes](#) that privatizing drinking water and sewage treatment services directly threatens our human right to water. P3 projects cost more, eliminate jobs, lack transparency and exclude municipalities from the decision-making process.

Abram Lutes writes in a NB Media Co-op [article](#) that P3s tend to increase user fees in order to make the operation of services profitable for private companies, and the private ownership of the water means those who do not pay their water utility bills can be cut off, presenting potential threats to the human right to clean water.

CUPE [reports](#) that in the last 15 years, municipalities in more than 35 countries have cancelled or not renewed over 180 water privatization contracts.

A [study](#) of 500 U.S. municipal water systems found that private providers charge on average 59 per cent more per household for water and 63 per cent more for sewer than the public option.

In 2004, the City of Hamilton-Wentworth ended a water and wastewater P3 after ten years of environmental problems and mismanagement by several private water corporations. Despite the promises of local economic development, new jobs and cost savings, the workforce had been cut in half. Millions of litres of raw sewage had spilled into Hamilton Harbour and flooded homes, and major additional costs were incurred. In 2008, when the city brought the services back in-house, cost savings were estimated at \$575,000 for that year alone.

In 2016 the District of Sooke, BC, decided not to renew its wastewater treatment operations contract with EPCOR. By eliminating the profit margin from what EPCOR charges for service, the district projected annual savings of \$225,000.

In 2013, the City of Berlin bought back water multinational Veolia's shares in the city's public water authority. After privatization, water rates had risen dramatically. A significant part of the increases went to corporate profits, not to operating or improving the system.

In 2010, the City of Brussels ended a privatization contract with Aquiris, a Veolia-led consortium. Aquiris had deliberately dumped wastewater from 1.1 million people into the river Zenne for 10 days while in a dispute with public authorities.

In 2003 the City of Atlanta, Georgia, ended a 20-year contract with Suez subsidiary United Water. Under privatization, the private company and the city were inundated with complaints of poor and unresponsive service. The system was plagued with breakdowns, water main breaks and "boil only" alerts.

Jakarta Indonesia's water system was privately operated for 17 years, 1998-2015. During this time, residents suffered exorbitant fees and a chronically inadequate supply of clean, drinkable water. Privatization also impaired the government's ability to monitor water quality.

Buying back water systems can be prohibitively expensive. The Washington Post [reports](#) that when residents of Mooresville, Ind., grew frustrated with rate hikes, the city tried to buy the system from American Water but the court-approved price — \$20.3 million — was more than the town of 10,000 was willing or able to pay.

Missoula, Mont., took back ownership of its water system after winning a fight that left the city of 70,000 facing an \$88.6 million bill, plus millions of dollars more in expenses. Under private ownership, the system had leaked so badly that half of the water flowing through its pipes was lost. Yet investors in the Carlyle Group, one of a series of private owners, had received millions of dollars in dividends.

Perhaps most alarming is the prospect of a trade deal that would prevent Canadian municipalities from buying back water systems from private ownership. In a 2017 [blog](#), Brent Patterson quotes The Transnational Institute: "TiSA [the Trade In Services Agreement] will make it impossible for governments to reverse privatization or decrease the influence of the private sector.

Governments will only be able to choose to maintain privatized services as they are or to extend liberalization." TiSA negotiations have been suspended but may be resumed. In a 2016 [blog](#) Council of Canadians warns that the ISDS mechanism in CETA might allow a company to sue if a municipality tries to buy back its water services. In 2015 Argentina was ordered by the World Bank's International Center for Settlement of Investment Disputes to pay \$405 million to the French transnational Suez for cancelling the corporation's water and sewage services contract.

Canadian cities to watch:

In 1999 the City of Moncton NB signed a deal with Veolia, a French multinational corporation, to build, finance and operate a new drinking water treatment plant for 20 years. According to [CUPE](#), the deal cost at least \$8.5 million more than a public project in expensive private borrowing costs alone. Now that the contract is up and the Moncton owns the plant, the city is looking for a private corporation to run and maintain the plant for another 15 years. Moncton's water delivery system and wastewater treatment are fully public.

Saint John NB is building a P3 "Safe Clean Drinking Water" project with the Province of New Brunswick, Infrastructure Canada, and private equity partners including Acciona, Brookfield, and North America Construction. Port City Water Services has a 33-year contract to operate the facility. Completion of part of the project has been delayed. CBC [reports](#) "In July [2019], the city announced the [future] switch after it was discovered the South Bay well field that provides water to west Saint John had fallen a metre below sea level, putting it at risk of taking in salt water or brackish water. In September 2017, west side residents were switched over to a new water system — the now-sinking well field — but a month later, the city started receiving complaints about leaking pipes, high pressure, poor taste and hardness of the well water." Another CBC [article](#) reports that a class action lawsuit has been launched against the city by residents who were affected by the switch to hard water from the South Bay well field. It caused major damage to dishwashers and other appliances and necessitated costly investments in water softeners to prevent further damage.

Irving Pulp and Paper is being given a 'sweetheart deal' in low water rates. New water rates [announced](#) in November 2019 will charge residential customers 2.3 per cent more *per year every year* from 2021 to 2029. Irving Pulp and Paper will pay a little more than before, but the Irving Oil Refinery and NB Power's Coleson Cove power plant will pay less, leading to an overall loss of about \$250,000 per year in revenue for the city. Even with the increase, Irving Pulp and Paper gets a generous break. The company drains huge amounts of water from Spruce Lake, putting residential water supplies at risk. The system was built to deliver untreated water to the plant, separate from the treated water system. Doug James of the NB Media Co-op [writes](#) "If the powers to be were to raise the industrial rate for water even to a still ridiculously low rate of 40 cents per cubic meter [by comparison, the [City of Toronto](#) charges industrial customers \$2.77 per cubic meter and the [City of London](#) charges \$0.95 for volumes over 50,000 cubic meters], the City of Saint John could wipe out its entire projected 2021 deficit of \$12 million and have substantial additional revenue coming into the public purse year after year to pay for public transit, road repairs, lifeguards etc., instead of having to cut services as planned." "Ever since the late industrialist, K.C. Irving, demanded and got a 25-year 'sweetheart' deal for the pulp mill in Saint John in 1957, the family has continued to negotiate 'special agreements' with the city that provide a steady flow of cheap water to fuel their industrial enterprises. The more they use, the less they pay."

Recommended reading: [Back In House. Why Local Governments Are Bringing Services Home](#)

[Water Privatization: Facts and Figures](#)

Compiled by Norah Fraser, Council of Canadians London Chapter



Official Blue Communities:

	<u>Date</u>
Otterburn Park, Quebec	20-10-19
Cégep de Saint-Jérôme, Quebec	20-03-24
Vancouver, British Columbia	20-03-11
Oka, Quebec	20-03-10
Prévost, Quebec	20-03-09
Lavaltrie, Quebec	20-03-02
Union of British Columbia Indian Chiefs	20-02-26
Mandeville, Quebec	20-02-25
Saint-Alexis-des-Monts, Quebec	20-01-23
Cornwall, Prince Edward Island	20-01-15
Saint-Félix-de-Kingsey, Quebec	19-12-09
Brussels-Capital Region, Belgium	19-11-29
Los Angeles, California, U.S.A	19-11-06
Saint-Félix-de-Valois, Quebec	19-11-06
Roberval, Quebec	19-11-04
Plessisville, Quebec	19-10-29
Longueuil, Quebec	19-10-22
Kempten, Germany	19-10-15
Stratford, Prince Edward Island	19-10-09
Gossau St. Gallen, Switzerland	19-09-10
Victoriaville, Quebec	19-09-04
Saint-Fulgence, Quebec	19-06-05
Saint-François-de-Sales	19-06-04
La Commission scolaire de Montréal (CSDM), Quebec	19-05-22
Richmond, Quebec	19-05-17
Jericho House, Youth Leadership, Justice & Spirituality Centre, Niagara Region, Ontario	19-05-06
Monseigneur-A.-M.-Parent High School, Saint-Hubert, Quebec	19-04-18
Trois-Rivières, Quebec	19-03-25
Augsburg, Germany	19-03-24
Javea, Spain	19-03-22
City of Montreal, Quebec	19-03-22
Medina Sidonia, Spain	19-03-22
Thermaikos, Greece	19-03-22
McGill University, Quebec	19-03-22
Mòstoles, Spain	19-03-22
Nicolet, Quebec	19-02-11
Town of Danville, Quebec	19-01-28
Cádiz, Spain	18-11-23
Sisters of Mercy of Newfoundland	18-10-19
Marburg, Germany	18-07-09
Thessaloniki, Greece	18-06-04
Reformed Church of Nydegkirche, Bern	18-04-15
AEOPAS (a national Spanish network), Blue Communities Ambassador	18-04-09
Berlin, Germany	18-03-22
Neuchâtel, Switzerland	18-03-12
Federation of the Sisters of St. Joseph of Canada	17-12-10
EYATH in Thessaloniki, Blue Community Ambassador	17-11-28
Munich, Germany	17-10-18

<u>Northampton, Massachusetts</u>	17-06-01
<u>World Council of Churches</u>	16-10-25
<u>University of St.Gallen, Switzerland</u>	16-09-26
<u>City of St.Gallen, Switzerland</u>	16-09-26
<u>Evangelisch-Reformierte Kirchgemeinde Spiez</u>	16-09-01
<u>Federal University of Lavras, Brazil</u>	16-05-13
<u>Paris, France</u>	16-03-21
<u>District of Lunenburg, NS</u>	15-12-08
<u>Thunder Bay, ON</u>	15-03-23
<u>Tsal'alh, St'át'imc Territory</u>	15-01-12
Bayfield, ON	14-10-24
<u>Tay Township, ON</u>	14-04-09
<u>Cambuquira, Brazil</u>	14-03-11
The City of Bern, Switzerland	13-09-18
Evangelisch-reformierte Kirchgemeinde Bern-Johannes Church, Switzerland	13-09-18
Thorold, ON	13-07-02
Welland, ON	12-11-06
Comox, B.C.	12-10-04
Cumberland, B.C.	12-07-09
Nanaimo, B.C.	12-06-25
St. Catharines, ON	12-05-28
Niagara Falls, ON	12-04-25
North Vancouver, B.C.	12-02-06
Ajax, ON	11-12-01
Kingston, ON	11-09-20
Tiny Township, ON	11-09-12
Victoria, B.C.	11-06-24
Burnaby, B.C.	11-03-22

The most up-to-date list of Blue Communities can be found in the sidebar on this page: <https://canadians.org/bluecommunities>

PETITION: MAKE LONDON A BLUE COMMUNITY

Make London a Blue Community

We the undersigned are calling on the City of London to:

- Formally recognize the human right to water and sanitation and commit to refraining from shutting off water and wastewater services in any residence where residents are unable to pay their bills and working with the resident to remediate the debt;
- Reaffirm the commitment made by the City in 2009 not to allow the sale of bottled water in municipal facilities;
- Promote publicly owned and operated water and wastewater services, and oppose the privatization of these essential services.



Please sign on to this petition which the London Chapter will present to City Council at the appropriate moment:

First Name

Last Name

City/Town

Province/Territory



City of London

300 Dufferin Avenue
London Ontario
PO BOX 5035
N6A 4L9

June 15, 2020

Dear Mayor Holder and City Councillors,

In collaboration with the London Chapter of the Council of Canadians, we, the Sisters of St. Joseph, would like to encourage the City of London to join a widening circle of cities, organizations, and institutions that have become a Blue Community, united on the value water. The London Chapter of the Council of Canadians have been raising community support for this designation for many years and we fully endorse their efforts.

At the end of 2017, the Federation of Sisters of St. Joseph of Canada was the first religious group to become a Blue Community. Since then, through the efforts of our Blue Community Coordinator Paul Baines, we have increased our knowledge about water issues and joined with many other efforts affirming the human right to water and protecting shared waters from commercialism and privatization.

When water infrastructure is operated by elected governments and owned collectively by the public, pricing and quality issues don't need to compete with profit margins. COVID-19 is reminding us that public health is better protected when people have universal access to clean and affordable water. In 2012, Canada signed onto the United Nations resolution affirming the Human Right to Water and Sanitation and 2020 is visionary year for the City of London to match this Federal commitment.

Becoming a Blue Community shows timely leadership during the current crisis of plastic pollution. We praise the City of London's choice to ban bottled water in city buildings and at city events back in 2009. Consider the impact that has had when currently one million plastic bottles are used every minute globally. When cities promote their own municipal water over bottled water, they are helping to reduce this waste and boost people's trust in public tap water.

Recent choices by the City of London declaring a Climate Emergency and affirming the human right to housing reinforce core Blue Community values of action and access.

Peterborough

Box 566, Peterborough ON K9J 6Z6
1555 Monaghan Rd. Peterborough ON K9J 5N3
T 705.745.1309 F 705.745.1377

Hamilton

Suite 302 - 911 Golf Links Road
Ancaster, Ontario L9K 1H9
T 905.528.0138 F 905.527.5724

London

P. O. Box 487 - 485 Windermere Rd.
London ON N6A 4X3
T 519.432.3781 F 519.432.8557

Finally, becoming a Blue Community invites ongoing public education about the value of water. Blue Community designations enrich people's connection with water and enlivens their commitments for ongoing investment and protection. Lakes Huron and Erie, the Thames River and all its tributaries need this care.

We hope the City of London considers all the benefits of being a Blue Community alongside the Sisters of St. Joseph, the London Council of Canadians Chapter, and a growing family of water protectors around the world.

Sincerely,



Margo Ritchie, csj
Congregational Leader
Sisters of St. Joseph in Canada



Loretta Manzara, csj
Executive Director
Federation of the Sisters of St. Joseph of Canada



Paul Baines
Blue Community Coordinator
Federation of the Sisters of St. Joseph of Canada



May 26, 2020

Mayor Holder and City Council,

As an organization committed to a sustainable and inclusive community we are writing to you with our support for London becoming a Blue Community.

Water is a human right and it is essential to the wellbeing of our communities. How we get our water, the safety of water, and who owns the water delivery and treatment services are all vital issues that impact every resident of London. London has already demonstrated the beginnings of a commitment to water issues by:

- 1) Banning the sale of bottled water in municipal facilities and at municipal events. The City successfully implemented this early on in 2009 and people have adjusted well to bringing their reusable bottles to events and municipal sites. This has cut down on tons of plastic waste and ensured a deeper connection to our municipal water system.
- 2) Having a publicly financed, owned, and operated water and wastewater services. Ensuring the safety and delivery of our water decisions are made in the best interests of people in London and region. This public ownership of vital infrastructure and services must continue into the future

We commend you on these commitments and would like to see us join cities across Canada and around the world by becoming a Blue Community. The City has made climate action a priority and although some initiatives related to a climate action framework are complicated, signing on to the Blue Communities initiative is a simple one that signals a strong commitment to one of the most basic of human rights, our right to water.

Sustainable, resilient and inclusive communities are needed more than ever. London is well on its way to fulfilling the commitments to become one, and signing on to the Blue Water Communities would be another very important step in this direction. We look forward to hearing from you about your commitment to being a Blue Community. .

Regards,

Shawna Lewkowitz
President, Urban League of London

DEFERRED MATTERS

CIVIC WORKS COMMITTEE

as of November 9, 2020

File 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>	December 12, 2016	Q4, 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:</p> <p>b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with:</p> <p>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,</p> <p>ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</p>	January 10, 2017	Q1, 2021	K. Scherr J. Stanford	
3.	<p><u>Bike Share System for London – Update and Next Steps</u> 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>	August 12, 2019	Q1, 2021	K. Scherr	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>that the 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>				
4.	<p><u>745-747 Waterloo Street</u> 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> <p>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> <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; it being further noted that the Municipal Council approves this application for the following reasons:</p> <p>the recommended Zoning By-law Amendment would allow for the reuse of the existing buildings with an expanded</p>	October 2, 2018	Q2, 2021	K. Scherr	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>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.</p>				
5.	<p><u>Best Practices for Investing in Energy Efficiency and GHG Reduction</u> 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	
6.	<p><u>Parking Changes</u> 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>	March 10, 2020	Q1, 2021	K. Scherr	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>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;</p> <p>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,</p> <p>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> <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>				
7.	<p><u>Active Transportation Manager</u></p> <p>a) the 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;</p> <p>b) the 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</p>	June 23, 2020	Q3, 2020	K. Scherr D. MacRae	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>being noted and understood that the City of London is currently in a hiring freeze and hiring would occur once this has concluded; and,</p> <p>c) the Civic Administration BE DIRECTED to 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.</p>				
8.	<p><u>MADD Canada Memorial Sign</u> That the following actions be taken with respect to the memorial sign request submitted by Shauna and David Andrews, dated June 1, 2020, and supported by Mothers Against Drunk Driving (MADD) Canada:</p> <p>a) the Civic Administration BE DIRECTED to engage in discussions with MADD Canada regarding MADD Canada Memorial Signs and bring forward a proposed Memorandum of Understanding with MADD Canada for Council's approval;</p> <p>it being noted that MADD will cover all sign manufacturing and installation costs;</p> <p>it being further noted that the Ministry of Transportation and MADD have set out in this Memorandum of Understanding ("MOU") the terms and conditions for the placement of memorial signs on provincial highways which is not applicable to municipal roads;</p> <p>it being further noted that MADD provides messages consistent with the London Road Safety Strategy; and,</p> <p>b) the Civic Administration BE DIRECTED to work with MADD Canada to find a single permanent location in London for the purpose of memorials.</p>	July 14, 2020	Q4, 2021	D. MacRae A. Salton	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
9.	<p><u>Street Renaming By-law, Policies and Guidelines</u> That the following actions be taken with respect to the street renaming of Plantation Road:</p> <p>b) the Civic Administration BE DIRECTED to undertake a review of City's By-laws, Policies and Guidelines relating to street naming processes and approvals and report back to the Civic Works Committee on any recommended changes to the process(es) that would support and implement the City's commitment to eradicate anti-Black, anti-Indigenous and people of colour oppression; it being noted that the report back is to include a review of the request set out in the above-noted petition, recognizing that, historically, the word "Plantation" has a strong correlation to slavery, oppression and racism;</p>	September 22, 2020	TBD	K. Scherr	
10.	<p><u>Low-Cost Active Transportation Infrastructure for COVID-19 Resilience Funding Stream</u> That the Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee with a proposed plan for construction of active transportation infrastructure that would be eligible for the COVID-19 Resilience stream funding and can be built within the timelines of the COVID-19 Resilience funding program with construction to start no later than September 30, 2021 and be completed by the end of 2021; it being noted that a communication dated September 18, 2020, from Councillors E. Pelosa, S. Lewis and J. Helmer, with respect to this matter, was received.</p>	September 22, 2020	TBD	K. Scherr	