

Agenda Including Addeds

Civic Works Committee

The 14th Meeting of the Civic Works Committee

November 2, 2021, 12:00 PM

2021 Meeting - Virtual Meeting during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

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

Members

Councillors E. Pelosa (Chair), J. Helmer, M. Cassidy, P. Van Meerbergen, S. Turner,
Mayor E. Holder

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Report to Civic Works Committee

To: CHAIR AND MEMBERS
CIVIC WORKS COMMITTEE
From: GEORGE KOTSIFAS, P.ENG.
DEPUTY CITY MANAGER, PLANNING AND ECONOMIC DEVELOPMENT
Subject: RFP21-07 – INNOVATION PARK PHASE 5 DESIGN AND TENDERING -
APPOINTMENT OF CONSULTING ENGINEERS
Date: NOVEMBER 2, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the following actions **BE TAKEN** with respect to the Appointment of Consulting Engineers for the Innovation Park Phase 5 Design and Tendering project:

- (a) AECOM Consulting Ltd. **BE APPOINTED** Consulting Engineers to complete the design and tender documentation preparation for Innovation Park Phase 5, in the total amount of \$232,561.00, including contingency, excluding HST;
- (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 work;
- (d) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the project; and,
- (e) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

Purpose

This report seeks the approval to appoint AECOM Consulting Ltd. as Consulting Engineers to complete the design and contract administration for Innovation Park Phase 5 Design and Tendering project.

Context

Innovation Park Phase 5 is a continuation on the City's successful Industrial Land Development Strategy of having shovel ready industrial lands to attract, retain, and expand the City of London's manufacturing sector. Phase 5, immediately south of Phase 4, is comprised of approximately 200 acres of high-profile light industrial land fronting on the north side of Highway 401 and east of Veteran's Memorial Parkway. Currently the site is comprised of three agricultural farms complete with houses, silos, and other farm related buildings. The appointment of this consultant will work through the design process to take this green field development to an industrial subdivision.

Linkage to the Corporate Strategic Plan

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
 - Build infrastructure to support future development and protect the environment.
 - Manage the infrastructure gap for all assets.
 - Protect and enhance waterways, wetlands, and natural areas.
- Growing Our Economy:
 - Invest in City Building projects.

- Ensure job growth through attraction of new capital from diverse range of markets and industries.
- Continue to invest and in land acquisition and servicing to recruit and retain new industrial employers.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Industrial Land Development Strategy Annual Monitoring and Pricing Report City Owned Industrial Land. Corporate Services Committee, August 30, 2021.

2.0 Discussion and Considerations

2.1 Discussion

Innovation Industrial Park has seen four successful phases of shovel ready development over the last fifteen years. In anticipation of this success, City staff have been working to assemble parcels for a future Phase 5 for nearly a decade. In 2019 the City acquired the third, and final property, to allow for the successful assembly of approximately 80 hectares of land. These lands are situated on the northeast corner of the Highway 401 and Veteran's Memorial Parkway. This high-profile area is intended to bring equally prolific companies looking to establish a prominent presence within the community and the London 401 interchange corridor. The City of London now has established approximately gross 250 hectares of light industrial lands near the recently upgraded VMP/401 interchange. As outlined in previous Industrial Land Development Strategy update reports, the community has seen significant increases in our location. The principle of these new lands will continue to serve the Industrial Land Development Strategy and continue with the City's Strategic Plan of Growing Our Economy and Building a Sustainable City.

2.2 Procurement Process

An open procurement process was used to select the recommended consultant through a competitive Request for Proposal (RFP) process. This assignment was advertised through the City's procurement site as RFP21-07 Innovation Park Phase 5 Design and Tender. This was carried out in accordance with Section 15.2 (d) of the Procurement of Goods and Services Policy.

The evaluation of the proposals included both a technical and a cost component. The consultant was selected based on their methodology, approach, knowledge and understanding of project goals, experience on directly related projects, project team members' qualifications and capacity, implementation strategy and schedule, as well as cost.

3.0 Financial Impact/Considerations

3.1 Consulting Engineering Services

Five firms responded and submitted proposals for consulting engineering services associated with the design and tendering process for Phase 5 of Innovation Park. The City's evaluation team determined that the proposal provided by AECOM Consulting Ltd. provided the best overall value in the undertaking of this assignment.

AECOM Consulting Ltd submitted a proposal for \$232,561.00, which includes a 10% contingency (\$21,142.00), excluding HST. Overall, their proposal met all the key project requirements, and their staff are qualified to undertake the required engineering services.

In accordance City of London's Procurement of Goods and Services Policy, civic administration is recommending that AECOM Consulting Ltd. be awarded a contract to carry out this design and tender preparation assignment.

Conclusion

City staff recommend the proposal from AECOM Consulting Ltd. and request approval be granted to proceed with the design and tender preparation services for the Innovation Park Phase 5 project.

AECOM Consulting Ltd. have demonstrated their competency and expertise with completing subdivision and infrastructure design and it is recommended that they be appointed the consulting engineers for this project.

Prepared by: Chris McIntosh, P.Eng., Manager, Strategic Lands Engineering

Submitted by: Mark Henderson, Director, Economic Services and Supports

Recommended by: George Kotsifas, P. Eng., Deputy City Manager, Planning and Economic Development

Attachments:

CC: Steve Mollon
Gary McDonald
AECOM Consulting Ltd.

Appendix "A"

#21179

November 2, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: RFP21-07- Innovation Park Phase 5 Design and Tendering

(Subledger ID190003)

Capital Project ID1150 - ILDS Internal Servicing

AECOM Canada Ltd. - \$232,561.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
Consulting	5,002,207	854,495	236,654	3,911,058
Construction	7,592,943	7,592,943	0	0
City Related Expenses	116,504	29,697	0	86,807
Total Expenditures	\$12,711,654	\$8,477,135	\$236,654	\$3,997,865

Sources of Financing

Drawdown from Industrial Land Reserve Fund	369,066	369,066	0	0
Drawdown from Economic Development Reserve Fund	12,342,588	8,108,069	236,654	3,997,865
Total Financing	\$12,711,654	\$8,477,135	\$236,654	\$3,997,865

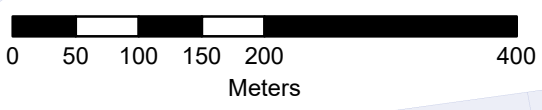
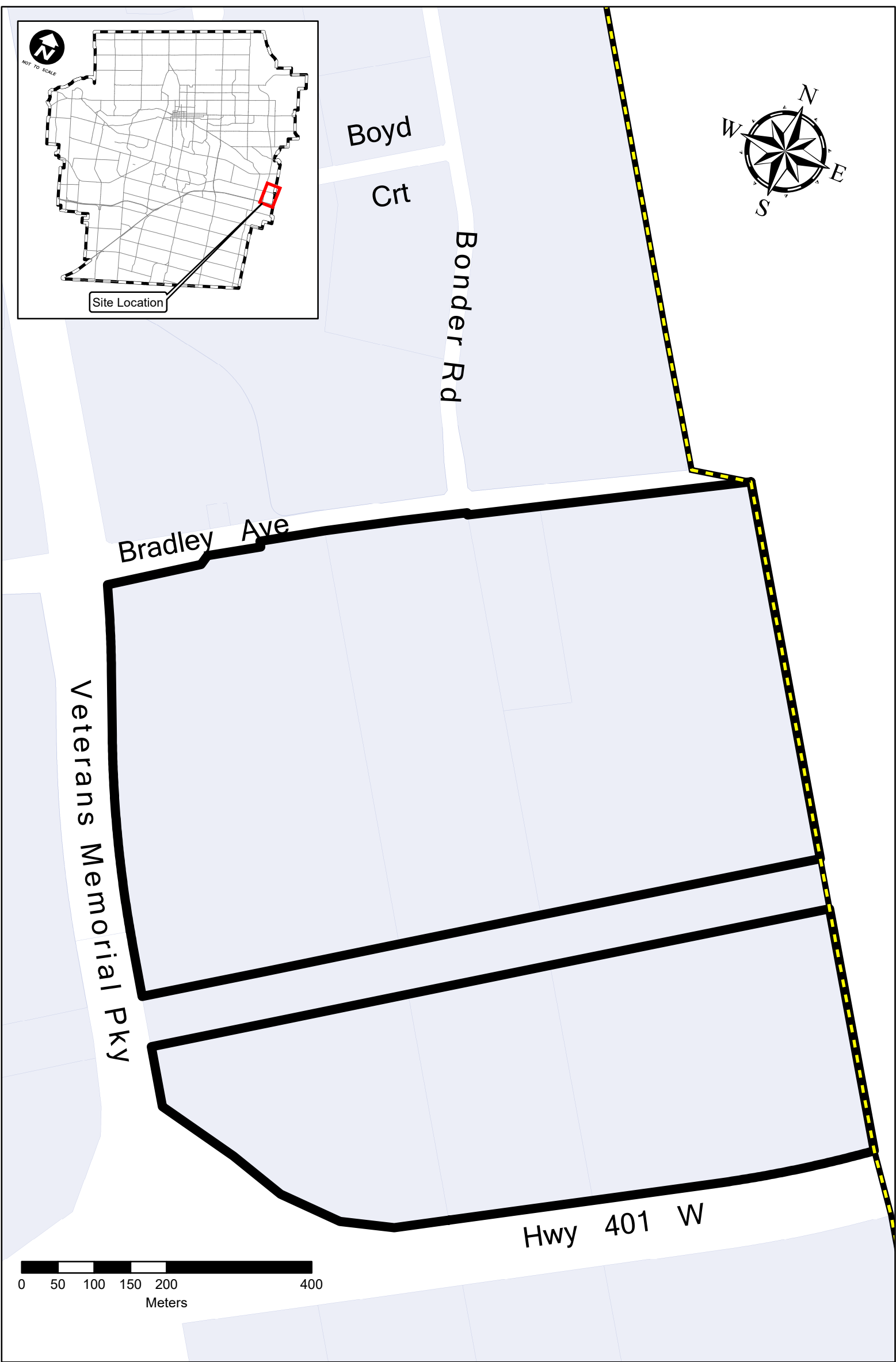
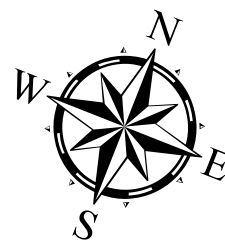
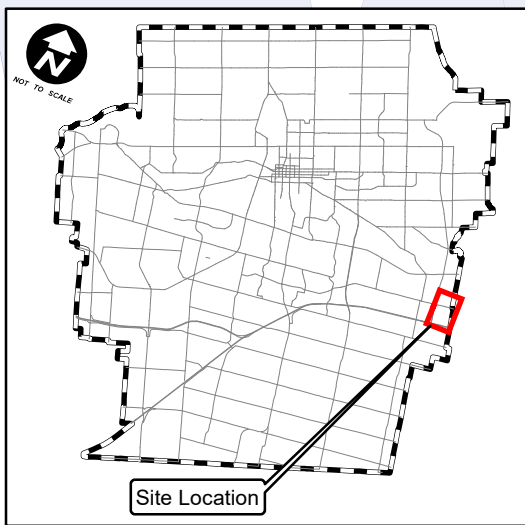
Financial Note:

Contract Price	\$232,561
Add: HST @13%	30,233
Total Contract Price Including Taxes	262,794
Less: HST Rebate	-26,140
Net Contract Price	\$236,654





ID1150INVP5

Jason Davies
Manager of Financial Planning & Policy

lp



APPENDIX 'B' - Innovation Industrial Park Phase 5

-  City Boundary
-  Study Area
-  Parcels
-  Railways

Map Produced by
Stormwater Engineering
Printed: November 2021
300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca



Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment and Infrastructure

Subject: Appointment of Consulting Engineer for Trunk Watermain
and Pumping Station Growth Study

Date: November 2, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the Appointment of Consulting Engineer for RFP 21-62 Trunk Watermain and Pumping Station Growth Study:

- a) C3 Water Inc. **BE APPOINTED** Consulting Engineers to complete the Trunk Watermain and Pumping Station Growth Study, in the total amount of \$235,092.64 including contingency, excluding HST;
- 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 work;
- d) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the project; and,
- e) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

Purpose

This report recommends the appointment of C3 Water Inc. to provide consulting engineering services to undertake the Trunk Watermain and Pumping Station Growth Study.

Context

The Trunk Watermain and Pumping Station Growth Study will focus on optimizing and accommodating growth in the Uplands high-level pressure zone in the north of the city as well as the entire low-level pressure system which services the majority of the City. Optimizing these pressure zones reduces operational costs by using the most appropriate operating strategies based on water quality and demands, which ultimately increases pump efficiency, lowers electrical costs and extends the assets' useful lives.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2019-2023 Strategic Plan areas of focus:

- 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.
- Building a Sustainable City:

- London’s infrastructure is built, maintained, and operated to meet the long-term needs of our community.
- Growth and development is well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Civic Works Committee – August 25, 2020 – South and West London Servicing Study

2.0 Discussion and Considerations

2.1 Work Description

In order to distribute water to the City of London’s customers at the pressures required by both the Ministry of the Environment, Conservation and Parks (MECP) and the City of London Design Standards, multiple high-level pressure zones function alongside the low-level pressure zone. The City of London is currently completing the South and West London Servicing Study. The study area for this work includes the Southeast Pressure Zone, Springbank/Westmount/Pond Mills Pressure Zone, Wickerson Pressure Zone and Hyde Park Pressure Zone. The Trunk Watermain and Pumping Station Growth Study will examine the remainder of the water distribution system in the City of London that the South and West London Servicing Study did not include, which consists of the Uplands high-level pressure zone in the north of the city as well as the entire low-level pressure system which services the majority of the City. This study will:

- Update water demand projections of study areas based on the most up to date information available;
- Make recommendations to the timing and need for the Development Charge projects listed in previous reports and Master Plans;
- Implement in field monitoring and analysis to optimize operational strategies;
- Perform a hydraulic model upgrade, update, and calibration; and
- Develop operating strategies and work plans to proactively prepare for water system changes.

2.2 Procurement Process

The 2019 DC Study and multi-year budget identifies two major servicing studies to be carried out to cover different areas of the City. Due to the similar nature of these two projects, the engineering consultant selection procedure is utilizing 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. The first study, the South and West London Servicing Study was awarded through a Request for Proposal (RFP) process in summer 2020.

In August of 2021, the RFP for the second study, Trunk Watermain and Pumping Station Growth Study, was sent to the three consultants, and three proposals were received at the RFP closing.

The City’s evaluation team determined that the proposal provided by C3 Water Inc. provided the best value. C3 Water Inc. has extensive experience with this type of work and a good understanding of how our water system operates. Budget and schedule efficiencies can also be leveraged from the Consultant having worked on the previous study. They captured the full project scope in their proposal including all provisional items. C3 Water Inc.’s fees were within the budget for the project. Overall, their proposal met all key project requirements, and their staff are qualified to undertake the required engineering services.

3.0 Financial Impact/Considerations

3.1 Consulting Engineering Services

C3 Water Inc. submitted a proposal for \$235,092.64, including \$17,288.51 contingency, excluding H.S.T.

C3 Water Inc.'s fees are within the budget for the project. Overall, their proposal met all the key project requirements, and their staff are qualified to undertake the required engineering services.

In accordance with Section 15.2 (e) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that C3 Water Inc. be awarded a contract to carry out the Trunk Watermain and Pumping Station Growth Study.

Conclusion

The proposed consulting team, C3 Water Inc., 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 C3 Water Inc. is in the best financial and technical interests of the City. It is recommended that C3 Water Inc. be awarded this consulting assignment to undertake all tasks related to the Trunk Watermain and Pumping Station Growth Study.

Prepared by: Aaron Rozentals, P.Eng., GDPA
Division Manager, Water Engineering

Submitted by: Scott Mathers, MPA, P.Eng.
Director, Water, Wastewater and Stormwater

Recommended by: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment and Infrastructure

cc: Stephen Romano – Environmental Services Engineer, Water Engineering
John Freeman – Manager, Purchasing & Supply
Chris Ginty – Procurement Officer, Purchasing & Supply
Gary McDonald – Budget Analyst, Finance & Corporate Services
John Simon – Division Manager, Water Operations
Alan Dunbar - Manager, Financial Planning & Policy
Jason Davies - Manager, Financial Planning & Policy
Samuel Ziemann – Vice President, C3 Water Inc.

Appendix 'A' – Sources of Financing

Appendix "A"

#21173

November 2, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Trunk Watermain and Pumping Station Growth Study

(Subledger FS210003)

Capital Project EW3314 - Trunk Watermain and Pumping Station Growth Study

C3 Water Inc. - \$235,092.64 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing for this project is:

Estimated Expenditures	Approved Budget	This Submission	Balance for Future Work
Engineering	512,000	239,230	272,770
Total Expenditures	\$512,000	\$239,230	\$272,770
Sources of Financing			
Drawdown from City Services - Water Reserve Fund (Development Charges) (Note: 1)	512,000	239,230	272,770
Total Financing	\$512,000	\$239,230	\$272,770

Financial Note:

Contract Price	\$235,093
Add: HST @13%	30,562
Total Contract Price Including Taxes	265,655
Less: HST Rebate	-26,425
Net Contract Price	\$239,230

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Jason Davies
Manager of Financial Planning & Policy

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Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Dundas Place Temporary Traffic Diversion
Monitoring and Consultation

Date: November 2, 2021

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the construction mitigation traffic diversion on Dundas Place:

- (a) The monitoring and consultation findings **BE RECEIVED**; and,
- (b) the Civic Administration **BE DIRECTED** to initiate a bylaw amendment to reinstate the current temporary traffic diversion arrangement on Dundas Place in Spring 2022 as a construction mitigation.

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 Strategic Plan through the strategic focus areas of **Building a Sustainable City** and **Leading in Customer Service**. The report describes the effectiveness of a construction mitigation solution to improve safety for cyclists and support businesses during the 2021 construction season.

Analysis

1.0 Background Information

Previous Reports Related to this Matter

- Civic Works Committee – February 20, 2019 – Downtown OEV East-West Bikeway Corridor Evaluation
- Civic Works Committee – March 2, 2021 – Dundas Place – Temporary Bicycle Lanes and Revised Parking Limits
- Civic Works Committee – March 30, 2021 – Dundas Place – Temporary Bicycle Lanes

1.1 Context

In March 2021, staff brought forward reports to Civic Works Committee seeking direction to create temporary cycling infrastructure on Dundas Place during the construction season to improve safety for cyclists traveling through downtown, while maintaining access to local businesses for people traveling by car.

To prepare for 2021 construction projects, which included significant work on King Street and temporary deflection of traffic to other routes, staff developed a comprehensive traffic management plan to address potential transportation impacts for all modes visiting and travelling through the area. General vehicle traffic and transit that would normally use King Street between Ridout Street and Wellington Street were to be

detoured along York Street and local vehicle traffic and cyclists were to be directed to Dundas Street.

Through previous public engagement, the City heard concerns from the public that Dundas Place did not feel comfortable for cyclists prior to construction starting on King Street. The potential for increased volume of motor vehicles on Dundas Place during construction was a source of additional concern.

Aligned with the 2021 downtown construction traffic management plans, a temporary solution was recommended for Dundas Place that introduced temporary cycling lanes between Ridout Street North and Wellington Street. The proposed solution aimed to provide safe connections for all road users while supporting downtown businesses through the upcoming construction.

Several options were put forward to Civic Works Committee and Council, including:

- Bi-directional bicycle lanes
- Uni-directional bicycle lanes
- Traffic diversion
- Do nothing

Traffic diversion emerged as the preferred alternative by Council in the April 13, 2021 meeting and Civic Administration was directed to implement temporary changes to traffic operations on Dundas Place by installing infrastructure to limit motor vehicle through-traffic. In this arrangement, motor vehicles are restricted from entering Dundas Place at Ridout Street and at Wellington Street. Instead, they have access to Dundas Place from Talbot, Richmond, and Clarence Streets to reach their destination. Vehicles are still able to exit Dundas Place at Ridout and Wellington Streets. Figure 1 depicts the configuration under the current temporary traffic diversion arrangement and Figure 2 shows how it was implemented at Wellington Street.

The bylaw arrangement currently in place for the traffic diversion restrictions expires at the end of the 2021 construction season in December, at which time Dundas Place would resume its previous operating conditions.

The timing of the changes at the Ridout Street end will be coordinated with current planning for a Holiday Market as recommended by the London Community Recovery Network. The market would be located on Dundas Place between Ridout Street and Talbot Street and would potentially involve closing the block to vehicular traffic in both directions to accommodate pop-up retail units in the November / December timeframe.

Figure 1: Temporary Traffic Diversion on Dundas Place

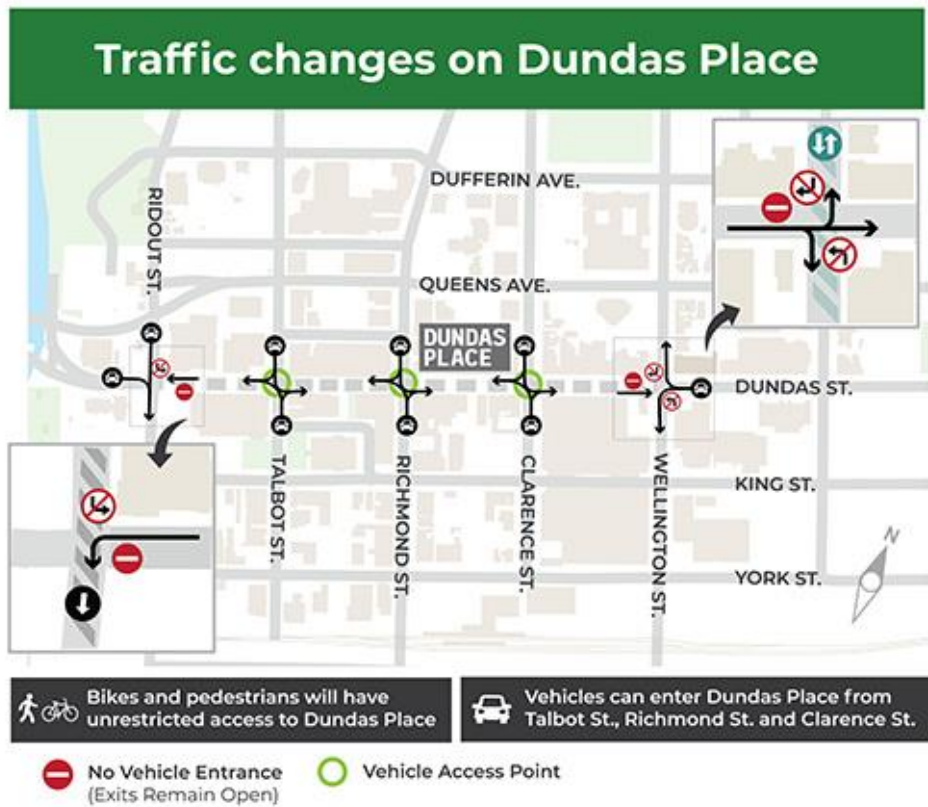


Figure 2: Planter barriers and signage installed to restrict motor vehicles from entering Dundas Place from Wellington Street.



These changes were made in tandem with a suite of complimentary business supports focused on supporting Dundas Place businesses, including:

- Free one-hour parking (without the use of a meter)
- 12 new temporary park and pick-up locations
- Expanded patios
- Opportunities to host sidewalk sales on municipal property in front of businesses
- Programming and activations
- Additional planters to beautify the streetscape

The previous report identified that monitoring and consultation on the outcomes and reception of the temporary traffic arrangement would occur. This report summarizes the findings of monitoring and consultation, with a focus on identifying how operations on Dundas Place should be configured after the 2021 construction season ends.

The options explored through consultation and engagement were:

- Remove the temporary traffic arrangement at the end of this year, once construction has ended
- Keep the current arrangement (continue restricting incoming cars at Ridout and Wellington Streets)
- Keep this arrangement in place, but not during the winter months
- Remove restrictions to inbound motor vehicles at Wellington Street, but keep the restrictions at Ridout Street, where inbound traffic volume is highest
- Other (comments requested)

2.0 Discussion and Considerations

2.1 Looking ahead to 2022 Core Construction

As Civic Administration plans ahead for traffic operations on Dundas Place and overall mobility within the core, both safety for vulnerable road users and supporting access to local businesses remain priorities. Core construction in 2022 includes Phase 2 of the Downtown Loop on Queens Avenue between Wellington Street and Ridout Street, and on Ridout Street between Queens Avenue and King Street. In 2022, the City will also begin construction of Phase 1 of the East London Link on King Street East from Wellington Street to Lyle Street, which will put pressure on eastbound traffic through downtown. Both of these projects once again create the potential for pressure on Dundas Place from increased cut-through motor vehicle traffic.

2.2 Demand for safe cycling connections through downtown

In recent years, the City has improved safety for all modes of transportation and increased transportation options by developing a core cycling network. King Street provided a safe cycling corridor temporarily during Dundas Place construction and Dundas Street was identified as the preferred permanent corridor as part of the Downtown OEV East-West Bikeway Corridor Evaluation. The Colborne cycle tracks form a connecting north-south branch of the core network and provide connectivity to Old North, Woodfield and SoHo neighbourhoods.

Dundas Place is a destination and critical component of the East-West bikeway and core cycling network connecting the cycle tracks west of Ridout Street with the cycle tracks east of Wellington Street. The East-West bikeway connects downtown to the Thames Valley Parkway and to Old East Village. The adjacent cycling facilities are designed to serve all ages and abilities and Dundas Place should include this high regard for cyclist safety.

2.3 Car-free activations and programming

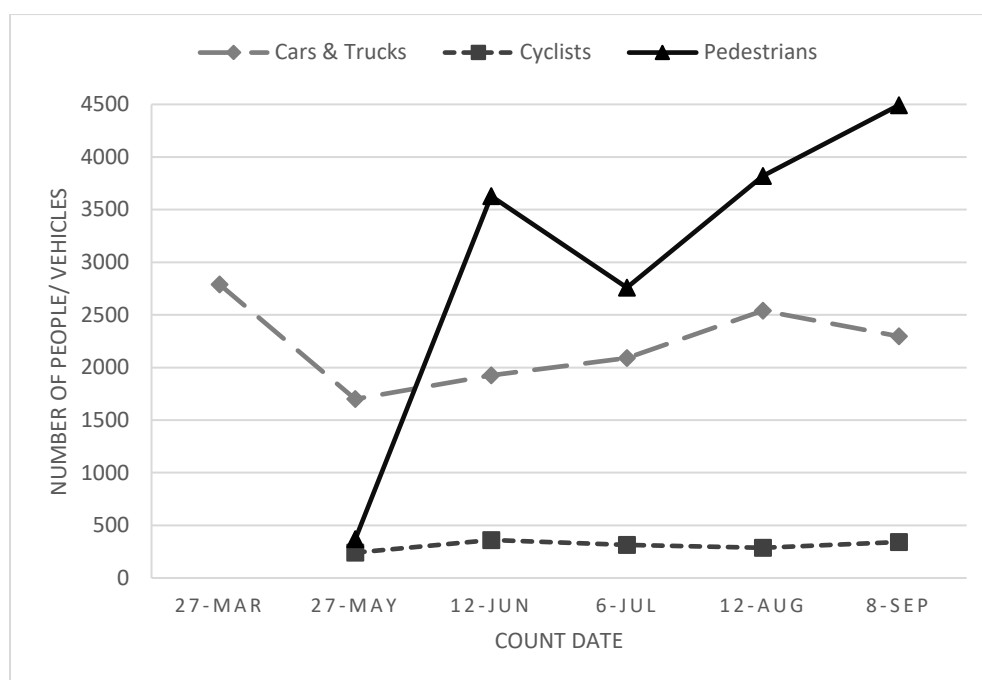
Dundas Place activation planning continues to be impacted by pandemic restrictions. However, beginning in early August, sections of Dundas Place, from Ridout to Wellington Streets, were closed completely to vehicle traffic during set times, with the flex street remaining open as a pedestrian and cycling shared space, to accommodate programming and outdoor activities and performances. As more people visit the area and demand for expanded patios continues, these full-street activations are expected to continue.

3.0 Monitoring and Consultation

3.1 Monitoring

While pandemic restrictions and construction caused high variability in traffic patterns, numerous studies were conducted since the traffic diversions were implemented in early May to count pedestrians, cyclists and vehicles. See Figure 3 below for daytime activity counts (7:00 am – 11:00 pm).

Figure 3: People and vehicle counts: Dundas between Richmond and Clarence



The 2021 construction mitigation traffic diversions appear to have reduced the total number of vehicles from a pre-implementation average of 2,790 to a post-implementation average of 2,096 despite a full road closure of the adjacent King Street.

The data highlights a significant number of people walking and cycling on Dundas Place. The latest count in September showed approximately 4,490 people walking, 340 people biking and 2,300 people driving (63%, 5%, 32% respectively). Although the traffic diversion is not the only factor that has contributed to this outcome, the results are positive and align with the vision of Dundas Place providing a welcoming experience for people walking, bicycling or driving.

From a cycling design perspective, appropriate design can range from shared spaces to fully separated and protected facilities. There are two key metrics that determine the effectiveness of the infrastructure design for the actual and perceived safety for people on bikes: vehicle speed and the number of vehicles. The below table summarizes these two metrics and provides two indications of speed, the usual speed of vehicles (median) and the less common speed of the fastest 5% of vehicles (95th percentile). The latter speed represents a worst-case condition that could be experienced by someone bicycling.

Table 1: Measured Traffic Volume and Speed Data by Block

Block	Ridout to Talbot	Talbot to Richmond	Richmond to Clarence	Clarence to Wellington
Vehicles (daily total)	449	1413	2021	2121
Median vehicle speed (km/h)	30	27	27	29
95th percentile speed (km/h)	46	39	44	43

The above measurements were taken in late August 2021. A comparison to March 2021 measurements in the Richmond-Clarence block identifies a reduction in the average speed of 3 km/h along with the lower traffic volumes after the implementation of the traffic diversion.

To achieve an all ages and ability design for cyclists, shared environments like Dundas Place must have low vehicle volumes and low vehicle speeds. The thresholds to achieve this as specified by the Ontario Traffic Manual are approximately 2,000 vehicles/day and a 30 km/h speed limit or by the National Association of City Transportation Officials (NACTO) are 1,500 vehicles/ day and a 40 km/h 95th percentile speed. The current arrangement with traffic diversion meets the Ontario standard and is close to meeting the NACTO standard for an all ages and abilities facility.

Additional public life studies were undertaken over the course of the summer to collect qualitative information about the functionality and challenges of the temporary arrangement.

- The patio and pedestrian experience was improved by lower car traffic volume, and higher numbers of pedestrians and cyclists using the flex street.
- A diverse range of people from a wide range of ages were seen visiting and traveling through the space as pedestrians and cyclists.
- Parking behaviours remain a challenge, with many parking in non-designated areas, impinging on the non-roadway space or making dangerous movements to reach a desired parking location.
- The aesthetic appeal of the flex street was improved by expanded patios, activations and programming, and more pedestrians, as well as the use of large planters to define the traffic restriction areas.
- Each block is unique, based on its location on the street and the types of businesses it has. Challenges or benefits experienced by one block may not pertain to others.
- Some cyclists ride very close to the roadway edge in the door zone of parked vehicles.

3.2 Consultation

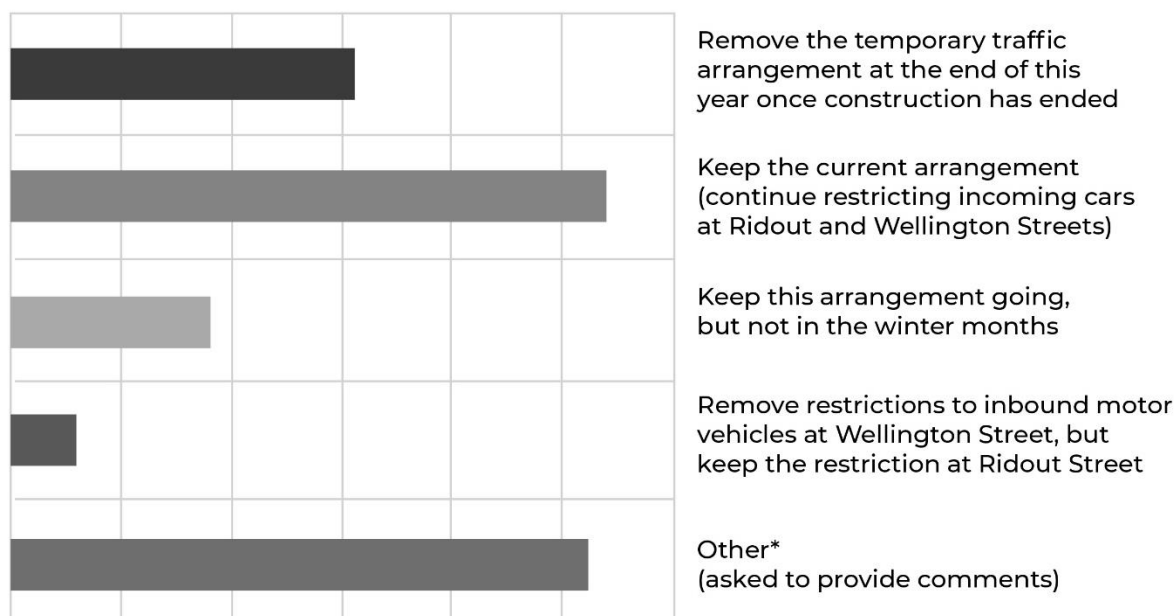
Using the City’s Get Involved public engagement platform, Civic Administration published a webpage with background information on the Dundas Place traffic changes as well as a feedback form for sharing experiences and preferences with respect to the traffic arrangement on the flex street.

The consultation opportunity was promoted through social media, direct emails, door-to-door outreach along Dundas Place, engagement with the Transportation, Cycling and Accessibility Advisory Committees, and mailed flyers. Promotional efforts targeted Dundas Place businesses, people who bike, visitors to Dundas Place business owner/operators, as well as Dundas Place residents and people who work on the street. The survey received 148 responses.

3.2.1 Traffic arrangement preferences

When asked to indicate the preferred traffic arrangement for Dundas Place going forward most respondents were supportive of maintaining some restrictions to motor vehicles. A graphical summary of the 148 survey responses is illustrated in Figure 4.

Figure 4: Traffic arrangement preferences from all respondents



*Most comments submitted by respondents who selected “Other” were calls for further pedestrianization, as well as several calls for strengthened cycling facilities.

3.2.2 Business feedback

There are approximately 74 businesses on Dundas Place. City staff reached out proactively and directly to individual Dundas Place businesses to collect completed feedback forms and specific preferences from this group. Business outreach was via in-person visits and conversations, emails, Downtown London communication, delivery of print copies and postcard flyers. 32 responses were received from businesses. These results are included in Figure 4 and are also separately categorized here. The results were divided between those in favour of restricting motor vehicle traffic, and those in favour of removing the restrictions:

- Supportive or not bothered by the current arrangement: 41%
- Not supportive: 47%
- Unsure: 12%

Comments and suggestions for improvements to the arrangement included:

- Negative feedback was predominantly focussed on the added navigation complication for visitors driving to Dundas Place
- Positive comments expressed appreciation that downtown is feeling more “alive”, and that mode share balance with traffic diversion is an improvement
- Provide a more consistent schedule for full-street closures to motor vehicles
- Apply greater police presence and parking enforcement
- Improve signage to indicate parking areas more clearly
- Prevent U-turns and illegal entry at Ridout Street and Wellington Street

3.2.3 Cycling feedback

Cyclist feedback overall characterized the temporary traffic diversion on Dundas Place as positive and effective, citing the reduction of through traffic and vehicle speed. The feedback expressed a desire to enhance cyclists' comfort and safety by adding protected bike lanes or by further reducing vehicle volumes and speeds.

Some cyclist comments expressed that the absence of road markings or designated areas for bikes on the roadway is confusing. Suggestions were made to add signage to encourage drivers to yield the right-of-way to people on bikes and to emphasize the street's importance in the cycling network.

3.2.4 Accessibility feedback

There were minimal concerns about accessibility impacts from traffic diversion. Instead, comments about accessibility on Dundas Place focused on the challenges by parking:

- Parts of the non-roadway pedestrian area feel “pinched” from parked cars infringing on non-roadway space, as well as some of the expanded patios
- Vehicles doing U-turns at Wellington and Dundas often use the non-roadway surface (due to the lack of curb)
- Recommendation to ensure the blockades allow for adequate access for mobility devices to pass through

3.2.5 General public feedback

Other themes from the feedback form comments collected included:

- Calls for a more consistent schedule for full closures to motor vehicles for activations and programming, as the 2021 summer schedule was confusing
- Parking improvements are appreciated but awareness of them remains too low
- Continued complaints about social issues on the street

Subject to Council direction, staff will engage with the community once again to share the consultation results and what is planned for traffic operations on Dundas Place.

Conclusion

The feedback on the Dundas Place 2021 temporary construction mitigation traffic diversion is predominantly positive. The survey feedback identifies broad popularity, particularly amongst those who visit Dundas Place. Given the current pandemic-related pressures and the importance of Dundas Place businesses, business owner/operator feedback was intentionally sought and was mixed between those that supported or are ambivalent and those that preferred removal. While motor vehicle traffic volumes were reduced by around a quarter, Dundas Place visitors increased significantly through the year, particularly higher numbers of people walking and bicycling, totalling close to double the number of vehicles. It is hard to correlate the street activity to road changes given the short history of Dundas Place and the overwhelming influence of the pandemic restrictions; however, this and other data sources will form a baseline to measure future Dundas Place success.

With respect to transportation and mobility considerations, the influence of the traffic diversion creates a more suitable connection between newly constructed cycle tracks on both ends of Dundas Place. The unique design of Dundas Place supplemented by the traffic calming influence of the traffic diversion creates a street environment that is more conducive to all ages and abilities cycling and walking and completes this component of the East-West Bikeway.

Core area construction in 2022 creates a similar potential for increased cut-through traffic on Dundas Place. Therefore, it is recommended to reinstate the traffic diversion arrangement for the 2022 construction season. This implementation will include some minor modifications such as the removal of the few westbound parking spots near Wellington Street to avoid U-turning vehicles. The return to previous conditions in the intervening winter months will acknowledge the feedback of those business owners and operators who responded and did not express support, some of whom are currently under pandemic-related pressure and having to rely more on pickup and delivery models especially as patios close for the winter.

Upon the completion of the 2022 construction season, future use of the traffic diversion model can be considered as a flex street tool with consideration of Dundas Place activations and operations and the status of pandemic restrictions.

Submitted by: **Doug MacRae, P.Eng, MPA, Director,
Transportation & Mobility**

Recommended by: **Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager,
Environment & Infrastructure**

Cc: Mark Henderson
 Transportation Advisory Committee
 Cycling Advisory Committee
 Accessibility Advisory Committee
 Barb Maly, Downtown London



Oct.1, 2021

To Whom It May Concern:

On behalf of London Cycle Link, I am writing to offer feedback on the Dundas Place traffic calming measures.

London Cycle Link supports the changes made to divert traffic along Dundas Street. The pilot project has provided a good solution for the unique flex design that balances the needs of those using the street. Traffic diversions have reduced car traffic volume and speed, improving safety for cyclists along Dundas Street. Businesses are able to keep loading spots, and parking for customers. The valuable people-centred design has been preserved, which will allow people to experience part of their city away from cars during community events and car-free days.

With the flex design, there is more fluidity in how people use the street, creating some ambiguity between sidewalks, bike lanes and car lanes. This design increases the attentiveness required, as cyclists and motorists navigate through this space safely. While this leads to a natural decrease in speed, cyclists continue to feel pressure from cars to get out of the way.

Designating Dundas Place as a “bike boulevard” would enhance cyclists’ comfort and safety, as well as opening this stretch of Dundas up to cyclists of all ages and abilities. This would not require any paint or physical infrastructure changes, nor would it change vehicles’ use of the road beyond yielding to bicycles when they are present. Assigning the right-of-way to cyclists would enhance the existing design for low speed limits and low motor-vehicle traffic, and would complement the “street for people” flex design. This could be achieved by indicating that these four blocks of Dundas are a priority route for cyclists, with signage at the entry points, and possibly adding measures to further reduce speed and create low car traffic.

There is also a need for secure bike racks throughout Dundas Place, preferably securely anchored post and ring racks. There was a recent incident in London where one of the loop style bike racks was physically removed along with the targeted bike during a theft.

Overall, the changes to Dundas Place have been positive, and London Cycle Link appreciates the changes the city has put forward to help make London streets safer for cyclists. Please feel free to contact me with any further questions.

Sincerely,

A handwritten signature in black ink that reads "M Miksa". The signature is fluid and cursive, with a large initial "M" and a long, sweeping tail.

Molly Miksa
Executive Director

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager,
Environment & Infrastructure

Subject: Amendments to the Traffic and Parking By-law

Date: November 2, 2021

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on November 16, 2021, for the purpose of amending the Traffic and Parking By-law (PS-113).

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 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.

Analysis

1.0 Background Information

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

2.0 Discussion and Considerations

2.1 No Parking

As part of subdivision development, parking bays have been constructed on the south and west sides of Watroak Drive from Brown Drive to the west limit of Watroak Drive. 'No parking anytime' zones are recommended for the north side of Watroak Drive and the areas on the south side outside the limits of the parking bays where the road is narrowed.

2.2 Metered Off-Street Municipal Parking Lots

Parking Enforcement, in consultation with Neighbourhood and Community-Wide Services, have determined that the paid parking lot at the Kiwanis Seniors Centre on Riverside Drive has not addressed their parking concerns and has created other issues. Parking Enforcement is recommending the removal of the paid parking and replacing it with the private property enforcement program. Amendments are required to allow for the removal of the parking meters from Lot 9 – Kiwanis Seniors Centre parking lot.

Conclusion

Several changes are proposed to improve road safety and operations for all users. Amendments are required to Schedule 2 (No Parking), Schedule 22 (Metered Off-Street Municipal Parking Lots) and Schedule 30 (Metered Municipal Parking Lots) to address the above changes.

Prepared by: Shane Maguire, P. Eng., Division Manager, Traffic Engineering

Submitted by: Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility

Recommended by: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure

October 25, 2021/

Attach: Appendix A – By-law to Amend the Traffic and Parking By-law (PS-113)

cc: Parking Office

APPENDIX A By-law to amend the Traffic and Parking By-law (PS-113)

Bill No.

By-law No. PS-113

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

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

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

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

1. No Parking

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

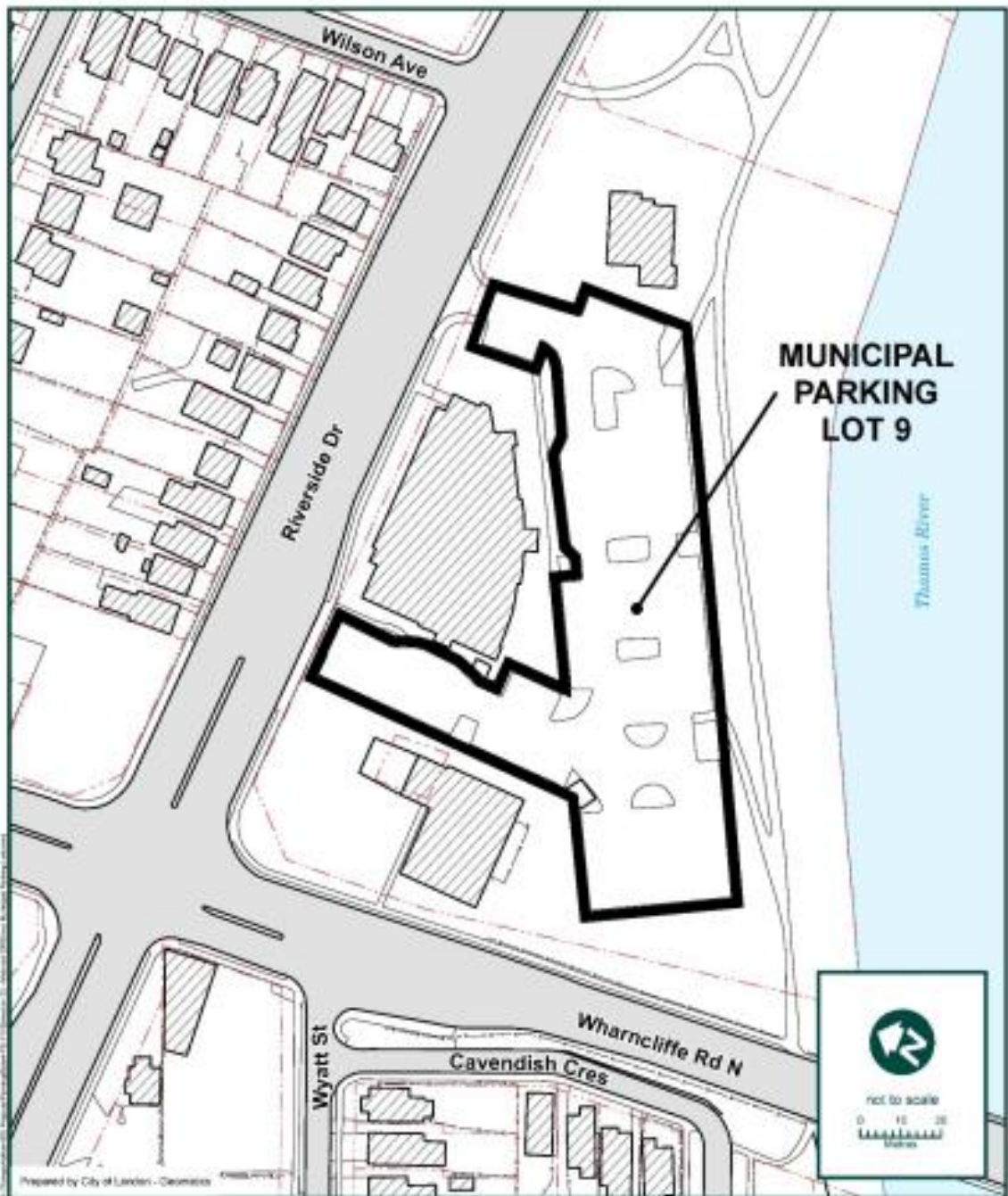
Column 1 Street	Column 2 Side	Column 3 From	Column 4 To	Column 5 Period
Wateroak Drive	East and North	A point 163 m north of Tokala Trail	West limit of Wateroak Drive	Anytime
Wateroak Drive	South	A point 20 m east of Foxbend Link	A point 20 m west of Foxbend Link	Anytime
Wateroak Drive	South	A point 20 m east of Sedgefield Row	A point 20 m west of Sedgefield Row	Anytime
Wateroak Drive	West	A point 20 m south of Couldridge Way	A point 20 m north of Couldridge Way	Anytime

2. Metered Off-Street Municipal Parking Lots

Schedule 22 (Metered Off-Street Municipal Parking Lots) of By-law PS-113 is hereby amended by **deleting** the following map:

**SCHEDULE 22
of
TRAFFIC & PARKING BY-LAW**

**METERED
OFF-STREET MUNICIPAL PARKING LOTS**



 200 Dundas Avenue 7th Floor, 7000 London, Ontario N6H 4P9 E-mail: planning@cityoflondon.ca Phone: (519) 393-1300	Kiwanis Seniors Centre Parking Lot (78 Riverside Dr)	Date: Oct 18, 2017
		Lot 9

3. Metered Municipal Parking Lots

Schedule 30 (Metered Municipal Parking Lots) of the By-law PS-113 is hereby amended by **deleting** the following row:

Column 1 Lot Number	Column 2 Lot Name	Column 3 Description	Column 4 Vehicle Accommodation
9	78 Riverside Drive	The premises located on the south side of Riverside Drive to the rear of 78 Riverside Drive designated as Part 1, on a Plan A-0159 of the Environmental Services Department Attached as Schedule 22 (Part 9)	

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

PASSED in Open Council on November 16, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 16, 2021
Second Reading – November 16, 2021
Third Reading – November 16, 2021

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Anna Lisa Barbon, CPA, CGA
Deputy City Manager, Finance Supports

Subject: RFP 21-38 Supply and Delivery of CNG Split and Single
Stream Side Loading Waste Collection Trucks

Date: November 2, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports:

- a) The submission from Vision Truck Group 1220 Franklin Blvd. Cambridge Ontario N1R 8B7 for the Supply and Delivery of Compressed Natural Gas (CNG) Split and Single Stream Side Loading Waste Collection Trucks at a total purchase price of \$2,305,511 excluding HST, **BE ACCEPTED**;
- b) 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, purchase order, or contract record relating to the subject matter of this approval in accordance with Section 12.2 b) of the Procurement of Goods and Services Policy; and
- d) That the funding for this purchase **BE APPROVED** as set out in the Source of Financing Report attached, hereto, as Appendix A.

Executive Summary

Fleet and Operational Services in conjunction with staff from the Waste Management area initiated a Request for Proposal (RFP) for five (5) compressed natural gas (CNG) side loading waste collection trucks with Purchasing and Supply on July 26, 2021.

Based on the analysis and evaluation of the submissions received, Fleet Services and Waste Management recommend that RFP 21-38 be awarded to Vision Truck Group as the best overall value to the City of London having met the specifications, conditions, and operational requirements of the service area, and scoring the highest on the evaluation criteria matrix.

The recommended bid provides a 2023 Mack LR 64G (cab-over) CNG cab and chassis equipped with Labrie Expert side loading split and single stream refuse bodies that are purpose-built units for this application. The Mack LR provides maximum performance, comfort, visibility and ergonomic safety features and the Labrie Expert side loading refuse bodies provide both single and split stream systems with flexible cart tipping options.

The RFP document and specifications were a product of an extensive equipment and service review by a task team focused to deliver on the two Council approved business plans:

1. Supporting waste diversion targets through the introduction of a “Green Bin” organic waste collection program beginning late fall of 2022; and

2. Replacing all waste collection trucks with CNG powered units in support of reducing greenhouse gas emissions as part of the Corporate Energy Management Conservation Demand Management (CDM) Plan and the declaration of a climate emergency.

Previous Reports Pertinent to this Matter

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

- RFP21-37 Supply and Delivery of Compressed Natural Gas (CNG) Split Stream Rear Loading Waste Collection Trucks. (Sept 21, 2021 meeting of the Civic Works Committee)

Linkage to the Corporate Strategic Plan

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
- Increase waste reduction, diversion, and resource recovery
- Conserve energy and increase actions to respond to climate change

Leading in Public Service

Londoners experience exceptional and valued customer service

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

Growing our Economy

- Increase partnerships that promote collaboration, innovation, and investment

Analysis

1.0 Background Information

Waste Management and Fleet Services have focused on improvements in their programs to meet government regulations, Council direction and key corporate strategic plans. These plans include the 60% Waste Diversion Action Plan, Corporate Energy Management Conservation Demand Management (CDM) Plan and the development of the Climate Emergency Action Plan. Previous reports have been presented describing these plans.

This report and recommendation is in line with climate change action and environmental sustainability objectives. CNG powered collection trucks reduce harmful GHG and carcinogenic emissions caused by diesel powered vehicles. The Green Bin organic waste collection program promotes waste separation and diversion saving landfill space and producing valuable renewable energy.

At the September 21, 2021 CWC meeting a report recommending the award of RFP21-37 Supply and Delivery of Split Stream Rear Loading Waste Collection Trucks was supported and later approved by full council on October 5th. That report discussed the plan to continue to utilize rear loading waste collection trucks as the primary equipment for delivering upgraded residential collection services including organic pick-up to Londoners.

This report is for CNG Split and Single Stream Side Loading Waste Collection Trucks that will be needed to support the rear loading equipment to facilitate specific collection requirements for the overall program. The side loading units will provide the final

equipment elements to fully transition the waste collection fleet to CNG powered units capable of providing both garbage and organic Green Bin collection.

The Waste Management program in consultation with Fleet Services will be retiring two (2) existing diesel-powered side loading units that will soon be up for lifecycle renewal and replacing them with two (2) CNG single stream side loader units.

The other three (3) CNG split stream side loaders are additional units required to support the new organic collection program requirements.

2.0 Discussion and Considerations

Based on the background above, an RFP was initiated by Fleet Planning after consultation with staff in Waste Management with an objective of acquiring five (5) CNG Side Loading Waste Collection Trucks.

Field reviews and consultations were undertaken with other municipalities and waste collection product providers to determine the correct application and equipment requirements.

As part of the equipment review and assessment process, Waste Management, Fleet Planning and Fleet Maintenance team members were all involved in the development of the vehicle specifications and evaluation criteria of the RFP to ensure that the vehicle being supplied meets the operational requirements of the service area.

Corporate Health and Safety and Driver Training specialists were consulted around safety, ergonomic features and design of the equipment as part of enhancing our culture of safety objectives. Purchasing and Supply leads the process.

2.1 Purchasing Process

The RFP process was chosen as the procurement method. An RFP format allowed interested bidders to showcase their products and provided the best method to ensure City specifications, expectations and value-added criteria were considered and evaluated.

Fleet and Operational Services initiated the RFP process on July 26, 2021, with Purchasing and Supply. The RFP closed on August 31, 2021, and two (2) compliant bids were received and evaluated.

2.2 Evaluation and Results

The evaluation team was chaired by a Purchasing and Supply Procurement Officer and consisted of staff representing Fleet and Facilities, Fleet Maintenance, Fleet Planning and Waste Collection Operations. The following evaluation criteria was used to evaluate the submissions:

- Company Certification, Experience and Past Performance
- Specifications - Mandatory Requirements for both chassis and body
- Service Support, Delivery, Training, and Warranty
- Delivery schedule
- Price

After evaluation and scoring of the two submissions, Vision Truck Group was the winning bid having met and exceeded the terms and conditions and offering the best overall value to the City of London.

The recommended submission from Vision Truck Group (local Mack Truck Distributor) provides a 2023 Mack LR 64G (cab-over) CNG cab and chassis configuration with 2022 Labrie Expert loader bodies which are industry leading purpose-built units for this application. The Mack LR (cab-over) cab and chassis provides maximum performance,

comfort, visibility and ergonomic safety features and the Labrie Expert body configuration provides high payload capacity, single and split stream versatility and various cart tipping options.

The recommended bid also supports our “Culture of Safety” priority for both worker H&S and road safety. As well, there are advantages with regard to fleet standardization as the CNG Mack LR cab and chassis are already utilized in the fleet in the top loading bulk lift packer application. Standardization of the fleet creates efficiencies, saves costs and reduces both technician and operator training requirements.

2.3 Disposal of Decommissioned Units

Based on review of the trade options provided in the RFP, Fleet Planning in consultation with Purchasing and Supply will not be accepting the trade options submitted. The two (2) decommissioned packers will be sold at public auction with the proceeds being utilized to help offset the cost of purchasing these units. The existing units will be decommissioned and disposed of after the new units arrive. Trade in options did not directly form part of the bid selection criteria.

2.4 Extended Period of Time Required to Receive Vehicles

Based on the impacts of the pandemic and ongoing supply issues, these trucks once approved are expected to take 14-16 months before delivery. The two (2) existing units that will be retired will remain in service during this time which closely aligns with their optimum lifecycle renewal date.

The reason for the longer than normal build and delivery time is associated with market and manufacturing recovery challenges, material shortages, production delays, labour challenges and backlog of orders. These factors are directly impacting delivery times, order schedules and costs.

The supply chain challenges identified in this report for vehicle and equipment orders and delivery are consistent with many different manufacturing operations including the potential manufacture and delivery of Green Bins for organics collection. These pandemic-related challenges that exist in most parts of the world make it very challenging for manufacturers to predict exact delivery dates.

2.5 Tentative Rollout Plan for the Green Bin Program

In a report to CWC in November 2020 and approved in the 2021 Multi-year Budget Update (January 2021), the Green Bin implementation schedule was revised to an anticipated start date in the Fall of 2022. The implementation is expected to take place over several months with the rear loaders arriving and being commissioned first and the side loading fleet to follow. This will also provide time to gradually phase in the service which will match when collection vehicles will be delivered and ready for use.

Once the RFP award is approved, more accurate build and delivery dates will be finalized with Vision Truck Group which currently has build and delivery dates extending into the 1st quarter of 2023.

3.0 Financial Impact

3.1 Project Budget

Fleet and Operational Services set an original estimated capital cost of \$445,000 per truck for the three (3) CNG split stream side loaders and \$425,000 per truck for the two (2) single stream side loaders. The estimated total cost for the side loaders (not including tipper options) was set at \$2,185,000 (excluding HST) for five (5) trucks.

The recommended bid from Vision Truck Group was slightly higher with a submitted total price of \$2,268,235 (excluding HST) for the five side loaders. That price however includes the upgrade to the Mack LR cab-over configuration which adds significant overall value.

The submitted price for a split stream side loader is \$459,567 (excluding HST) per each unit (3 units) and a single stream side loader is \$444,767 (excluding HST) per each unit (2 units).

In addition, after consultation with the Waste Management team, Fleet Services have elected to include three (3) cart tippers that were optional items listed in the submission. Option 2A cart tipper with a submitted price of \$8,008 (excluding HST) will be installed on one (1) split stream side loader unit and Option 2B cart tipper with a submitted price of \$14,634 (excluding HST) will be installed on the other two (2) split stream side loader units. The single stream units will not be equipped with a cart tipper.

This brings the total order cost to \$2,305,511 (excluding HST) which breaks down to \$889,534 (excluding HST) for two (2) single stream side loader units and \$1,415,977 (excluding HST) for three (3) split stream side loader units equipped with cart tippers.

Funding for this purchase, including the additional amount over Fleet's original estimate, is available within the approved capital plan for this project.

3.2 Project Funding

Funding details for this procurement are outlined in the attached Source of Financing (Appendix A).

Two (2) of the waste collection trucks that are, or soon will be, up for lifecycle renewal will be funded using the approved Fleet capital replacement budget supplemented with additional funding from the approved Green Bin capital budget.

Capital requirements for the three (3) additional units will be fully funded from the approved Green Bin capital budget as these units are all additional fleet assets being purchased to support organic waste collection needs.

The Green Bin capital budget is significantly funded from the Canada Community-Building Fund (formerly the Federal Gas Tax program).

Future capital and operating budgets will be impacted by the changes to the existing assets and the addition of more packers. Fleet Services have calculated the expected operational, fuel, maintenance and future replacement capital requirements. Rental rates for the Waste Management program will be adjusted accordingly beginning upon delivery (1st Quarter of 2023). On an annual basis those rental rate costs will be evaluated and adjusted as required as more actual cost experience is acquired.

It is expected there will be lower maintenance costs associated with the CNG engine configuration. With a 3-year extended warranty on both the Cummins engine and Allison transmission being provided, these lower costs will help offset the additional operating and capital costs for the new CNG powered units going forward.

As well, research indicates with the cleaner burning CNG engine it is very likely these assets can be extended for an additional year of lifecycle (up to 10 years) which will also help to lower the annual costs to the program.

Fuel savings from CNG during the start up years will be going to pay back the loan from the Operating, Efficiency, Effectiveness and Economy Reserve Fund (EEE) for the CNG maintenance facility modifications required at Exeter Road Operations Centre.

Conclusion

Based on the analysis and evaluation of the submissions received, Fleet Services in conjunction with Waste Management recommend that RFP 21-38 be awarded to Vision Truck Group, 1220 Franklin Blvd. Cambridge Ontario N1R 8B7 for the supply and delivery of five (5) CNG Split and Single Stream Side Loading Waste Collection Trucks.

The recommendation provides the best overall value to the City of London having met the operational requirements, terms, and conditions of the RFP, and scored the highest on the evaluation criteria.

Prepared by: Mike Bushby, B.A.
Division Manager, Fleet and Facilities Division
Finance Supports

Concurred by: Jay Stanford, MA, MPA
Director, Climate Change, Environment & Waste
Management, Environment & Infrastructure

Concurred by: Tim Wellhauser, CIM
Director, Fleet and Facilities
Finance Supports

Concurred by: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager
Environment and Infrastructure

Recommended by: Anna Lisa Barbon, CPA, CGA
Deputy City Manager
Finance Supports

Attached: Appendix A – Source of Financing

Appendix "A"

#21180

November 2, 2021

(Award Contract)

Chair and Members

Civic Works Committee

RE: RFP 21-38 Supply and Delivery of CNG Split and Single Stream Side Loading Waste Collection Trucks

(Work Orders 2530336-2530340)

Capital Project SW6050 - New and Emerging Solid Waste Technologies

Vision Truck Group - \$2,305,511.00 (excluding HST)

Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Finance Supports, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
Consulting	1,000,000	309,341	0	690,659
Construction	24,615,094	0	0	24,615,094
Vehicles and Equipment	10,384,906	8,038,818	2,346,088	0
Total Expenditures	\$36,000,000	\$8,348,159	\$2,346,088	\$25,305,753

Sources of Financing

Debenture By-law No. W.-5679-335	11,700,000	0	0	11,700,000
Drawdown from Solid Waste Renewal Reserve Fund	16,351,532	399,691	2,346,088	13,605,753
Canada Community-Building Fund (Federal Gas Tax)	7,948,468	7,948,468	0	0
Total Financing	\$36,000,000	\$8,348,159	\$2,346,088	\$25,305,753

Financial Note:

Contract Price	\$2,305,511
Add: HST @13%	299,716
Total Contract Price Including Taxes	2,605,227
Less: HST Rebate	-259,139
Net Contract Price	\$2,346,088

Jason Davies
Manager of Financial Planning & Policy

HB

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee
From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment and Infrastructure
Subject: Contract Award: Request for Proposal RFP21-56 Supply and
Installation of Cured-in-place-pipe Sewer Liners
Date: November 2, 2021

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 21-56 Supply and Installation of Cured-in-place-pipe sewer liners:

- a) The bid submitted by Insituform Technologies Limited at its tendered price of \$4,339,000.00 (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.

Executive Summary

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 2021 CIPP lining contract will rehabilitate 7km of storm and sanitary sewer.

Linkage to the Corporate Strategic Plan

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

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

November 17, 2020 – Civic Works Committee - Request for Proposal 20-59 Contract Award of 2020 Cured in Place Pipe (CIPP) Sewer Lining Program

2.0 Discussion and Considerations

2.1 Work Description

The City of London's 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 237 km 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 2021 program includes approximately 7 km of storm and sanitary sewer lining along various streets throughout the city with pipe sizes ranging from 200mm to 900mm. Some of the large diameter sanitary sewers will require flow bypass to accommodate the lining. Sewers to be lined in 2021 include:

- Dundas St, Speight Blvd, Seaforth Crt, Caprice Cres, Dickens Ave, Admiral Dr (825mm diameter sanitary sewer).
- 7,553m of various storm and sanitary sewer with diameters ranging between 200mm and 825mm. Locations are spread throughout the city.

3.0 Financial Impact/Considerations

3.1 Proposal Summary

Four proposal submissions were received, and the proposal submitted by Insituform Technologies Limited was the highest scoring submission with the best overall score, in accordance with the City's policies. The submitted cost of \$4,339,000.00 is below the pre-bid estimate and within the allotted budget.

All tenders include a contingency allowance of \$300,000.00. The value of this tender award is within the approved 2021 budget for the annual “Sewer Relining” program. Funding for this project has been provided in ES269321

Conclusion

Civic Administration has reviewed the tender bids and recommends Insituform Technologies Limited be awarded the construction contact for the 2021 Sewer Lining 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.

Prepared by:	Ashley M. Rammeloo, MMSc., P.Eng Division Manager, Sewer Engineering
Submitted by:	Scott Mathers, MPA, P.Eng. Director, Water, Wastewater, and Stormwater
Recommended by:	Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment and Infrastructure

Appendix "A"

#21172

November 2, 2021

(Award Contract)

Chair and Members

Civic Works Committee

RE: RFP21-56 - Supply and Installation of Cured-in-place-pipe Sewer Liners

(Subledger WW210005)

Capital Project ES269321 - Sewer Relining

Insituform Technologies Limited - \$4,339,000.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	This Submission	Balance for Future Work
Construction	4,608,000	4,415,366	192,634
Total Expenditures	\$4,608,000	\$4,415,366	\$192,634

Sources of Financing

Capital Sewer Rates	4,608,000	4,415,366	192,634
Total Financing	\$4,608,000	\$4,415,366	\$192,634

Financial Note:

Contract Price	\$4,339,000
Add: HST @13%	564,070
Total Contract Price Including Taxes	4,903,070
Less: HST Rebate	-487,704
Net Contract Price	\$4,415,366

Jason Davies
Manager of Financial Planning & Policy

jg

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environmental & Infrastructure and City Engineer

Subject: Meadowlily Road Area Environmental Assessment and Servicing Study

Meeting on: November 2, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure and City Engineer, the follow actions **BE TAKEN** with respect to the Appointment of Consulting Engineer for RFP 21-59 Meadowlily Road Area Environmental Assessment and Servicing Study:

- a) MTE Consultants Inc. **BE APPOINTED** Consulting Engineers to complete the Meadowlily Road Area Environmental Assessment and Servicing Study, in the total amount of \$203,071.00 including contingency, excluding H.S.T.;
- 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 work;
- d) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the project; and,
- e) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

Purpose

This report recommends the appointment of MTE Consultants Inc. to provide consulting engineering services to undertake the Meadowlily Road Area Environmental Assessment (EA) and Servicing Study.

Context

Previously in 2010, the City of London initiated a secondary plan for the Meadowlily Road area to confirm and outline goals, objectives, and policies governing the development of the Meadowlily area. As part of this secondary plan, a servicing study looking at the opportunities and constraints for water, stormwater, and wastewater within the study area was also initiated; however, neither the secondary plan nor the servicing study was finalized.

Since that time, and more so in recent years, there has been continued development interest within the study area. The lack of municipal servicing, however, has limited the ability for these lands to develop, requiring servicing with private servicing systems. To date, there has been one property within the study area along Meadowlily Road that has received approval to install a temporary private sanitary pumping station and forcemain until full municipal servicing is available.

At this time, to address the lack of municipal services, the City is looking to obtain consulting engineering services for the completion of a Municipal Class EA required for a new municipal pumping station as well as a servicing study to address Water, Storm and Wastewater servicing for the Meadowlily Road Area (excluding the ESA area itself).

2019-2023 Strategic Plan

Municipal Council's 2019-2023 Strategic Plan identifies “Building a Sustainable City” and “Growing our Economy” as strategic areas of focus. The recommendation in this report will support development and sustainable infrastructure in the City.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

March 29, 2021 – Planning and Environment Committee – 101 Meadowlily Road South - Item 3.5

July 13, 2020 – Planning and Environment Committee – Conservation Master Plan for Meadowlily Woods Environmentally Significant Area - Item 2.3

1.2 Location Map

The study area is generally bounded by Highbury Avenue on the west, Commissioners Road on the south, and the Thames River on the north, as shown in Figure 1 below. A larger location map is in Appendix ‘B’.

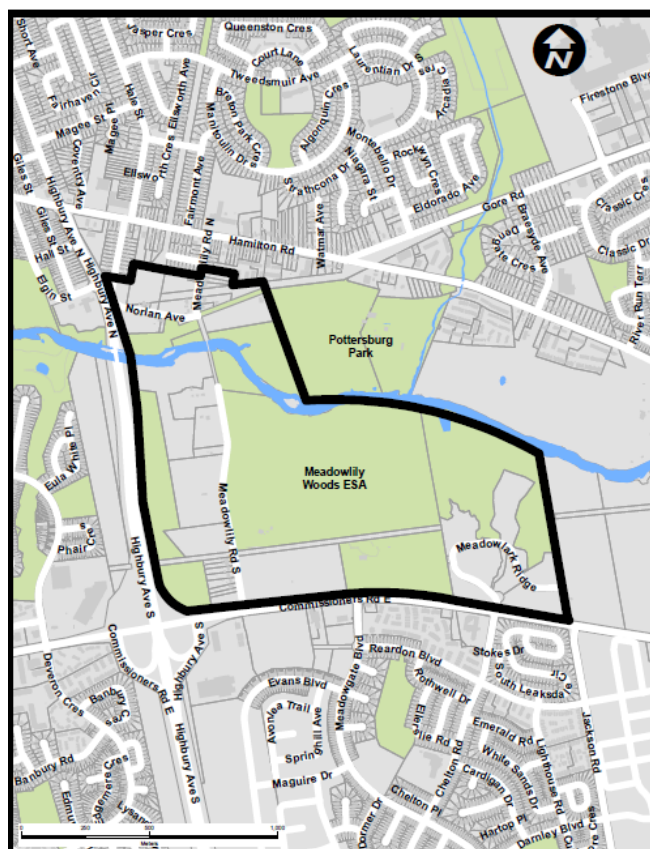


Figure 1 – Study Area

2.0 Discussion

2.1 Work Description

The majority of the project study area is currently without any type of municipal services, and the development that was approved by Council at 101 Meadowlily Road is required to operate under a temporary servicing solution until full municipal services are available. The strategy and details of achieving an ultimate servicing solution is to be

determined through the Municipal Class EA for a sanitary pumping and through the municipal servicing study that will assess water, wastewater, and stormwater services. Deliverables of this Municipal Class EA and servicing study include:

- A capital plan involving water, stormwater, and wastewater servicing which may be incorporated into future Development Charge (DC) updates and identify related servicing requirements consistent with past work within or adjacent to the study area;
- Recommendations for any upgrades needed in the downstream sanitary sewer system(s);
- Potential sanitary pumping station options and land requirements for the pumping station, including capital and operating cost estimates and expected required capacity, and evaluate to establish a preferred alternative; and
- Preferred alternative(s) for regional stormwater management facilities and/or private permanent systems including retrofits to existing development areas complementary to other servicing needs.

Meadowlily ESA

Although the study map area encompasses the Meadowlily Environmental Significant Area (ESA), the Municipal Class EA and Servicing Study for the Meadowlily Road Area is not to include any part of the Meadowlily ESA itself. As such, a Scoped Environmental Impact Study (EIS) will be completed in order to demonstrate no negative impact to natural heritage features and functions. The EIS will be scoped to include and leverage the ecological information already collected for the Meadowlily Woods ESA Conservation Master Plan (NRSI, 2019) and other studies. The EIS will be scoped in advance with the Project Manager, ecology staff, other agencies, and EEPAC.

3.0 Financial Impact

3.1 Consulting Engineering Services

MTE Consultants Inc. submitted a proposal for \$203,071.00, including 10% contingency, excluding H.S.T.

MTE Consultants Inc.'s project fees were the lowest of the successful proposals, are within the budget for the project, and represent the best value to the City based on a combined technical and cost score. Overall their proposal met all the key project requirements and their staff are qualified to undertake the required engineering services.

In accordance with Section 15.2 (d) of the City of London's Procurement of Goods and Services Policy, Civic Administration is recommending that MTE Consultants Inc. be retained to undertake the Meadowlily Road Area EA and Servicing Study.

Conclusion

MTE Consultants Inc. and the assigned project team have extensive project experience with similar assignments and are well qualified to undertake the required engineering services. Based on the review by the evaluation team, it was determined that retaining MTE Consultants Inc. was in the best financial and technical interests of the City. It is recommended that MTE Consultants Inc. be awarded this consulting assignment to undertake all tasks relatd to the Meadowlily Road Area EA and Servicing Study.

Prepared by:	Ashley Rammeloo, MMSc., P.Eng. Division Manager, Sewer Engineering
Submitted by:	Scott Mathers, MPA, P.Eng Director, Water, Wastewater and Stormwater
Recommended by:	Kelly Scherr, P. Eng., MBA, FEC Deputy City Manager, Environment & Infrastructure and City Engineer

cc: Kevin Graham – Environmental Services Engineer, Sewer Engineering
John Freeman – Manager, Purchasing & Supply
Gary McDonald – Budget Analyst, Finance and Corporate Services
Alan Dunbar – Manager, Financial Planning & Policy
Jason Davies – Manager, Financial Planning & Policy
Laurie Stephens – MTE Consultants Inc.

Appendix 'A' – Source of Financing

Appendix 'B' – Location Map

Appendix "A"

#21174

November 2, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Meadowlily Road Area Environmental Assessment and Servicing Study

(Subledger WW210006)

Capital Project ES540419 - Built Area Specific Studies (2019-2023)

Capital Project PD2082 - Meadowlily Area Planning Study

MTE Consultants Inc. - \$203,071.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
ES540419 - Built Area Specific Studies (2019-2023)				
Engineering	181,440	0	77,759	103,681
PD2082 - Meadowlily Area Planning Study				
Engineering	520,000	391,114	128,886	0
Total Expenditures	\$701,440	\$391,114	\$206,645	\$103,681

Sources of Financing

ES540419 - Built Area Specific Studies (2019-2023)

Drawdown from City Services - Wastewater Reserve Fund (Development Charges) (Note 1)	181,440	0	77,759	103,681
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PD2082 - Meadowlily Area Planning Study

Capital Levy	132,500	99,659	32,841	0
Drawdown from City Services - Studies Reserve Fund (Development Charges) (Note 1)	387,500	291,455	96,045	0

PD2082 - Total	520,000	391,114	128,886	0
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Total Financing	\$701,440	\$391,114	\$206,645	\$103,681
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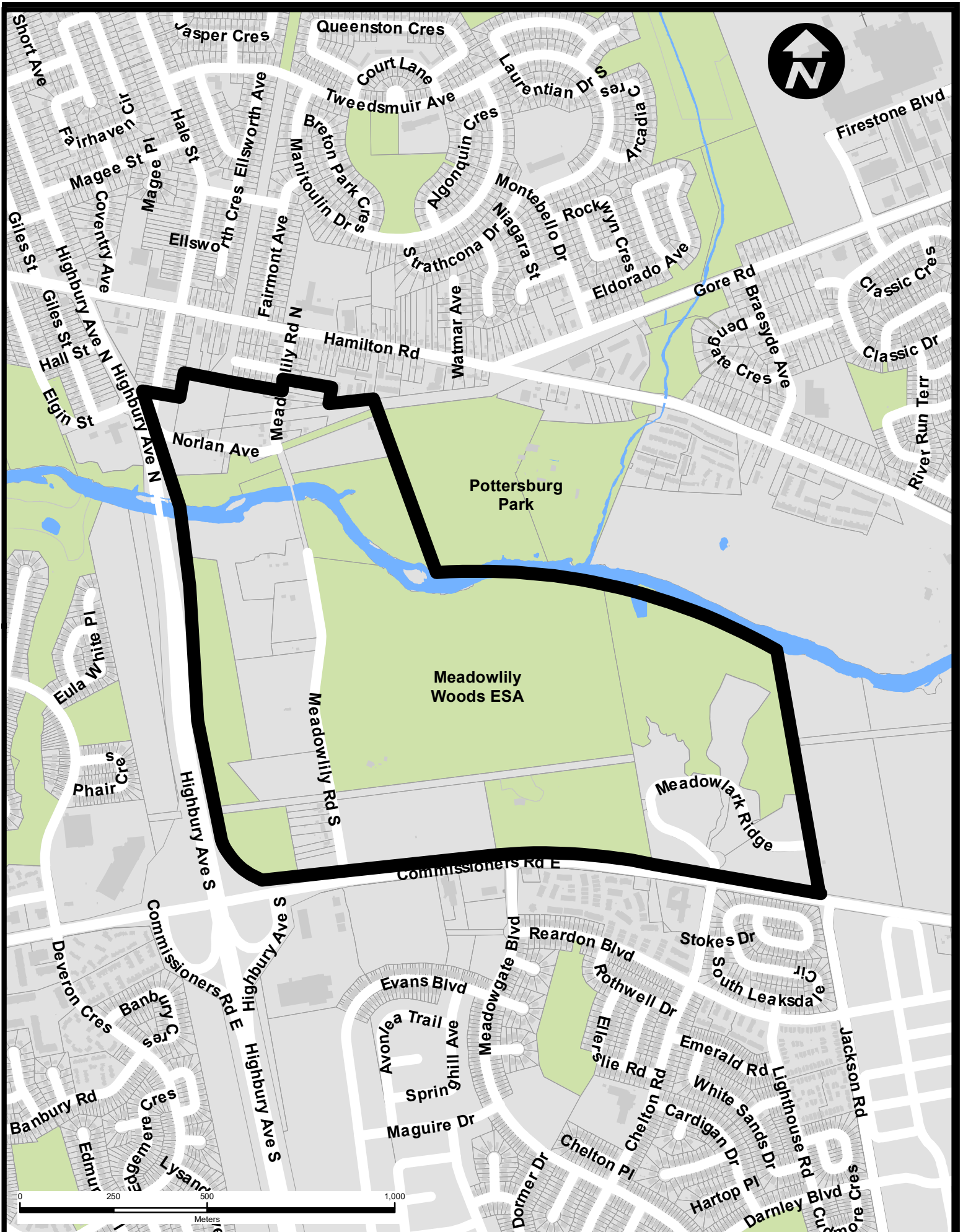
Financial Note:

	ES540419	PD2082	Total
Contract Price	\$76,414	\$126,657	\$203,071
Add: HST @13%	9,934	16,465	26,399
Total Contract Price Including Taxes	86,348	143,122	229,470
Less: HST Rebate	-8,589	-14,236	-22,825
Net Contract Price	\$77,759	\$128,886	\$206,645

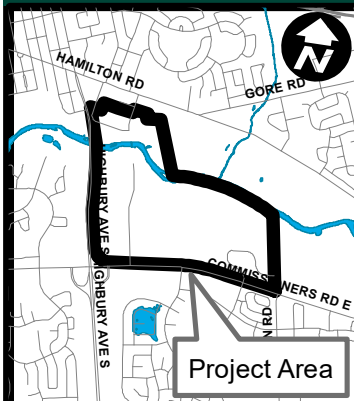
Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Jason Davies
Manager of Financial Planning & Policy

jg



LOCATION MAP



Meadowlily Servicing Area

Project Area

Map Produced by
the Sewer
Engineering
Division
March 29 2021 CM



London
CANADA

300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Initiation of the Mobility Master Plan Development

Date: November 2, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the development of the Mobility Master Plan:

- a) The following Draft Vision and Guiding Principles for the development of the Mobility Master Plan as follows **BE ENDORSED** for consultation and feedback through a community engagement program, noting that the final Vision and Guiding Principles will be brought forward for approval after the community engagement:

Draft Vision Statement:

In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.

Draft Guiding Principles:

- Environmentally Sustainable
- Equitable
- Financially Sustainable
- Healthy and Safe
- Integrated and Connected;

- b) The general framework for the community engagement program, as presented in this report, **BE APPROVED**; and,
- c) The general scope for the consultant assignment to assist in preparation of the Mobility Master Plan, as presented in this report, **BE APPROVED**.

Executive Summary

Purpose

This report recommends the approval of the Draft Vision and Guiding Principles for the development of the Mobility Master Plan. Following Council approval, the Draft Vision and Guiding principles would be subject to public consultation prior to finalizing.

The report also outlines the general framework for the community engagement program.

This report also recommends the general scope for the engineering consultant assignment to assist in preparation of the Mobility Master Plan. The engineering consultant selection procedure for the assignment will utilize the two-step procurement process in accordance with Section 15.2(e) of the Procurement of Goods and Services Policy.

Context

The City of London manages a transportation network that provides for the movement of people and goods. This is done with a focus on equity, the environment and the economy. The system provides opportunity for the main mobility modes – walking, cycling, transit, movement with mobility devices and motorized vehicle movement.

The London Plan identifies that a Transportation Master Plan may be prepared and updated regularly, to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. Future mobility planning is prudent considering that London’s population is anticipated to grow between 66,000 and 139,000 people over the next 20 years. As well, master planning forms the basis for capital plans and policies and is often required to support applications to senior government infrastructure funding programs.

The purpose of this project is to create a new integrated Mobility Master Plan that builds on and supersedes the current Smart Moves London 2030 Transportation Master Plan and the London ON Bikes Cycling Master Plan and identifies the policy framework, infrastructure programs and supportive programs with a 25-year horizon. The plan will be created using a thorough consultation process, technical analysis, and consideration of The London Plan, Council’s Strategic Plan and associated initiatives such as the Climate Emergency Action Plan.

Linkage to the Corporate Strategic Plan

The Mobility Master Plan will advance and support numerous strategies under the City’s Areas of Focus:

- Strengthening Our Community
- Building a Sustainable City
- Growing Our Economy
- Creating a Safe London for Women and Girls
- Leading in Public Service
- Commitment to Anti-Racism and Anti-Oppression

Analysis

1.0 Background Information

The current Smart Moves London 2030 Transportation Master Plan was approved by Council in 2012 with a horizon year of 2030. Smart Moves identifies a shift to a more sustainable transportation system including a transit focused strategy that uses a rapid transit network as the backbone for transit service enhancement, complimentary road capacity, and policies to make transportation efficient and green while contributing to a liveable city. The London ON Bikes Cycling Master Plan was approved in 2016 and provides similar strategies for cycling infrastructure, policies and programs. The comprehensive City-wide cycling network accommodates both commuter and recreational cyclists. It includes the recreational pathway system which consists of the Thames Valley Parkway and secondary connections that are integrated with the active transportation facilities on streets.

1.1 Previous Reports Related to this Matter

- June 19, 2012, Civic Works Committee, London 2030 Transportation Master Plan
- March 3, 2014, Civic Works Committee, London Road Safety Strategy
- Planning and Environment Committee – June 13, 2016 – The London Plan
- September 7, 2016, Civic Works Committee, London ON Bikes Cycling Master Plan
- May 28, 2018, Civic Works Committee, Smart Moves 2030 Transportation Master Plan Accomplishments
- August 13, 2018, Civic Works Committee, Complete Streets Design Manual
- August 31, 2021, Civic Works Committee, Outcome of Climate Lens Screening Applied to Major Transportation Projects

2.0 Discussion and Considerations

2.1 Draft Vision Statement and Guiding Principles

As identified in The London Plan, a Transportation Master Plan may be prepared and updated regularly to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. The Draft Vision for the Mobility Master Plan is as follows:

In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.

Five Draft Guiding Principles, as shown in Figure 1, have been prepared to establish the framework for the decision-making process for the development of the Mobility Master Plan. They are proposed to ensure that the policies and actions developed through the Mobility Master Plan work towards achieving the Vision. The Draft Guiding Principles are based on the City of London's existing policies and plans including The London Plan, Council's Strategic Plan and the Climate Emergency Action Plan.

The Draft Guiding Principles were refined based on input from staff in various departments, and in consideration of transportation feedback received over the years including from Municipal Council, Council Advisory Committees, community and business groups and the broader public. Guiding principles from other completed and on-going mobility master plans in Canada were also reviewed as part of the process.

Figure 1: Mobility Master Plan Draft Guiding Principles



The Draft Guiding Principles will be reviewed and refined as appropriate through community and stakeholder input and will be presented to the Civic Works Committee and Municipal Council at a future date in 2022 for approval.

2.2 Framework for Community Engagement

Throughout the process to develop the Mobility Master Plan, the primary source of information will be online, using the City’s engagement portal, GetInvolved (<https://getinvolved.london.ca/>) This will be updated regularly with information about the process, clear information about engagement opportunities, and updates about how community feedback has been used.

The Mobility Master Plan engagement process

Throughout this process, it will be critical that engagement is equitable and accessible to ensure that feedback and input throughout the development of the Mobility Master Plan reflects the diverse needs of the community and contributes to the success of all Londoners. Using guidance from the International Association for Public Participation (IAP2) Equitable Engagement Best Practices and applying an Environment, Social, and Governance (ESG) lens, the consultation will be rooted in community collaboration, beginning with the engagement process itself.

Co-creating the engagement plan

Before the first phase of broad public consultation begins, City staff and partners will focus on networking and strengthening community connections. As per best practices, it is recommended that the community co-designs the engagement framework and participates in a task force. To do this, staff will:

- **Leverage existing structures** (e.g., advisory committees, third-party organizations with established community networks) to ensure a range of perspectives and experiences are leveraged throughout the process.
- **Form a Community Advisory Panel** in partnership with London's Community Diversity and Inclusion Strategy (CDIS) working groups to develop, review and implement engagement plans.
- **Prepare a thorough stakeholder list** in consultation with the Community Advisory Panel to ensure representation from all groups.
- **Complete an Environics demographic data analysis** in partnership with the City's Planning and Economic Development team to understand geography and movements of Londoners and identify critical populations and locations for focusing data collection.
- **Ensure representation from Indigenous people, Black people and people of colour on the project team** by expanding the City's Community Connector program and ensuring the expanded project team provides a range of lived experience.
- **Identify existing and historical engagement barriers** as community connections are made, and form plans to remove/address them proactively.
- **Clearly define where each task lands on the [spectrum of public participation](#)** to ensure there is a mutual understanding between practitioners, decision makers and the community about how input will be used.

Recognizing that everyone holds a unique lived experience related to mobility, it will be critical to collect feedback from a diverse range of individuals with different (often intersecting) identities. To do this, the City plans to empower members of its Community Advisory Panel to develop, and in some cases lead, engagement exercises required as part of the Mobility Master Plan process. The City is prepared to support the unique needs of community groups, understanding that the nature of each session (i.e., the tools, activities, supports and adaptations) will vary.

Recognizing that mobility planning requires enterprise-wide support, an internal project team has been formed to help guide the study. This team includes senior representatives from numerous City service areas and promotes continuous collaboration to ensure the creation of a holistic Mobility Master Plan.

Phases of Engagement

Engagement for the Mobility Master Plan has been broken into three phases as shown in the chart below. The specific timing of tasks identified under each phase and the tactics used will remain flexible based on the project plan, emerging needs that may arise, and continuing pandemic constraints.

Phase 1: Establish shared vision & understand needs (Fall 2021 – Spring 2022)

- Establish community connections
- Provide education opportunities
- Consult on vision and guiding principles
- Learn about mobility experiences, goals, and barriers

Phase 2: Explore solutions & make connections (Summer 2022 – Winter 2023)

- Identify opportunities and challenges
- Link feedback to existing policies, plans and programs and identify gaps
- Collect people-trip information
- Develop options for future mobility networks
- Identify opportunities for community empowerment

Phase 3: Confirm & refine the path forward (Spring 2023 – Winter 2024)

- Begin drafting Mobility Master Plan
- Forecast budgets needed to carry out the plan
- Revisit recommendations with most impacted groups
- Present & publish final plan

Engagement Touchpoints

The City is committed to completing all work on the Mobility Master Plan with transparency. A clear feedback loop will be established to ensure consistency for each phase of engagement. This includes:

- Attending meetings with a variety of advisory committees at the outset and scheduling follow-up meetings as needed with specific advisory committees
- Providing results to council after each phase of engagement
- Sharing links to critical Mobility Master Plan education and promotional materials as they are created
- Listing all engagement sessions in a publicly accessible online calendar
- Creating a process to direct informal feedback that may be provided through any number of channels (telephone calls, emails, Service London, social media) to be captured and considered as part of the process).

Above are the baseline touchpoints. Engagement will take place in multiple locations and in multiple forms during each phase of the Mobility Master Plan process and the team will identify topics and challenges that may require additional, in-depth discussion. The process and opportunities for engagement will be well documented throughout.

2.3 Scope for the Consultant Assignment

This section provides a summary of the general scope and requirements for the consultant assignment to assist in preparation of the Mobility Master Plan.

Overview

The Mobility Master Plan will build on the Smart Moves London 2030 Transportation Master Plan and continue to focus on a more sustainable mobility system including transit. The Mobility Master Plan will build on the Rapid Transit Master Plan and Transit Project Assessment Process with consideration of the Downtown Loop, East London Link and Wellington Gateway projects, and will further consider alternatives for improved higher-order transit solutions in the north and west areas of the city. The plan will also have regard for the London Community Recovery Network (LCRN) action item related to improved transit access to the downtown.

The Mobility Master Plan will also build on the London ON Bikes Cycling Master Plan with an increased focus on walking and cycling. The Mobility Master Plan should also consider current and future demographics, including the needs of those with mobility challenges (e.g. wheelchairs and other mobility aids).

From a employment support perspective, the recent PwC report that identified a link between London labour market non-participation and access to transportation will inform this work. Support for the Industrial Land Development Strategy and the movement of goods will also be assessed as part of the project.

The Plan creation will have consideration for the 2021-2024 Safe Cities London Action Plan and the findings of the Safe Cities London Scoping Study which identified in transit (in transition from one place to another) as the most common public place and space where respondents reported experiencing or witnessing an incident of violence.

The process will also consider the survey of discrimination experienced by immigrants, racialized minorities, and Indigenous people that was conducted in partnership with the London Middlesex Local Immigration Partnership. The survey identified some of the most likely places to experience discrimination include while using public transit and while in a store, bank or a restaurant.

While automobiles will continue to be a factor in the planning of London's mobility infrastructure, the sustainability of adding traffic lanes to roadways will be scrutinized in conjunction with consideration of complete streets principles. A balanced mobility system is required which integrates all modes of travel and minimizes individual reliance on automobiles. Further to recent Council direction, the Wonderland Road corridor will be a focus area for creative solutions.

As part of the Mobility Master Plan priority networks shall be identified for the various mobility modes including pedestrian, cycling, transit, goods movement and automobiles. Priority networks represent a combination of streets or corridors for each mode where that mode will receive high-quality infrastructure and/or service. With limited road right-of-ways, trades-off will be required to provide facilities for the various modes of mobility. In some instances, narrowing roads and/or reallocating automobile lanes may be considered to balance modal priorities and provide facilities for cycling and walking.

Municipal Class Environmental Assessment Process

The Municipal Class Environmental Assessment (Municipal Class EA) process is applicable to the Mobility Master Plan. This means that the Mobility Master Plan process must follow the master planning process outlined through the Municipal Class EA, including full documentation of the process and providing a traceable rationale for conclusions reached. Phase I and II of the Municipal Class EA will be satisfied for recommended infrastructure improvements. This involves the identification of the problem or opportunity and development of alternative solutions.

Equity and Inclusion

Mobility and infrastructure planning decisions have significant equity impacts that relate to housing accessibility, land values and local economic activity. The quality of mobility infrastructure available affects people's economic and social opportunities. Consistent with the City's Community Diversity and Inclusion Strategy (CDIS), it is necessary to ensure that all current and future mobility options are reviewed by, and easily available and accessible to, seniors, persons with disabilities, and newcomers. The Proponent shall work with the City's Strategic Communications and Government Relations team to implement a Public Engagement and Communication Strategy which meets the requirements of the Municipal Class EA and that is reflective of the City's equity values. It will also be their responsibility to ensure the plan identifies deliverables related to universal accessibility and mobility equity.

Climate Change

Consistent with Council's declaration of a climate emergency in 2019, climate goals will be a significant factor in the planning of London's mobility infrastructure. The goals of the Climate Emergency Action Plan (which is anticipated to be finalized in the near-term) are to improve London's resilience to climate change impacts, reduce London's greenhouse gas emissions by at least 37% below 1990 levels by 2030 and reach net-zero emissions by 2050.

Currently, the transportation sector is the largest contributor of greenhouse gas emissions and personal mobility creates approximately 1/3 of the total emissions. As part of the Mobility Master Plan, the forecasting of greenhouse gas emissions will be considered to inform mode share targets and mobility infrastructure planning to ensure that it is consistent with the goals of the Climate Emergency Action Plan.

Educational Material

For the Mobility Master Plan to be successful, community support and understanding will be critical. Providing clear and accessible educational material related to policies, plans and programs relevant to the Mobility Master Plan will be necessary throughout the engagement and consultation process to ensure participants are well-informed. The Proponent shall be prepared to provide and/or source the full range of supports individuals might need to participate in the process and/or consume the information (e.g. AODA-compliant documents, captions, translation, and ASL interpreters as required).

Data Collection and Modelling

Data collection will be required to set a baseline of current mobility use, to forecast future mobility needs, and as a measure of success of the of the Mobility Master Plan goals. Data collection will need to include pedestrians and cyclists in addition to cars, trucks, and transit. A comprehensive household travel survey was conducted in 2016. A cost-effective method to update this data with consideration of current pandemic-related volatility in travel patterns will be explored as part of the Mobility Master Plan process. A public travel survey is also anticipated to be required to gain a better understanding of what modes of mobility Londoner's are currently using, the preferred mobility modes, and barriers to achieving them.

The Covid-19 pandemic has changed the way many people travel in London and across the country. It is expected that some of the changes will be temporary in nature while others will have permanent, lasting effects to traffic volumes, travel behavior and mode choice. Unique challenges and opportunities that the pandemic presents for forecasting mobility needs and setting mode share targets, including targeted scenarios reflecting likely potential impacts of COVID-19, will need to be considered.

Consideration will be given to the forecasting and impacts of emerging connected and automated vehicle (CAV) technologies and their potential/likely impacts in the coming decades.

Transportation Demand Management (TDM) policies and programs

TDM policies and programs are required to accommodate growth while relieving congestion and minimizing travel time by supporting the various modes of mobility. As part of the Mobility Master Plan, current TDM policies and programs will be reviewed, updated and supplemented as required. With limited public space, trade-offs will be required to accommodate the various mobility modes. Modal priorities will need to be set for corridors and achievable level of service (LOS) targets set.

Financial Considerations

Implementation plans for the various capital programs that support all modes of mobility are to be developed as part of the Mobility Master Plan. The coordination of proposed improvements and prioritization of modes within corridors shall be based on an understanding of London Plan street classifications. Asset management shall be considered, and the estimated costs of capital implementation and associated operating are to be developed.

Measures of success

A successful plan will include clearly defined indicators that will monitor and evaluate progress towards the vision and objectives of the Mobility Master Plan. Key performance indicators must rely on readily available data sources that are both meaningful and quantifiable.

Project Schedule

The selected consultant that will help create the Mobility Master Plan is anticipated to be awarded in early 2022. Extensive public consultation and engagement will be required. The Mobility Master Plan is anticipated to deliver key recommendations throughout 2023 and be finalized and documented in early 2024. Key milestones include the identification of mobility growth projects and programs by Spring 2023 and capital and operating costs by Summer 2023.

3.0 Financial Impact/Considerations

Funds are identified in the capital budget for the creation of the Mobility Master Plan. There are no financial approvals being requested at this time.

4.0 Key Issues and Considerations

Based on the declaration of a Climate Emergency in 2019, Council directed staff to complete an initial screen of current major transportation projects using the interim Climate Emergency Screening Tool. A report to the Civic Works Committee on August 31, 2021 identified the outcomes of this review and next steps to consider climate change mitigation and adaptation to ensure resiliency of critical transportation infrastructure. The Mobility Master Plan will provide an opportunity to further review major transportation projects in alignment with Council's Climate Emergency Action Plan and create new initiatives with a climate change and sustainability perspective.

Conclusion

As identified in The London Plan, a Transportation Master Plan may be prepared and updated regularly, to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. The purpose of this project is to create a new integrated Mobility Master Plan that builds upon the current Smart Moves 2030 Transportation Master Plan and London ON Bikes Cycling Master Plan and identifies the policy framework and infrastructure programs with a 25-year horizon. The plan will be created using a thorough consultation process, technical analysis, and consideration of The London Plan, Council's Strategic Plan and associated initiatives such as the Climate Emergency Action Plan. Numerous reports to Civic Works Committee will be submitted to ensure that Council members are both engaged with and informed about the Mobility Master Plan as it progresses. Extensive public consultation and engagement will be required through all three phases of this process.

As part of the initiation of the Mobility Master Plan, endorsement for consultation and feedback is being sought for the Draft Vision and Guiding Principles. Additionally, approval of the general framework for the community engagement program and scope for the engineering consultant assignment to assist in preparation of the Mobility Master Plan are recommended.

Prepared by: Sarah Grady, P. Eng, Traffic and Transportation Engineer

Prepared by: Megan Fontaine, Manager, Public Engagement

Submitted by: Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility

Recommended by: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure

October 25, 2021/

c: Mobility Master Plan Internal Steering Committee
Transportation Advisory Committee
Cycling Advisory Committee

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Wharncliffe Road South Improvements: 100 Stanley Street
Process

Date: November 2, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, with consideration of the March 23, 2021 Council resolution, the Civic Administration **BE DIRECTED** to submit an application to Council to demolish the heritage designated property at 100 Stanley Street, it being noted that the application process requires further consultation with the LACH and a public participation meeting at the Planning and Environment Committee to consider the application.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by building new transportation infrastructure to meet the long-term needs of our community.

Previous Reports Pertinent to this Matter

- June 19, 2012 - Civic Works Committee – London 2030 Transportation Master Plan
- June 23, 2014 – Strategic Priorities and Policy Committee – Approval of 2014 Development Charges By-Law and DC Background Study
- October 6, 2014 – Civic Works Committee – Environmental Assessment Appointment of Consulting Engineer
- November 29, 2016 – Civic Works Committee – Environmental Assessment Update
- January 11, 2017 – LACH – Municipal Class Environmental Assessment Study – Wharncliffe Road South from Becher Street to Commissioners Road West
- November 16, 2017 – LACH – Wharncliffe Road South Environmental Assessment – 100 Stanley Street
- February 6, 2018 – Civic Works Committee – Environmental Study Report
- June 19, 2018 – Civic Works Committee – Wharncliffe Road South Improvements, Wharncliffe Road Bridge Rehabilitation, Detailed Design & Tendering, Appointment of Consulting Engineer
- June 18, 2019 – Corporate Services Committee – Expropriation of Land, Wharncliffe Road Widening and Improvements Project
- January 28, 2020 – The Council of the Corporation of the City of London – Expropriation of Lands, Wharncliffe Road South Widening and Improvements Project (first report)
- January 28, 2020 – The Council of the Corporation of the City of London – Expropriation of Lands, Wharncliffe Road South Widening and Improvements Project (second report)
- February 9, 2021 – LACH – Wharncliffe Road South Improvements – 100 Stanley Street
- March 2, 2021 – Civic Works Committee – Wharncliffe Road South Improvements: 100 Stanley Street Update
- October 13, 2021 – Civic Works Committee – Request for Delegation Status, Architectural Conservancy Ontario - London Region

Background

1.0 Purpose

In March 2021, Council provided direction to “take the necessary actions to submit an amendment to the Environmental Assessment for the Wharncliffe Road South Improvements Project to permit the demolition of the residence at 100 Stanley Street and any other necessary administrative steps to advance the Project in as timely a manner as possible”. The purpose of this report is to describe the required process associated with this council direction as it relates to the Wharncliffe Road South Improvements project.

2.0 Project Background

The environmental assessment (EA) for the Wharncliffe Road South Improvements project was approved by Council on February 13, 2018. The EA recommended improvements to Wharncliffe Road South, from Becher Street to Commissioners Road, and suggested coordinating the improvements with rehabilitation work on the Wharncliffe Road Bridge across the Thames River. The near-term work includes improvements to Wharncliffe Road South, from north of the Thames River to Springbank Drive. The improvements will address the road bottleneck at the CN Rail Bridge that creates safety and operational concerns for all road users, and results in increased traffic in the surrounding neighbourhoods.

The EA recommendation with respect to conserving the cultural heritage value of 100 Stanley Street was to relocate the heritage dwelling. This recommendation was made on the basis that preserving 100 Stanley Street in place was determined not to be viable. This mitigation recommendation is documented in the EA’s Environmental Study Report (ESR).

100 Stanley Street, and other cultural heritage matters, were identified in two Part II Order requests during the filing of the EA Environmental Study Report. With the EA approval in 2018, the Minister of Environment, Conservation and Parks gave the City direction to further consult with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), the City’s Heritage Planner, and the London Advisory Committee on Heritage.

With the EA phase complete, the project has moved to the detailed design phase. The detailed design phase carries forward and refines the EA recommendations. The detailed design phase includes studies and the engineering design of all required infrastructure.

The upcoming construction phase will be the final phase of the project. Early works are ongoing along the corridor and are anticipated to be completed in 2022. Completing early works in advance of the project’s general contract allows the municipal works to be completed more efficiently. The advance work includes utility relocations and building demolitions. Construction of the overall project is anticipated to begin later in 2022, subject to coordination of utilities and dependant upon railway approval of construction approach and rail disruption timing.

At the March 23, 2021, Council meeting, Council provided direction to staff to proceed with the necessary actions to permit the demolition of the residence at 100 Stanley Street. Following this direction, staff have met with the Ministry of Environment, Conservation, and Parks and the Ministry of Heritage, Sport, Tourism, and Culture Industries to define the appropriate process for demolition.

At the October 13th, 2021 Civic Works Committee meeting, a delegation from the Architectural Conservancy Ontario - London Region (ACO London) presented information regarding their estimate of the costs associated with relocation of the heritage building at 100 Stanley Street. This presentation was received by the Committee, and it was recommended that the information be forwarded to Civic Administration for consideration.

Civic Administration have reviewed the information that was provided by ACO London with consideration of the best available information and associated risk factors. Administration is not recommending any revisions to the cost information that was provided to committee in March 2021. The City's cost estimate was developed based upon a comprehensive breakdown of all components necessary to relocate and establish the building at the Evergreen Avenue location. This includes allowances for excavation and demolition of the existing house foundation, creation of a new foundation and basement and installation of new site services and utility connections on Evergreen Avenue. The cost estimate was informed by a report prepared by an experienced contractor with relevant experience in relocating heritage buildings. Site inspections undertaken after the building had been vacated also provided valuable information regarding the building condition and the presence of designated substances.

Discussion and Next Steps

1.0 Demolition and Commemoration

Through discussions with the Ministry of Environment, Conservation, and Parks (MECP), the Ministry has provided the advice that an Environmental Assessment (EA) Addendum is not required to proceed with demolition of the heritage dwelling. This will largely mitigate EA risks associated with proceeding in this manner. MECP has indicated that while demolition of the heritage dwelling was not the recommended mitigation identified in the ESR, it was considered as a mitigation option as part of the EA process. MECP has also identified the need for the City to continue to comply with the Minister's EA decision including consultation with MHSTCI.

Additional information regarding the process that will be followed for the demolition of the heritage dwelling will be provided to the public through the project webpage and information will continue to be updated throughout the process.

City staff have also met with MHSTCI to ensure compliance with direction from MECP. As part of this compliance, the City has provided the completed cultural heritage studies for the project to the City's Heritage Planner and will also provide the studies to MHSTCI and the London Advisory Committee on Heritage (LACH) for review. The City will continue to consult with MHSTCI to confirm the appropriate heritage processes are being followed.

A heritage impact study (HIS) will be completed by a heritage professional for 100 Stanley Street in order to address the proposed demolition of the heritage dwelling and make recommendations for commemoration. A salvage plan will be completed to identify salvageable building materials for reuse. A documentation report for the property will be prepared and include the historical record for the property, historic and existing pictures, and mapping. As-found drawings will also be prepared.

An application to demolish the buildings on the designated property will be prepared for demolition of the heritage structure. The application will be submitted by the project team of the Wharncliffe Road South Improvements project from the Environment and

Infrastructure service area. This process will include a review by the City's Heritage Planner, LACH, the Planning and Environment Committee (PEC), the public through a public participation meeting at PEC, and Council. Council's consideration of the application will occur within 90 days of a complete application being submitted. Council may approve, approve with conditions, or refuse the request. Depending on the conditions that may be required for the approval of the demolition, a future application to repeal or amend the designating by-law may be required.

Subject to the above council permission, a qualified contractor will be retained to complete the demolition. A detailed demolition plan, a traffic management plan, a demolition permit application, as well as the issuance of a building permit to demolish will be required in advance of demolition. Opportunities for future uses of the remnant vacant parcel of 100 Stanley Street will be explored after engineering and construction needs are completed.

Based on the process and requirements outlined above, opportunities to streamline the demolition are being reviewed in order to proceed expeditiously with the overall project noting that coordination with the railway company is still ongoing for other components of the project.

2.0 Transportation Capital Project Network Coordination

The Wharncliffe Road South Improvements project is part of a coordinated approach for improvements to London's transportation network. There are anticipated to be several improvements to north-south routes in the area of the Thames River South Branch completed over the next few years. These improvements include:

- Victoria Bridge Replacement (Ridout Street South over the South Branch of the Thames River): This bridge replacement project requires the closure of the road for the entire construction season. The completed project will provide an improved alternate detour route during construction of the other projects on parallel routes. The project is shovel-ready and is currently being initiated for an early 2022 start.
- Wharncliffe Road South Improvements and the Wharncliffe Road Bridge over the Thames River South Branch: This multi-year project will have variable traffic impacts on Wharncliffe Road South and Horton Street. It requires periods of road closures for construction of the railway diversion and bridge replacement. The railway approval process for construction staging and timing is currently underway. The project is tentatively scheduled to start construction in late 2022 and will stagger the road closure period from parallel route interruptions.
- Wellington Gateway and Clark's Bridge Improvements (Wellington Road over the South Branch of the Thames River): This road reconstruction and bridge widening for improved transit and active transportation within the Wellington Gateway project is anticipated to predominantly maintain two-lanes of traffic throughout construction. The detailed construction staging of the Wellington Gateway continues to develop and is considering the other projects.

In order to minimize impacts for residents and businesses and to ensure mobility needs for all users, transit, and emergency services, these projects are being scheduled with the intention of limiting the overlap of parallel north-south road closures during construction. The proactive early initiation of the Victoria Bridge replacement in the near-term will start progress on the program component that is shovel-ready. It is anticipated that there will still be an overlap of other, less impactful, construction activities that will not require full road closures. This coordinated approach will help to mitigate impacts on traffic and business impacts throughout London's transportation network.

Conclusion

This report describes the process associated with the council direction to take the necessary actions to permit the demolition of the residence at 100 Stanley Street as it relates to the Wharncliffe Road South Improvements project. The heritage dwelling is required to be removed from the property to support the Wharncliffe Road South Improvements project.

An EA addendum is not required. The process includes reporting and heritage approvals and will be transparent and consultative. The project team will further engage with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), the City's Heritage Planner, and the London Advisory Committee on Heritage.

The project team will continue to progress the project and engage with the community. The construction schedules of this and other nearby capital projects are being coordinated to implement the improvements while mitigating construction impacts as much as possible.

Prepared by: Garfield Dales, P. Eng., Division Manager,
Transportation Planning & Design

Submitted by: Doug MacRae, P. Eng., MPA, Director, Transportation
and Mobility

Reviewed by: George Kotsifas, P. Eng., Deputy City Manager, Planning
and Economic Development

Recommended by: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager,
Environment and Infrastructure

DEFERRED MATTERS

CIVIC WORKS COMMITTEE

as of October 25, 2021

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	Q1, 2022	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: 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, 2022	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: 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>	August 12, 2019	Q1, 2022	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
4.	<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, 2021	K. Scherr J. Stanford	
5.	<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	
6.	<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>	September 22, 2020	TBD	G. Kotsifas	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	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;				
7.	<p><u>Updates - 60% Waste Diversion Action Plan Including Green Bin Program</u></p> <p>d) the Civic Administration BE DIRECTED to:</p> <p>i) continue to prioritize work activities and actions that also contribute to the work of the London Community Recovery Network; and,</p> <p>ii) submit a report to the 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.</p>	November 17, 2020	Q1, 2022	K. Scherr J. Stanford	
8.	<p><u>Green Bin Program Design - Community Engagement Feedback</u></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer the following actions be taken with respect to the staff report dated March 30, 2021, related to the Green Bin Program Design and Community Engagement Feedback:</p> <p>e) the Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee on the outcome of the procurement processes and provide details on the preferred mix of materials to collect in the Green Bin and any final design adjustments based on new information; and,</p>	March 30, 2021	Q1, 2022	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	f) the Civic Administration BE DIRECTED to report back to the Civic Works Committee by September 2021 on municipal programs options, advantages, disadvantages and estimated costs to address bi-weekly garbage concerns.				
9.	<p><u>Imperial Road Sidewalk - Councillor M. Cassidy</u> That the Civic Administration BE DIRECTED to report back to a future meeting of the Civic Works Committee with the results of the photometric study on Imperial Road and the detailed design of the proposed sidewalk on the east side of Imperial Road prior to tendering or commencing work; it being noted that a communication, dated March 24, 2021, from Councillor M. Cassidy, with respect to this matter, was received.</p>	March 30, 2021	TBD	K. Scherr D. MacRae	
10.	<p><u>3rd Report of the Cycling Advisory Committee</u> b) the following actions be taken with respect to a City of London PumpTrack: ii) the Civic Administration BE REQUESTED to report back on the process and fees associated with a feasibility study with respect to the establishment of a pumptrack facility in the City of London; it being noted that the communication, as appended to the agenda, from B. Cassell and the delegation from S. Nauman, with respect to this matter, was received</p>	May 11, 2021	TBD	K. Scherr, S. Stafford	

Cycling Advisory Committee

Report

The 9th Meeting of the Cycling Advisory Committee

October 20, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: B. Hill (Acting Chair), C. DeGroot, D. Doroshenko, J. Jordan, M. Mur, E. Raftis, and T. Wade; A. Pascual (Committee Clerk).

ABSENT: I. Chulkova and J. Roberts.

ALSO PRESENT: P. Adams, K. Grabowski, K. Grueneis, D. Hall, S. Harding, P. Hohner, H. Huotari, K. Johnson, D. MacRae, C. Maclsaac, L. Maitland, A. Mildenberger, A. Miller, J. Pucchio, M. Schulthess, J. Stanford, K. Welker, B. Westlake-Power, S. Wilson, and P. Yanchuk.

The meeting was called to order at 4:03 PM; it being noted that the following Members were in remote attendance: C. DeGroot, D. Doroshenko, B. Hill, J. Jordan, M. Mur, E. Raftis, and T. Wade.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment

That it BE NOTED that the presentation, as appended to the added agenda, from H. Huotari, A. Mildenberger, and C. Maclsaac, R.V. Anderson Associates, with respect to the Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment, was received.

2.2 Western Road and Sarnia Road / Philip Aziz Avenue Environmental Assessment

That it BE NOTED that the presentation, as appended to the agenda, from J. Pucchio, AECOM, with respect to the Western Road and Sarnia Road / Philip Aziz Avenue Environmental Assessment, was received.

2.3 Cycling Infrastructure Construction Update

That it BE NOTED that the verbal presentation from D. Hall, Program Manager, Active Transportation, with respect to the Cycling Infrastructure Construction Update, was received.

2.4 Windermere Road Municipal Class Environmental Assessment, Western Road to Doon Drive - PIC #2 Recommended Alternative

That it BE NOTED that the presentation, as appended to the added agenda, from K. Welker and P. Hohner, Stantec Consulting, with respect to the Windermere Road Municipal Class Environmental Assessment,

Western Road to Doon Drive - PIC #2 Recommended Alternative, was received.

3. Consent

3.1 8th Report of the Cycling Advisory Committee

That it BE NOTED that the 8th Report of the Cycling Advisory Committee, from its meeting held on September 15, 2021, was received.

3.2 2020 Community Energy Use and Greenhouse Gas Emissions Inventory

That it BE NOTED that the staff report dated August 31, 2021 from K. Scherr, Deputy City Manager, Environment and Infrastructure, entitled "2020 Community Energy Use and Greenhouse Gas Emissions Inventory", was received.

3.3 Public Meeting Notice - Official Plan Amendment - Masonville Secondary Plan

That it BE NOTED that the Public Meeting Notice dated September 29, 2021 from S. Wise, Senior Planner, related to an Official Plan Amendment for the Masonville Secondary Plan, was received.

3.4 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 179 Meadowlily Road South

That it BE NOTED that the Notice of Planning Application dated October 6, 2021 from C. Maton, Senior Planner, related to an Official Plan and Zoning By-law Amendments for the property at 179 Meadowlily Road South, was received.

3.5 Revised Notice of Planning Application - Zoning By-law Amendment - 99 Southdale Road West

That the following actions be taken with respect to the Revised Notice of Planning Application dated October 8, 2021 from A. Riley, Senior Planner, related to a Zoning By-law Amendment for the property at 99 Southdale Road West:

- a) the Civic Administration BE REQUESTED to consider including a provision for additional pedestrian and cycling access to the development from adjacent properties such as the:
 - i) the Hellenic Community Centre located at 133 Southdale Road West to connect to Singleton Avenue; and,
 - ii) the property located at 1065 Wharncliffe Road South to connect to Legendary Drive; and,
- b) the above-noted Notice BE RECEIVED.

3.6 Notice of Planning Application - Zoning By-law Amendment - 100 Kellogg Lane

That it BE NOTED that the Notice of Planning Application dated October 8, 2021 from B. Debbert, Senior Planner, related a Zoning By-law Amendment for the property at 100 Kellogg Lane, was received.

4. (ADDED) Additional Business/Deferred Matters

4.1 (ADDED) Notice of Public Information Center for East London Link (Rapid Transit), Phase 1 Construction

That it BE NOTED that the Notice of Public Information Centre for East London Link (Rapid Transit), Phase 1 Construction from T. Koza, Division Manager, Major Projects, was received.

5. Adjournment

The meeting adjourned at 5:39 PM.

Transportation Advisory Committee

Report

9th Meeting of the Transportation Advisory Committee

October 26, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: D. Foster (Chair), A. Abiola, D. Doroshenko, T. Kerr, T. Khan, P. Moore, M. Rice and S Wraight and J. Bunn (Committee Clerk)

ALSO PRESENT: K. Grabowski, J. Kostyniuk, D. MacRae, A. Miller, E. Oladejo, B. Westlake-Power and P. Yanchuk

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

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Western Road and Sarnia Road/Philip Aziz Avenue Intersection Improvements

That it BE NOTED that the presentation, dated October 26, 2021, from J. Pucchio, AECOM, with respect to the Western Road and Sarnia Road/Philip Aziz Avenue Intersection Improvements, was received.

2.2 Oxford Street West and Gideon Drive Intersection - Municipal Class Environmental Assessment

That the following actions be taken with respect to the presentation, dated October 26, 2021, as appended to the Agenda, with respect to the Oxford Street West and Gideon Drive Intersection Municipal Class Environmental Assessment:

a) the Civic Administration BE ADVISED that the Transportation Advisory Committee supports Alternative 4, Multi-Lane Roundabout, for the above-noted project; and,

b) the above-noted presentation BE RECEIVED;

it being noted that a delegation from H. Huotari, R.V. Anderson Associates, with respect to this matter, was received.

2.3 Windermere Road Improvements - Municipal Class Environmental Assessment

That it BE NOTED that the presentation, dated October 26, 2021, as appended to the Agenda, with respect to the Windermere Road Improvements Municipal Class Environmental Assessment, was received; it being noted that a delegation from K. Welker, Stantec, with respect to this matter, was received.

3. Consent

3.1 8th Report of the Transportation Advisory Committee

That it BE NOTED that the 8th Report of the Transportation Advisory Committee, from its meeting held on September 28, 2021, was received.

3.2 Public Meeting Notice - Official Plan Amendment - Masonville Secondary Plan

That it BE NOTED that the Public Meeting Notice, dated September 29, 2021, from S. Wise, Senior Planner, with respect to an Official Plan Amendment related to the Masonville Secondary Plan, was received.

3.3 Public Meeting Notice - Zoning By-law Amendment - 99 Southdale Road West

That it BE NOTED that the Public Meeting Notice, dated October 14, 2021, from A. Riley, Senior Planner, with respect to a Zoning By-law Amendment related to the property located at 99 Southdale Road West, was received.

3.4 Notice of Public Information Centre for East London Link (Rapid Transit) - Phase 1 Construction

That it BE NOTED that the Notice of Public Information Centre, from T. Koza, Division Manager, Major Projects, with respect to the East London Link (Rapid Transit), Phase 1 Construction, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Advisory Committee Pilots - Strengths-Weaknesses-Opportunities-Threats (SWOT) Comparison Document

That the attached Advisory Committee Pilots - Strengths-Weaknesses-Opportunities-Threats (SWOT) Comparison document BE FORWARDED to the Civic Works Committee for review.

5.2 Transportation Advisory Committee 2021 Work Plan

That it BE NOTED that the Transportation Advisory Committee 2021 Approved Work Plan, as at October 15, 2021, was received.

6. Adjournment

The meeting adjourned at 2:02 PM.

Advisory Committee Pilots - SWOT Comparison

Current “At Large” Configuration

Strengths

- Terms of Reference as currently written provide clear direction and convey a strong mandate (TMP/CMP)
- AC provides a much broader and considered platform to share ideas with Council
- Fosters a sense of independent thinking
- Promotes diversity and inclusion in group representation
- Ideas may come from the “bottom up” in addition to the “top down”
- Accountable to Council (via Civic Works Committee) vs. Civic Administration
- Integrated leadership amongst Council, Staff and AC (vs. Straight-line accountability)
- The parliamentary org structure promotes order, transparency and good organizational governance
- Promotes and sustains relationship building amongst like-minded Londoners
- Meets and/or exceeds the requisite level of SMEs in the committee makeup, often organically
- Demonstrated three-year track record of success in the case of TAC
- A strong Work Plan process was developed by TAC which is outcome-driven and aligned to London Plan (Strategic Vision vs. Tactical)

Community Engagement Panel

Strengths

- In effect the CEP, as envisioned, is simply an expanded, topic-driven PIC process utilizing a more flexible, “focus-group” structure lead by the Civic Administration
- Since this approach is as yet untested, see the “Opportunities” slide for potential strengths.

Advisory Committee Pilots - SWOT Comparison

Current “At Large” Configuration

Weaknesses

- The sometimes, the overly long cycle times of the formal process often preclude expedited matters from being fully explored...TAC has learned that a strong WP process can often mitigate this risk...but not fully
- Information flows slowly and often incompletely to/from Council due to barriers inherent in the parliamentary process
- AC mandates as outlined in their TORs are not always fully respected by the Civic Administration
- The Work Plan process, while providing structure, may sometimes have the effect of stifling new idea generation on topics not aligned to strategic interests of Council vs. the needs/desires of the Public
- The “At Large” pilot was established without success criteria and metrics for proper evaluation at the conclusion of the pilot period.
- The recruitment (Striking Committee) and selection processes (Council) need to be improved and focussed on expertise/merit vs. reward/vanity

Community Engagement Panel

Weaknesses

- Work planning will not be leveraged to provide focus and alignment to the London Plan and TOR
- Maintaining two different structures (AC and CEP) may not drive the expected benefits/efficiencies
- The CEP process and structure is still not entirely clear because it remains under development
- CEPs tend to be subject-focussed and steered (Command & Control vs. Collaboration) which eliminates the opportunity for free and independent thinking/input from the community (Tactical vs. Visionary)
- The level of transparency of the process from the point of view of the public (published meeting agendas, minutes, video) has not been established and/or properly evaluated.
- The CEP model has a lack of organizational structure and mature finesse and is largely ad hoc (Tactical)
- The pilot is being undertaken without criteria/metrics for proper evaluation at the conclusion of the pilot period (same mistake as with the “At Large” pilot)
- The model lacks a robust track record of success (going operational without the benefit testing)

Advisory Committee Pilots - SWOT Comparison

Current “At Large” Configuration

Opportunities

- Continue TAC in its current AC structure (with or without CAC) and undertake a proper comparative analysis which may drive improvement opportunities and models for those Advisory Committees which will remain in place.
- Recommendations regarding refinements of the recruitment and/or selection process for remaining ACs may result
- Introduction of enhanced analytics of AC effectiveness may result and be leveraged for future iterations/pilots/improvement initiatives

Community Engagement Panel

Opportunities *

- Expand the level of diversity and inclusion of the target audience on questions/issues requiring feedback to Council
- Reduced the cycle time for feedback to Council on time-sensitive matters, though the feedback may be much narrower in scope
- Enhance community engagement and feedback (Diversity and Inclusion)

* (Untested and therefore purely theoretical)

Advisory Committee Pilots - SWOT Comparison

Current “At Large” Configuration

Threats (Risks)

- Lack of support from Council
- Time-boxing by Civic Administration
- Poor assumptions/attitudes amongst many current AC members regarding mandate, attendance, due diligence, dedication and work group participation)
- Lack of skills development and succession planning for AC members threatening process sustainability
- No process to document understanding acquired to enhance the knowledge base of ACs
- No exit interview process (Early Warning System of AC dysfunction)
- Entropy associated with competing special interests
- Conflicts of interest

Community Engagement Panel

Threats (Risks)

- Special interest group bias could become a dominant feature of this model
- Pre-qualified lists of key individuals and/or special interest groups may be employed by Civic Administration as a pre-screen (thus undermining the benefits of convening a broader audience)
- Engagement fatigue (Public)
- Negativity on the part of Council and/or Civic Administration (due to Overwork/Disinterest/Stress associated with recent Covid-19 protocols)
- Negative reaction in Traditional/Social Media