

Agenda

Civic Works Committee

8th Meeting of the Civic Works Committee

May 31, 2022, 12:00 PM

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), M. van Holst, J. Helmer, P. Van Meerbergen, J. Fyfe-Millar, Mayor E. Holder

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	Pages
1. Disclosures of Pecuniary Interest	
2. Consent	
2.1. Northcrest Drive Municipal Watermain Servicing Budget Increase	2
2.2. Metamora Stormwater Outfall Replacement Contract Amendment - Addition of Metamora Bridge Repairs	7
2.3. Closing Part of Upper Canada Crossing	13
3. Scheduled Items	
4. Items for Direction	
5. Deferred Matters/Additional Business	
5.1. Deferred Matters List	17
6. Adjournment	

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: Northcrest Drive Municipal Watermain Servicing Budget Increase
Date: May 31, 2022

Recommendation

That on the recommendation of Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the Northcrest Drive municipal watermain servicing project:

- (a) the budget increase of \$909,645, to EW374322 Extension of Water Servicing, **BE APPROVED** for the subject project;
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A'; and
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

Executive Summary

Purpose

This report recommends a budget increase to allow for the extension of water servicing for Northcrest Drive. A project location map is provided in Appendix 'B'. This project is located within the urban growth boundary and proposes to make available municipal watermain servicing to three existing vacant lots and sixteen existing single family homes. A budget increase is required to initiate the procurement process for the construction tender in order to construct the proposed works in 2022.

Context

The project includes the installation of approximately 400 metres of municipal watermain to provide watermain servicing on Northcrest Drive. As part of the annual budget the City has a fund for the extension of watermain servicing to unserved areas within the Urban Growth Boundary. In order for this project to proceed to construction in 2022 a budget increase is required to ensure sufficient funds are available to initiate the request for tenders procurement process.

Linkage to the Corporate Strategic Plan

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

- 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

- None

2.0 Discussion and Considerations

2.1 Work Description

This project proposes to construct a municipal watermain on Northcrest Drive. The construction of this watermain will satisfy the following London Plan policy which will allow for the three vacant lots to proceed through the site plan control process and ultimately develop.

474_4. All development within the Urban Growth Boundary will be serviced by the City of London water supply system for its potable water supply and fire protection, which meets or exceeds all regulatory standards.

Further to this the provision of the municipal watermain will provide the opportunity for sixteen existing single family homes to connect to the City of London water supply system and will provide additional hydrant coverage for fire fighting.

The proposed watermain work includes the installation of the municipal watermain within the road right of way, with partial road restoration where disturbed through installation of the water infrastructure. Full surface reconstruction is not part of the project. Residents of Northcrest Drive have the opportunity to include a water service extended from the watermain to their fronting property line as part of the project construction and will be responsible for the cost of that water service.

It is noted that at this time there is no consideration for including a municipal sanitary sewer with the project. Currently there is no outlet readily available for a municipal sanitary sewer. The lack of sanitary servicing extends beyond this street and includes the wider neighbourhood.

2.2 Public Communications

This project utilizes a similar public communications approach to the City's Infrastructure Renewal Program including project letters and resident water service request forms.

3.0 Financial Impact/Considerations

3.1 Budget Increase

The account EW374322 has a current budget available of \$209,715. The estimated total project budget required is \$1,119,360. The design and construction supervision for this project is being completed in house by the City's Construction Administration division and topographic survey by the Geomatics division. An anticipated budget of \$25,000 is included in the total project budget estimate. The resulting budget increase required to initiate the procurement process for the construction tendering is \$909,645. Once the project is complete, any remaining funds will be returned to the reserve fund.

Budget Available	\$209,715
Estimated Total Project Cost	\$1,119,360
Budget Increase Required	\$909,645

3.2 Other Budget Consideration

Through providing a municipal watermain on Northcrest Drive, residents will be able to connect to the watermain for their water servicing. Part of the connection process includes the payment of frontage fees. The frontage fee for single family residential is \$246.19 per metre (which is capped at 50 metres). The approximate total value of frontage fees fronting the proposed watermain from all properties is \$160,000 (at 2022 rates) and will be collected as connections are completed in the future.

Home owners are responsible for the cost of any water services included with the

construction project. The budget amount recovered through the home owner cost of individual water services will be less than \$20,000. The final amount will be dependent on the number of residents that sign up for installation of a new water service directly through the construction project.

If sufficient budget is not made available from the reserve fund to construct the proposed watermain in 2022, then the project will be deferred to a future year when enough funds have been accumulated within the service area capital account. Capital project EW3743 is an annual program that receives approximately \$220,000 a year from the Water Works Renewal Reserve Fund, therefore it would take approximately five years to accumulate the required funding based on current 2022 estimates.

3.2 Alternative Option

As an alternative to the proposed construction of the municipal watermain in 2022, Council could pursue a bylaw to allow for building on the three existing vacant lots using private wells. The City would then revisit the construction timing of the municipal watermain project and move it to a later date. Coordination with municipal sanitary sewer servicing may be an option at a later date dependent on availability of a sanitary outlet and associated funding.

Conclusion

The proposed extension of water servicing through the construction of the municipal watermain on Northcrest Drive would allow for the three vacant lots to move through the site plan control process and develop. In addition to this, the municipal watermain will provide the opportunity for sixteen existing single family homes to connect to the City of London water supply system and provide additional hydrant coverage for fire fighting. In order for the project to be constructed in 2022 the identified budget increase of \$909,645.00, is recommended for approval.

Prepared by: David Gough, P.Eng., Acting Division Manager, Water Engineering

Submitted by: Aaron Rozentals, GDPA, P. Eng., Acting Director, Water, Wastewater, and Stormwater

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

Appendix 'A' – Sources of Financing

Appendix 'B' – Location Map

Appendix "A"

#22080

May 31, 2022

(Budget Increase)

Chair and Members
Civic Works Committee

RE: Northcrest Drive Municipal Watermain Servicing Budget Increase
Capital Project EW374322 - Extension of Water Servicing to Built out Areas

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project cannot be accommodated within the financing available for it in the Capital Budget, but can be accommodated with an additional drawdown from the Water Works Renewal Reserve Fund and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing for this project is:

Estimated Expenditures	Approved Budget	Additional Requirement (Note 1)	Revised Budget
Construction	209,715	884,205	1,093,920
City Related Expenses	0	25,440	25,440
Total Expenditures	\$209,715	\$909,645	\$1,119,360
Sources of Financing			
Drawdown from Water Works Renewal Reserve Fund	209,715	909,645	1,119,360
Total Financing	\$209,715	\$909,645	\$1,119,360

Note 1: The additional requirement for this budget increase is available as a drawdown from Water Works Renewal Reserve Fund. The uncommitted balance in the reserve fund will be approximately \$51.8 million with the approval of this request.

Kyle Murray
Director, Financial Planning and Business Support

jg

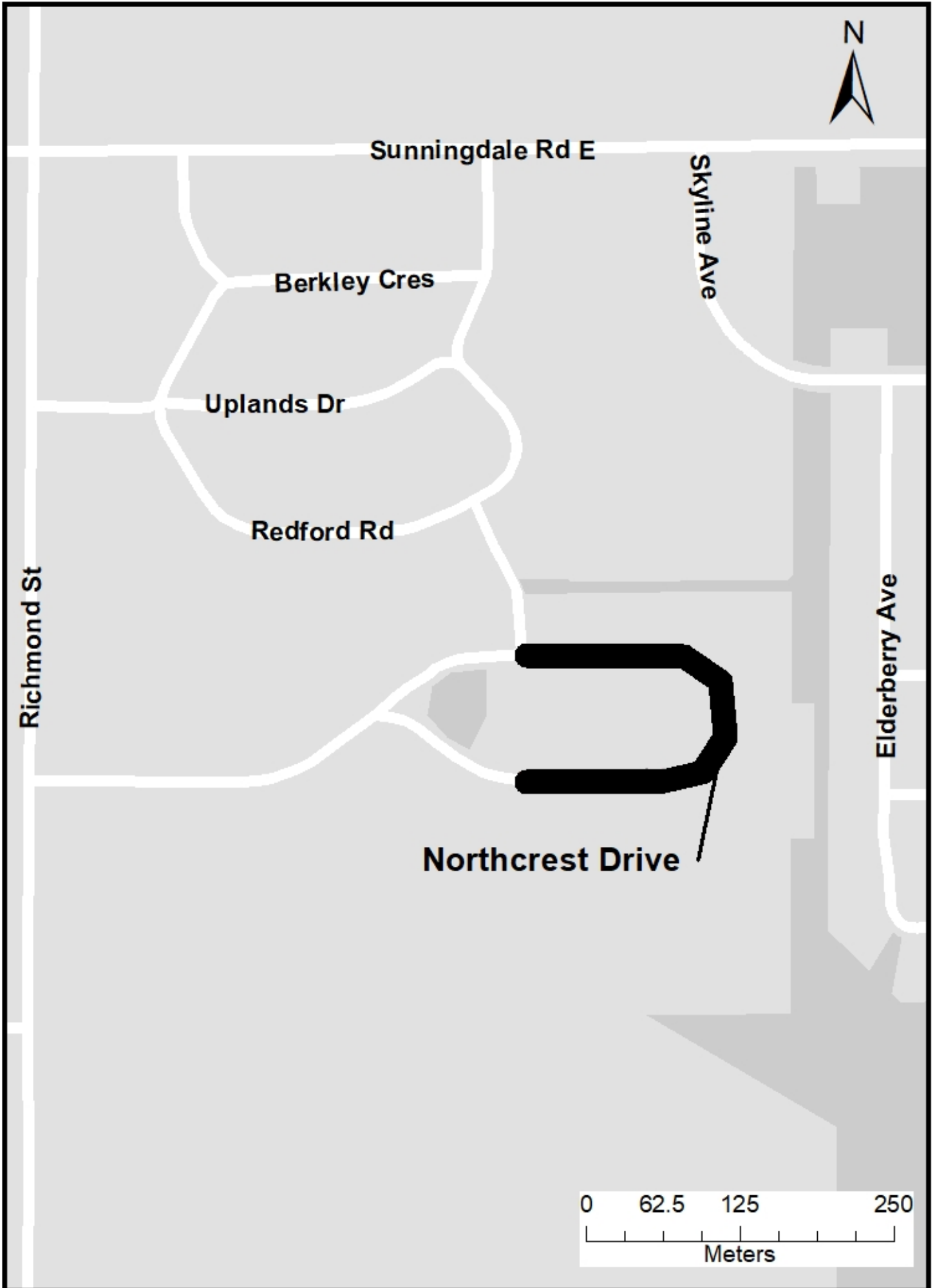
Appendix 'B'



London
CANADA

Location Map

Northcrest Drive Municipal Watermain Extension



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: Metamora Stormwater Outfall Replacement Contract
Amendment – Addition of Metamora Bridge Repairs

Meeting on: May 31, 2022

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, that the following actions be taken with respect to the extension of the Metamora Stormwater Outfall Replacement contract to include the Metamora Pedestrian Bridge Rehabilitation works:

- a) The contract amount for Blue-Con Construction **BE INCREASED** to undertake additional works required for the Metamora Pedestrian Bridge Rehabilitation as part of the existing RFT21-91 contract in accordance with the estimate on file, to an upset amount of \$255,000, including 20% contingency, excluding HST, from \$1,200,386.00 to a total of \$1,455,386, in accordance with Section 20.3e of the City of London's Procurement of Goods and Services Policy;
- b) The financing for the project **BE APPROVED** in accordance with 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 approvals given, herein, **BE CONDITIONAL** upon the Corporation amending the original contract; 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

This report seeks approval to increase the scope of work for BlueCon Construction to complete the Metamora Pedestrian Bridge Rehabilitation works in sequence with the Metamora Stormwater Outfall Replacement and Slope Rehabilitation project that is currently underway.

Context

The Metamora Stormwater Outfall Replacement and Slope Rehabilitation project is located in the Medway Valley Heritage Forest Environmentally Significant Area (ESA) at 23 Metamora Crescent. Construction of the project started in 2021 and is anticipated to be completed in summer of 2022. The outfall is adjacent to a pedestrian pathway that leads into the ESA.

Rehabilitation of the pedestrian bridge is scheduled to be completed in 2022 to ensure public safety along the Medway Valley Heritage Forest trail system. The bridge has been informally closed since 2020. Access to the bridge site is challenging and limited due to tree cover and steep slopes, therefore, ecologists in Planning and Development worked with the engineers in Environment and Infrastructure to evaluate constructing the bridge works in conjunction with the slope stability project as a solution to reduce environmental impacts and leverage the benefit of the temporary site access conditions.

Linkage to the Corporate Strategic Plan

Municipal Council's 2019-2023 Strategic Plan identifies "Building a Sustainable City" as a strategic area of focus. The recommendation in this report will support strategies to a) Improve safety for all modes of transportation, and b) Improve the quality of pedestrian environments to support healthy and active lifestyles.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Metamora Stormwater Outfall Replacement – Contract Award Increase (RFT21-91). Civic Works Committee. March 29, 2022

Metamora Stormwater Outfall Replacement Consultant Appointment. Civic Works Committee. February 9, 2021.

Conservation Master Plan for the Medway Valley Heritage Forest Environmentally Significant Area (South). Planning and Environment Committee. April 16, 2018.

1.2 Project Background

The existing Metamora Pedestrian Bridge was constructed in 2000 and is a single span steel arched girder bridge supported on a cylindrical concrete pier foundation. The bridge conveys pedestrian traffic over Bloomfield Creek along the Metamora Crescent Trail, located in the Medway Valley Heritage Forest Environmentally Significant Area (ESA). In 2020, the bridge was deemed unsafe and closed after an inspection identified

that erosion was undermining the bridge foundation. Washouts were also observed at the northwest and northeast corners of the bridge.

In 2021, staff from Planning and Development retained AECOM to assess the bridge and creek conditions and prepare a detailed design to bring the bridge up to public safety standards. Subsequently, a fluvial geomorphological assessment, geotechnical assessment, and Environmental Impact Study (EIS) were completed to support bridge repair specifications and implement avoidance and mitigation strategies. This project has been planned with minimal disturbance to the ESA being a primary objective.

1.3 Location Map

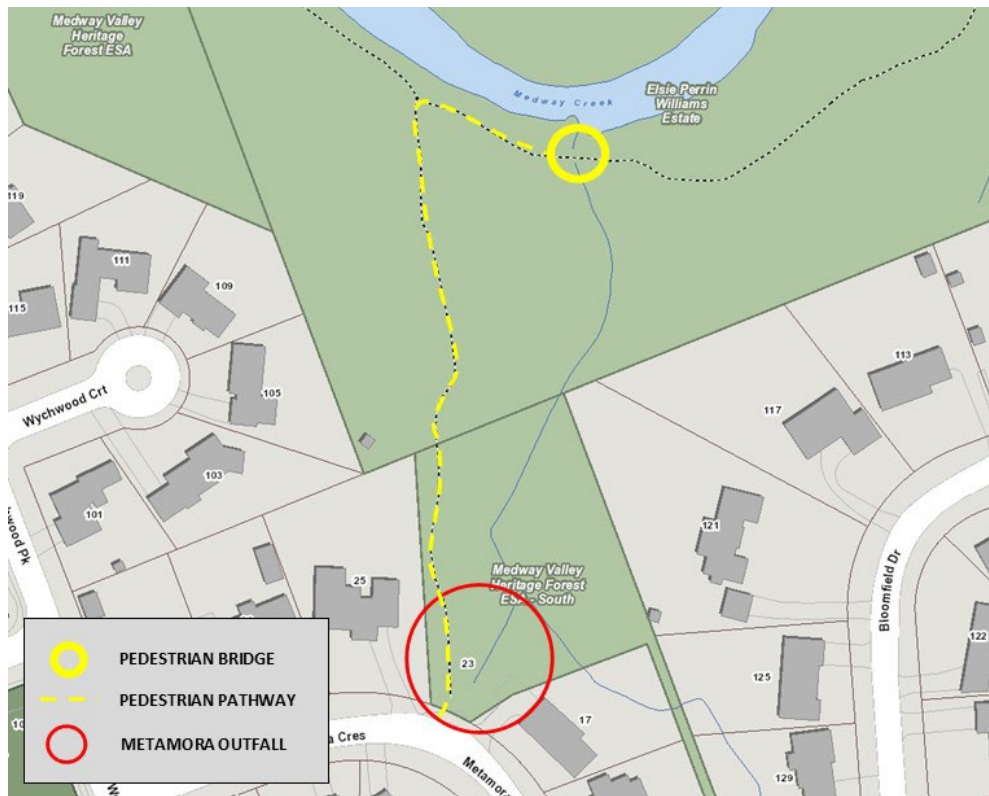


Figure 1: Location map showing Metamora outfall replacement project area

2.0 Discussion

Through detailed design, it was determined that the Metamora Pedestrian Bridge Rehabilitation would require the installation of helical piles adjacent to the existing concrete foundation, new timber decking and railings, round stone bank protection immediately adjacent to the bridge, realignment of the pathway leading to the bridge, and restoration planting. To accommodate the extent of required bridge repairs, a two-metre-wide access path for small equipment to transport aggregate and round stone to the bridge site is now required. The most viable entry point for this access path was determined to be through the temporary access road that was constructed as part of the

Stormwater Outfall and Slope Rehabilitation work site, located at the entrance to the ESA.

Work on the Metamora Stormwater Outfall and Slope Rehabilitation began in fall 2021 with remaining slope work, sewer upgrades, and restoration work planned for spring/summer 2022. Given that it is an active construction site, the existing contract with BlueCon Construction does not allow for any other contractors or work to occur on or through the site. Additionally, upon completion of the outfall replacement and slope rehabilitation works, no other contractor or work would be permitted on or through the site until after the two-year warranty is expired. To maintain the warranty, work on the Metamora Bridge could not occur until summer 2024; at which time there would be more disturbance to the ESA than if the work could be completed now under the same contract.

As part of the current Metamora slope rehabilitation project, there exists a temporary access road into the ESA that would permit the entry of small equipment to complete the necessary bridge works. Coordinating these projects ensures that the bridge work will not undermine the outfall and slope works. The bridge rehabilitation work could be completed prior to the removal of the access path. Following the bridge works, final grading and restoration work for the outfall project would occur. Using one access path for both projects will result in overall cost savings for the City as it avoids repeat work.

The construction timing window for the bridge work within Medway Creek is within the fisheries timing window between July 15 and September 15, which aligns with the timeline for completing the outfall project.

3.0 Financial Impact

In accordance with Section 20.3e of the City of London's Procurement of Goods and Services Policy, it is recommended to amend BlueCon Construction's existing contract to include the works required for the Metamora Pedestrian Bridge Rehabilitation. An additional \$255,000 including 20% contingency, excluding HST is required to complete the bridge repairs. This represents an additional 17% added to the contract awarded to BlueCon Construction for the Metamora slope rehabilitation project. Funds are available in the Environmentally Significant Area Capital Budget. The Source of Financing Report is appended to this report under Appendix A.

Blue-con Construction has demonstrated competency in natural channel creek re-construction through the completion of the Metamora Outfall Project creek bed and toe of bank protection works. Furthermore, they have the best knowledge of site conditions, including the Medway Valley ESA's sensitive natural features, species at risk protection measures, and the creek/valley flow dynamics along this tributary. AECOM reviewed the quotation from BlueCon Construction and found it to be in line with the project cost estimate.

Conclusion

The rehabilitation of the Metamora Pedestrian Bridge is necessary as the bridge has been deemed unsafe and has been closed. Given the relationship to the outfall and slope stabilization construction project, it is recommended to appoint Blue-Con Construction to implement the rehabilitation works for the Metamora Pedestrian Bridge to minimize disturbance and reduce financial and environmental impacts.

Prepared by: Shawna Chambers, P.Eng., DPA, Division Manager,
Stormwater Engineering

Submitted by: Aaron Rozentals, P. Eng., GDPA, Acting Director, Water,
Wastewater and Stormwater

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

Attachments: Appendix 'A' – Sources of Financing

CC: Steve Mollon
Gary McDonald
Alan Dunbar
Jason Davies
Aimal Shinwari
Monica McVicar
Kevin Edwards
Marnie Shepley

Appendix "A"

#22082

May 31, 2022
(Contract Amendment)

Chair and Members
Civic Works Committee

RE: Metamora Stormwater Outfall Replacement Contract Amendment - Addition of Metamora Bridge Repairs
(Subledger SWM19011)

Capital Project PD224321 - Maintain Environmentally Significant Areas

Capital Project PD224322 - Maintain Environmentally Significant Areas

Blue-Con Construction - \$1,455,386 (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 recommendation 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
PD224321 - Maintain Environmentally Significant Areas				
Engineering	2,966	2,966	0	0
Construction	228,434	72,090	156,344	0
PD224321 Total	231,400	75,056	156,344	0
PD224322 - Maintain Environmentally Significant Areas				
Engineering	50,000	0	0	50,000
Construction	170,000	0	103,144	66,856
PD224322 Total	220,000	0	103,144	116,856
Total Expenditures	\$451,400	\$75,056	\$259,488	\$116,856

Sources of Financing

PD224321 - Maintain Environmentally Significant Areas				
Capital Levy	208,600	75,056	133,544	0
Drawdown from Capital Infrastructure Gap Reserve Fund	22,800	0	22,800	0
PD224321 Total	231,400	75,056	156,344	0
PD224322 - Maintain Environmentally Significant Areas				
Capital Levy	204,800	0	103,144	101,656
Drawdown from Parks Renewal Reserve Fund	15,200	0	0	15,200
PD224322 Total	220,000	0	103,144	116,856
Total Financing	\$451,400	\$75,056	\$259,488	\$116,856

Financial Note:

	PD224321	PD224322	Total
Contract Price			\$1,455,386
Less Amount previously approved by Council April 12, 2022- ES247821			1,200,386
	153,640	101,360	255,000
Add: HST @13%	19,973	13,177	33,150
Total Contract Price Including Taxes	173,613	114,537	288,150
Less: HST Rebate	-17,269	-11,393	-28,662
Net Contract Price	\$156,344	\$103,144	\$259,488

Jason Davies
Manager of Financial Planning & Policy

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: Closing part of Upper Canada Crossing

Date: May 31, 2022

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the closing of part of Upper Canada Crossing:

- (a) the closing of Upper Canada Crossing abutting Lots 24 & 25 on Plan 33M-624 **BE APPROVED**, and
- (b) the attached proposed by-law (Appendix 'A') **BE INTRODUCED** at the Municipal Council meeting to be held on June 14, 2022, for the purpose of closing part of Upper Canada Crossing.

it being noted that subject to the passing and registration of the attached closing by-law in the Land Registry Office, the City will retain a municipal services easement over the road allowance and reserve Block 186, 33M-624 for a watermain, and for the purposes of prohibiting the erection of any structures on the subject lands.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of “Building a Sustainable City” by closing a street which is no longer needed for public use and transferring ownership to support a proposed apartment and townhouse development.

Analysis

1.0 Background Information

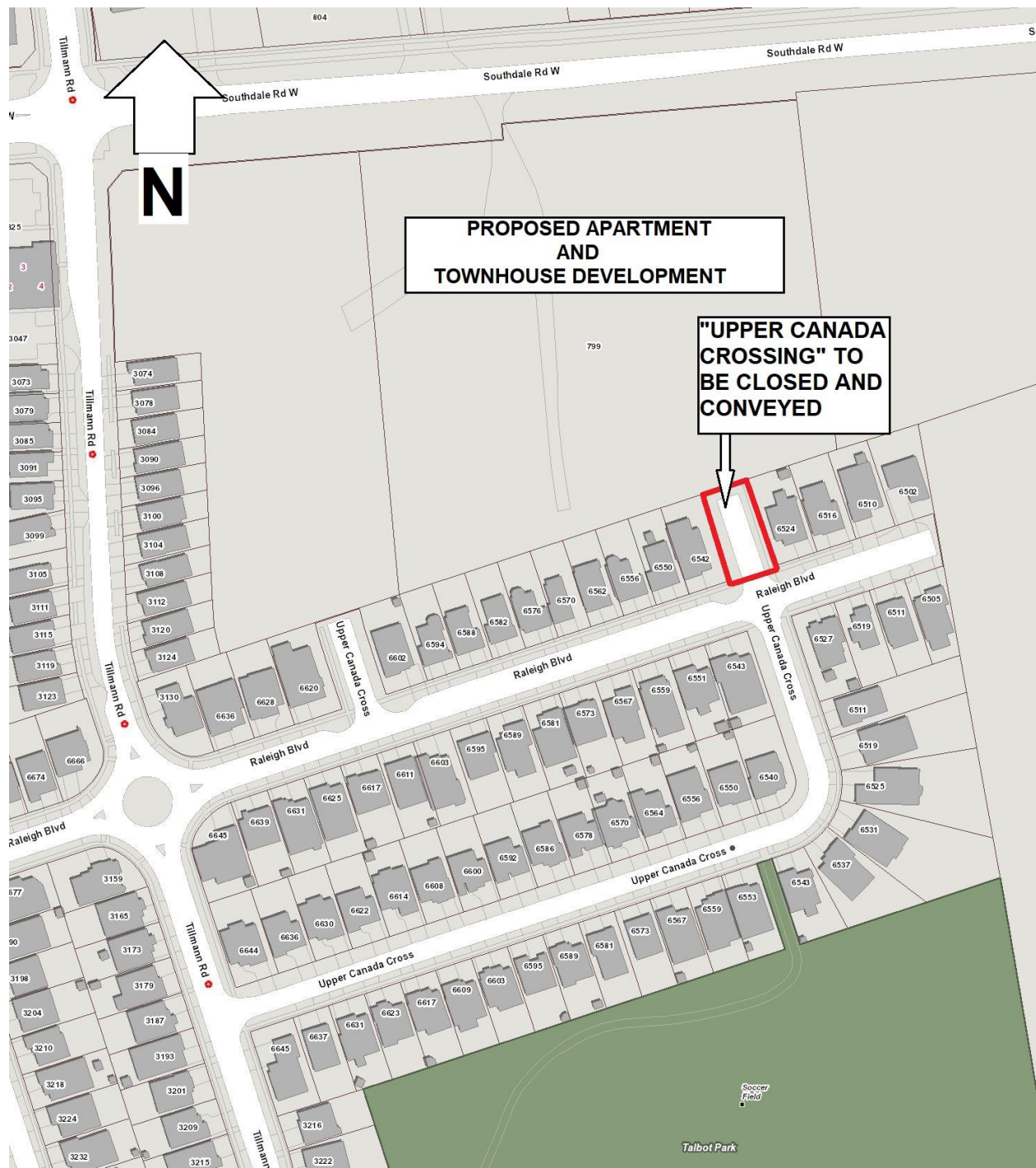
The easterly leg of Upper Canada Crossing north of Raleigh Boulevard was established by Plan 33M-624 and was intended to provide a road link to the undeveloped lands to the north of the subdivision on the presumption those lands would also be developed as a residential subdivision. However, the owner and developer of those lands is now proposing an apartment and townhouse development which eliminates the need for the City to retain the stub as a public street and allows it to be transferred to the developer as a private entrance to the development. As a prerequisite to the conveyance the street must first be legally closed as public highway, which is the purpose of this report.

2.0 Discussion and Considerations

Southside Construction Management Limited, the owner of the undeveloped lands lying north of 33M-624 known municipally as 799 Southdale Road West, has submitted a site plan application for an apartment and townhouse development. The site plan layout includes a sharp bend at the point of connection from Upper Canada Crossing to the internal road system and the lack of a “hammer-head” turnaround will make it difficult for

City maintenance vehicles to safely navigate with larger snow ploughing equipment. Consequently, Transportation Engineering requires the subject portion of Upper Canada Crossing to be closed and conveyed to the developer which transfers responsibility for maintenance.

In support of this, Southside Construction has applied to close and purchase the subject street so that it can be incorporated into the proposed development.



The section of Upper Canada Crossing to be closed is not used for public travel and the flanking lots are serviced from Raleigh Boulevard so will not be affected by the closing. As requested by the two abutting property owners, no structures will be allowed to be erected on the road allowance to preserve its characteristics as a streetscape. Essentially, the net effect will be to convert a public street into a private entrance.

When the land is conveyed to the developer the City will retain a “no-build” easement for the watermain as well as to prohibit the erection of any structures on the road allowance such as entrance features. The existing streetlight will be disconnected, and

the sanitary sewer stub will be transferred to the developer along with the road allowance lands.

Once the closing bylaw has been passed and registered on title, Realty Services submit a report to the Corporate Services Committee formerly declaring the street as surplus land and authorizing its conveyance to the developer.

3.0 Financial Impact/Considerations

The closing and conveyance of the subject portion of Upper Canada Crossing will have no financial impact on the City.

Conclusion

The change in development of the abutting lands from residential subdivision to a private apartment and townhouse complex eliminates the need for the City to retain the east leg of Upper Canada Crossing for public use. Moreover, the design of the development creates safety issues for the City's Transportation and Mobility road operations staff. It is therefore recommended that the street be stopped up and closed as public highway so that it can be conveyed and incorporated into the proposed apartment and townhouse development.

Prepared by: A. Gary Irwin, O.L.S., O.L.I.P. Division Manager,
Geomatics and City Surveyor

Submitted by: Jennie A. Dann, P. Eng., Director, Construction &
Infrastructure Services

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

May 5, 2022

Attach: Appendix A: By-law to close part of Upper Canada Crossing

copy: Michael Pease
Bryan Baar
Dhaval Harpal

APPENDIX A: By-law to close part of Upper Canada Crossing

Bill No.

By-law No. S - _____

A By-law to stop up and close the east stub of Upper Canada Crossing north of Raleigh Boulevard.

WHEREAS it is expedient to stop up and close the east stub of Upper Canada Crossing north of Raleigh Boulevard on Plan 33M-624 in the City of London;

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

1. Upper Canada Crossing shall be stopped up and forever closed and cease to be and form public highway:

Upper Canada Crossing abutting Lots 24 & 25 on Plan 33M-624 in the City of London and County of Middlesex.

2. The lands comprising the said street hereby stopped up and closed shall continue to be vested in the Corporation of the City of London to be dealt with from time to time as the Council of the Corporation may see fit and deem proper.

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

PASSED in Open Council on _____

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading –
Second Reading –
Third Reading –

DEFERRED MATTERS

CIVIC WORKS COMMITTEE

as of May 20, 2022

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
1.	<p><u>Rapid Transit Corridor Traffic Flow</u> That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.</p>	December 12, 2016	Q4, 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	Q3, 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	Q2, 2022	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
4.	<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	Q3, 2022	D. MacRae A. Salton	
5.	<p><u>Updates - 60% Waste Diversion Action Plan Including Green Bin Program</u> 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</p>	November 17, 2020	Q2, 2022	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	garbage, mandatory recycling by-laws, reward and incentive systems, and additional user fees.				
6.	<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> <p>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.</p>	March 30, 2021	Q2, 2022	K. Scherr J. Stanford	
7.	<p><u>3rd Report of the Cycling Advisory Committee</u></p> <p>b) the following actions be taken with respect to a City of London PumpTrack:</p> <p>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	
8.	<p><u>Blackfriars Bridge</u></p> <p>That consideration of the Blackfriars Bridge remaining closed to vehicles indefinitely BE REFERRED to a future meeting of the Civic Works Committee in order for the Civic Administration to complete the required usage study as required in the Provincial EA, provide the related report to</p>	November 2, 2021	Q2, 2023	K. Scherr D. MacRae	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	council, and allow for a more fulsome public engagement with respect to this matter.				
9.	<p><u>Speed Reduction Petition - Dingman Drive</u> That the following actions be taken with respect to the speed reduction petition for Dingman Drive dated March 31, 2022 and on file in the City Clerk's Office:</p> <p>b) the matter BE REFERRED to Civic Administration for a traffic study review with a future report, related to this matter, to be presented to the Civic Works Committee.</p>	April 20, 2022	TBD	K. Scherr D. MacRae	