

Agenda Including Addeds

Civic Works Committee

10th Meeting of the Civic Works Committee

July 26, 2022, 12:00 PM

Council Chambers

Please check the City website for additional meeting detail information

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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2. Consent

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6. Adjournment

Integrated Transportation Community Advisory Committee

Report

The 1st Meeting of the Integrated Transportation Community Advisory Committee
June 15, 2022
Advisory Committee Virtual Meeting
Please check the City website for current details

Attendance PRESENT: T. Khan (Chair), R. Buchal, R. Cabunoc, J. Collie, E. Eady, D. Foster, A. Husain, T. Kerr, S. Leitch, D. Luthra, M. Malekzadeh, S. Rooth, A. Santiago, J. Vareka; A. Pascual (Committee Clerk)

ABSENT: V. Lubrano III

ALSO PRESENT: Councillor M. Hamou; P. Adams, J. Adema, J. Bruin, J. Bunn, G. Dales, U. DeCandido, I. de Ceuster, K. Grabowski, K. Grueneis, D. Hall, C. James, T. Koza, D. MacRae, L. Maitland, A. Miller, J. Pucchio, K. Scherr, J. Stanford, B. Westlake-Power, and S. Wilson

The meeting was called to order at 4:01 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

1.2 Election of Chair and Vice-Chair

That T. Khan and T. Kerr BE ELECTED Chair and Vice Chair, respectively, for the term ending November 30, 2022.

2. Scheduled Items

2.1 Service Area Overview

That it BE NOTED that the presentation, as appended to the Added Agenda, from the Environment and Infrastructure Division, related to a Service Area Overview, was received.

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

That it BE NOTED that the presentation, as appended to the Agenda, from J. Pucchio, P. Adams, and K. Grueneis (AECOM), related to the Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment, was received.

3. Consent

3.1 Public Meeting Notice - Official Plan Amendment - Housekeeping Amendment to Southwest Area Secondary Plan

That it BE NOTED that the Public Meeting Notice dated June 1, 2022, from J. Lee, Planner I, with respect to an Official Plan Amendment related to a Housekeeping Amendment to Southwest Area Secondary Plan, was received.

4. Sub-Committees and Working Groups

That it BE NOTED that the Integrated Transportation Community Advisory Committee held a general discussion with respect to the committee's sub-committees and working groups.

5. Items for Discussion

5.1 Future Meeting Dates and Times

That the following actions be taken with respect to the future meeting dates and time of the Integrated Transportation Community Advisory Committee (ITCAC):

a) A. Pascual, Committee Clerk, BE REQUESTED to circulate a poll with potential dates and times for future meetings; and,

b) the next ITCAC meeting be scheduled for Wednesday, July 13, 2022 at 4:00 PM;

it being noted that the ITCAC will discuss the selection of the general meeting day and time at the next meeting, following a review of the results of the above-mentioned poll.

6. (ADDED) Deferred Matters/Additional Business

6.1 (ADDED) Notice of Planning Application - Official Plan and Zoning By-law Amendments - Parking Standards Review

That it BE NOTED that the attached presentation from I. de Ceuster, Planner I, with respect to a Notice of Planning Application related to the Parking Standards Review, was received.

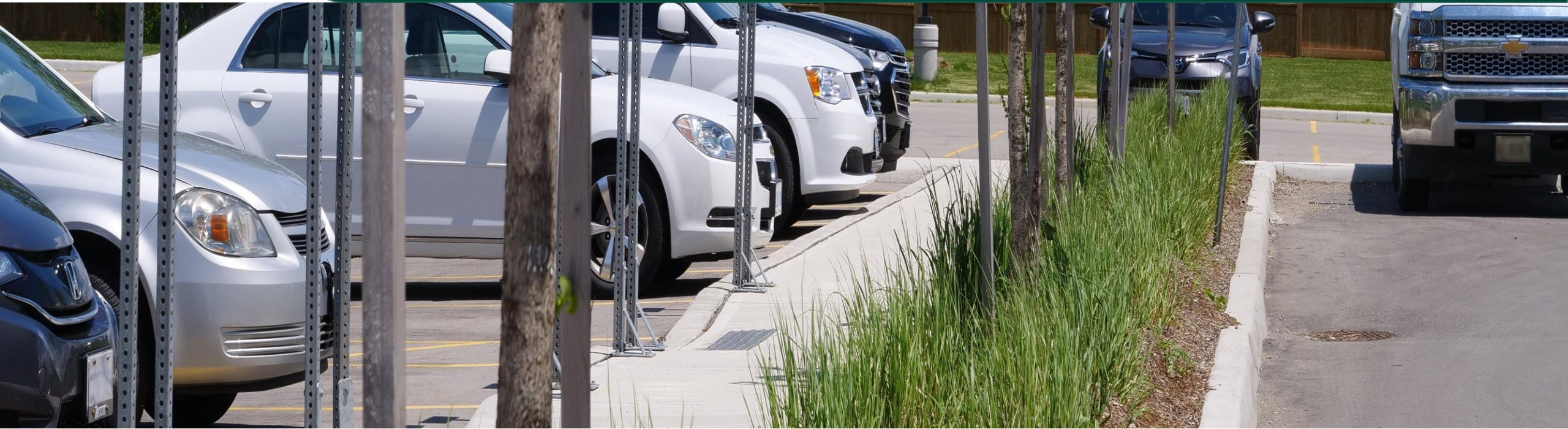
6.2 (ADDED) Bike Locker Installation Consultation

That the matter from Councillor M. Hamou, with respect to the Bike Locker Installation Consultation, BE DEFERRED to the next meeting of the Integrated Transportation Community Advisory Committee.

7. Adjournment

The meeting adjourned at 6:48 PM.

Parking Standards Review



Integrated Transportation Community Advisory Committee
6/15/2022

Introduction

- Parking Standards regulate supply and design of off-street parking
- Review Process
 - Nov 11, 2021 – Parking Standards Review Background Report
 - April 19, 2022 – Information Report
 - July 25, 2022 – Recommendation Report (PPM)
- Goal is to update parking standards in the zoning by-law to align with *The London Plan* and implement a more contemporary approaches to Parking Standards.



Climate Emergency

- Declaration Climate Emergency - April 23, 2019
- Mitigation & Adaption
- Transportation Emissions
- Mode Share Targets
- **CEAP– item 2.a**

Information Report

Two alternative options for Council consideration:

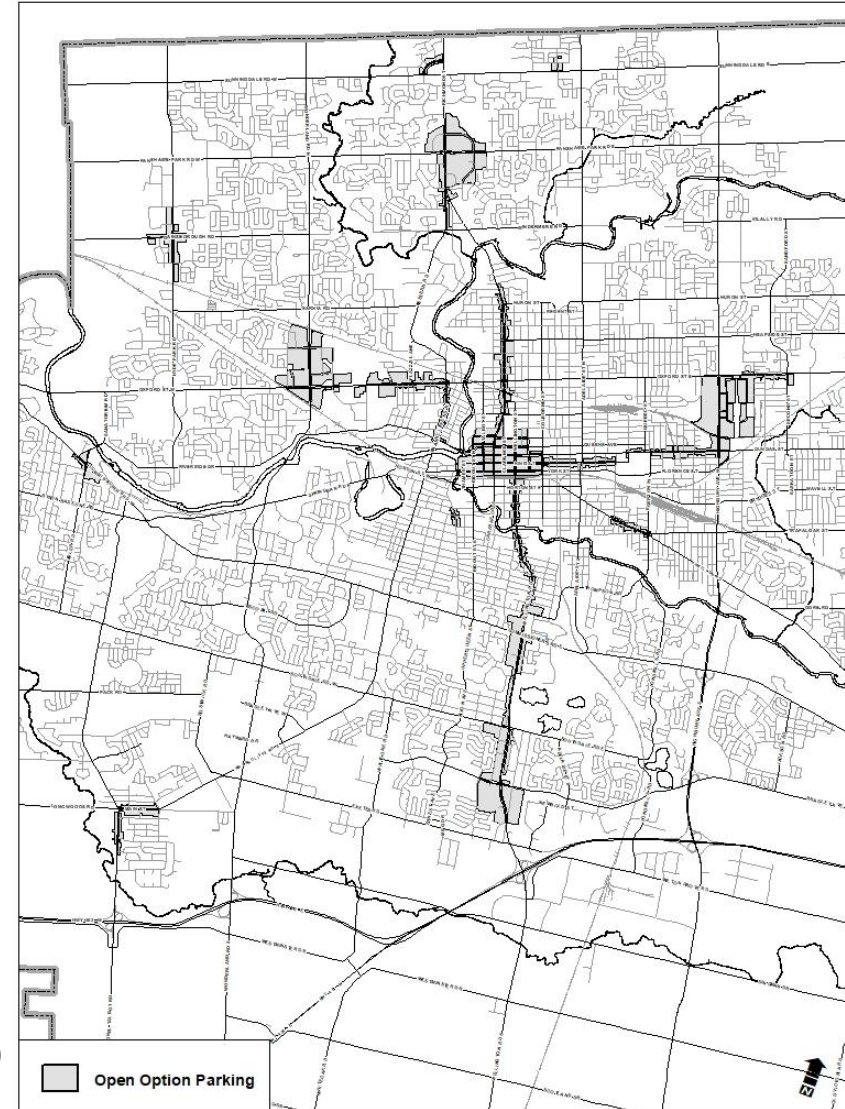
1. Open Option Parking City-wide
2. Open Option Parking in some Urban Place Types, significant lower minimums rest of the City:

Open Option Place Types	Lower Parking Minimum Place Types
Downtown	Neighbourhoods
Transit Village	Shopping Area
Rapid Transit Corridor	Institutional
Main Street	Commercial Industrial & Industrial (Light & Heavy)

Recommendation Report

Hybrid Approach:

- Open Option in Urban Place Types
- Reduced Parking Minimums rest of the City by approximately 50%



Residential Parking Standards

Use	Existing PSA 1	Existing PSA 2	Existing PSA 3	Recommended Minimum Parking Requirement
Single Detached and Semi-Detached	2 per unit	2 per unit	2 per unit	1 per unit
Townhouse, Cluster	1 per unit	1.25 per unit	1.5 per unit	1 per unit
Townhouse, Street	1 per unit	2 per unit	2 per unit	1 per unit
Townhouse, Stacked	1 per unit	1.25 per unit	1.5 per unit	0.5 per unit
Apartment	1 per unit	1 per unit	1.25 per unit	0.5 per unit
Duplex	1 per unit	1 per unit	1 per unit	0.5 per unit
Triplex	1 per unit	1 per unit	1 per unit	0.5 per unit
Fourplex	N/A	1 per unit	1 per unit	0.5 per unit
Converted Dwelling or Conversions of Existing Buildings to Residential Units	No additional parking required	1 per unit	1 per unit	0.5 per unit
Senior Citizen Apartment Building	0.25 per unit	0.25 per unit	0.25 per unit	0.125 per unit*
Handicapped Persons Apartment Building	0.25 per unit	0.25 per unit	0.5 per unit	0.125 per unit*
Lodging House	0.33 per unit	0.33 per unit	0.33 per unit	0.125 per unit*

Parking Standards Reduction Percentage

Use	Existing Standard PSA 2 (1 parking space per X m2)	Existing Standard PSA 3 (1 parking space per X m2)	Proposed new Minimum (1 parking space per X m2)	% Change compared to PSA 2	% Change compared to PSA 3
Abattoir	20	20	50	-60%	-60%
Advanced Manufacturing Industrial Uses	200	200	400	-50%	-50%
Advanced Manufacturing Educational Uses	200	200	400	-50%	-50%
Agricultural Service Establishment	65	65	200	-68%	-68%
Amusement Game Establishment	20	20	30	-33%	-33%
Animal Hospital/Animal Clinic	45	45	100	-55%	-55%
Arena (no seats)	35	35	50	-30%	-30%

Non-Residential Parking Standards

Non-Residential Uses	Example Non-Residential Use	Existing PSA 3	Recommended Min. Parking Requirement
Tier 1	Restaurant	6-10 m ²	20 m ²
Tier 2	Automobile Repair	6-20 m ²	30 m ²
Tier 3	Retail	30-40 m ²	50 m ²
Tier 4	Office	40-80 m ²	100 m ²
Tier 5	Industrial Mall	80-200 m ²	200 m ²
Tier 6	Manufacturing	200-500 m ²	500 m ²
Tier 7	Self Storage	2,000 m ²	2,000 m ²

Barrier-Free & Bicycle Parking

- Maintain similar number of barrier-free parking spaces
 - Based on provided instead of required parking spaces
- Revised Bicycle Standards
 - Amended to 1 bicycle parking space/unit for apartment buildings & lodging houses
 - Established new bicycle parking requirements not tied to automobile spaces

Non-Residential Uses	Example Non-Residential Use	Recommended Minimum Short-Term Bicycle Parking Requirement
Tier 1	Restaurant	3 spaces plus 0.3 spaces for each 100 m ² GFA
Tier 2	Retail	3 spaces plus 0.2 spaces for each 100 m ² GFA
Tier 3	Office	3 spaces plus 0.1 spaces for each 100 m ² GFA

Recommended Amendments



- London Plan Amendment
 - Clarify that minimum parking requirements will not apply in the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types.
- Zoning By-law Amendment
 - Replace Parking Standard Areas with new area where minimum standards do not apply
 - Reduce minimum parking requirements in remaining parts of the City
 - Apply new accessible parking space requirements based on a ratio of spaces that are provided instead of spaces that are required
 - Apply new, higher bicycle parking standards that are not tied to the automobile parking requirement
- Recommendation to be presented to PEC on July 25, 2022

Isaac de Ceuster – ideceust@london.ca

Integrated Transportation Community Advisory Committee

Report

2nd Meeting of the Integrated Transportation Community Advisory Committee
July 13, 2022
Advisory Committee Virtual Meeting
Please check the City website for current details

Attendance PRESENT: T. Khan (Chair), R. Cabunoc, J. Collie, E. Eady, D. Foster, A. Husain, T. Kerr, S. Leitch, V. Lubrano III, D. Luthra, M. Malekzadeh, S. Rooth, A. Santiago, J. Vareka; A. Pascual (Committee Clerk)

ABSENT: R. Buchal

ALSO PRESENT: Councillor M. Hamou; J. Dann, D. Hall, D. MacRae, A. Miller, C. Parker, J. Stanford, and B. Westlake-Power

The meeting was called to order at 4:00 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 1st Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 1st Report of the Integrated Transportation Community Advisory Committee, from its meeting held on June 15, 2022, was received.

3.2 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 610-620 Beaverbrook Avenue

That it BE NOTED that the Notice of Planning Application dated June 16, 2022 from A. Riley, Senior Planner, related to Official Plan and Zoning By-law Amendments for the property at 610-620 Beaverbrook Avenue, was received.

3.3 Notice of Planning Application - Zoning By-law Amendment - 568 Second Street (at Oxford Street East)

That it BE NOTED that the Notice of Planning Application dated June 22, 2022 from C. Parker, Senior Planner, related to a Zoning By-law Amendment for the property at 568 Second Street (at Oxford Street East), was received.

4. Sub-Committees and Working Groups

4.1 (ADDED) ITCAC Sub-Committees

That it BE NOTED that the Integrated Transportation Community Advisory Committee (ITCAC) has established the following potential Sub-Committees:

- a) Environment Sub-Committee;
- b) Active Transportation/Cycling Sub-Committee; and,
- c) Vision Zero Sub-Committee (Transportation Safety);

it being noted that each Sub-Committee will be chaired a member of ITCAC and will be convened as required.

5. Items for Discussion

5.1 Future Meeting Dates and Times

That it BE NOTED that the Integrated Transportation Community Advisory Committee established a general meeting day and time of the third Wednesday of the month at 3:00 PM.

5.2 Bike Locker Installation Consultation

That it BE NOTED that the attached presentation from Councillor M. Hamou, with respect to the bike locker installation consultation, was received.

6. (ADDED) Additional Business

6.1 (ADDED) Public Meeting Notice - Official Plan and Zoning By-law Amendments - Parking Standards Review

That it BE NOTED that the Public Meeting Notice dated July 6, 2022 from I. de Ceuster, Planner I, related to Official Plan and Zoning By-law Amendments for the Parking Standards Review, was received.

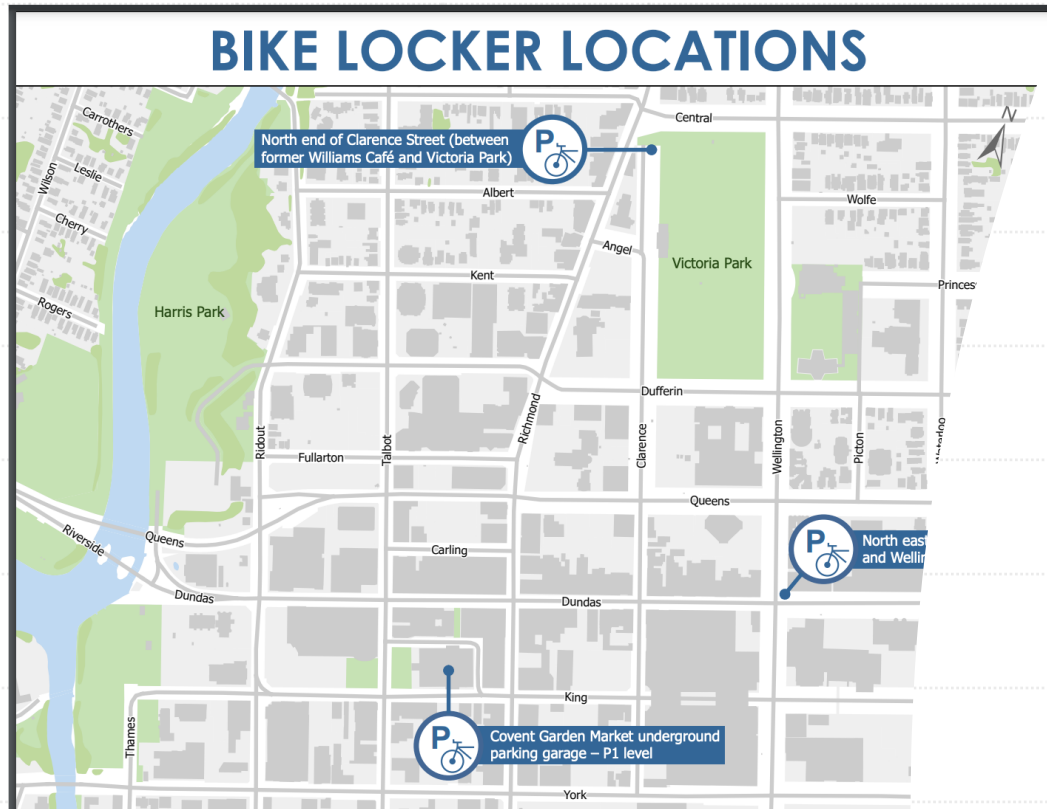
7. Adjournment

The meeting adjourned at 5:47 PM.

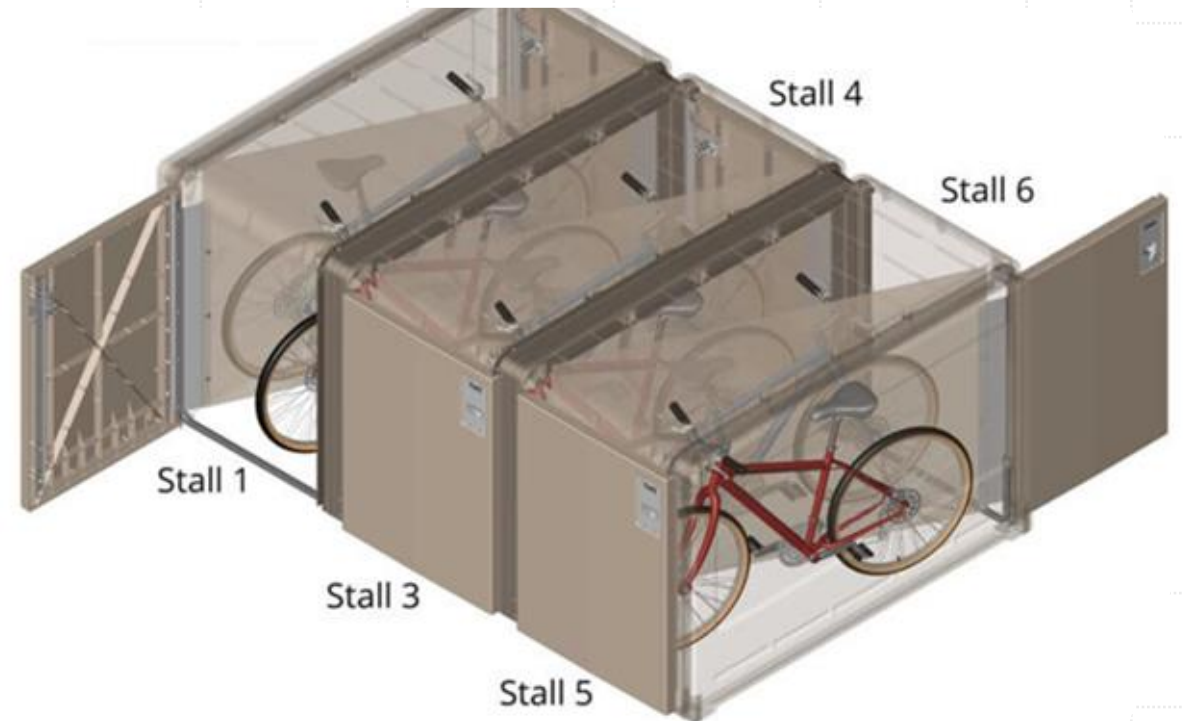
Bike lockers and Storage

Rethinking where and how to
store our bikes.

Where are they?



- How many?





Costs:

Long Term:

- The monthly rental fee is \$20/month (plus HST). In addition, the Applicant shall pay \$100 as a security deposit. A key to the locker will only be provided upon full payment of the fee and security deposit.

Short Term:

- The hourly Movatic rate is free for the first 2 hours; then \$0.50 per hour for a maximum of 24 hours. Then, this resets for a new rental period of 24 hours.



Size of Locker

- A locker is large enough to hold one standard adult-sized, two-wheel bike. It is not large enough for many bikes with tall handle bars, many e-bikes, trikes, cargo bikes or long-tail bikes.
- The locker door opening is 45" tall and 30 ³/₄" wide.
- The interior of each locker is a triangle shape with the narrow end at the back. The cyclist can back their bike into the locker.
- The locker has enough space for a helmet, jacket or other outer clothing, a pack, and other related cycling gear ordinarily used by cyclists.



Let's Rethink.

- What are the Limitations?
- What do we want to see?



The end!

Ms. Pelosa, Chair

Civic Works Committee,

Re: Consent item #2.1 1st & 2nd report from Integrated Transportation Advisory Committee.

Although I have not seen the meeting or read the minutes I have watched the second information session on line!

There is a serious flaw in the process because reference to UWO property is being excluded from study . The claim by Karl Grabowski & Karl Grisneus (? names may be misspelled but is on the tape was so stated by them and possibly city staff.

Rationale for concern:

In 2013 City Council unanimously supported; in principle ,London Transit 20-30 year plan! There was no concern from University to concept that I know of. However this became history when City of London Council unanimously approved 1/2 billion dollar project of Bus Rapid Transit system. Note we are almost past 7 years without either the north-east (5 minute service) in place or the south-west service (10 minutes) in place. As a matter of fact the plan has been disgarded by eliminating the north and west !

When this started the UWO presented a brief (with 15 demands) which as of today has not been dealt with! Please note the claim that UWO & Fanshawe represent 50% of London Transit riders!

In 2015 Western University presented a draft CAMPUS MASTER PLAN which included (pg. 15) Planning for the future section 3 A VISION FOR THE FUTURE CAMPUS. Also on pg. 111 reference is made to RT system under active transportation indicating when done travel time to & from campus would be faster making transit more attractive!

Recommendation: 1) Reconsider this project because you cannot ignore such a major component of mobility and your London

Transit unrealistic goal of increasing ridership by 100%.

2) Because the routing; as noted with north-east and south-west is basis of plan, it must be completed! Notes: To bring up to date the status of financial commitments (\$170 Million left). There was a 50% contingency?

None of these funds (not in budget plan) were allocated for a new building (Highbury Ave.).

There has been no reference made about service from King's College to main campus impact!

The setting up an advisory committee with "Expertise " and not sharing this(see above about private property (UWO) is wrong or misleading!

Although you have not responded to many emails on mobility for discussion I urge you to act on this one!

William Brock,

**Environmental Stewardship and Action Community Advisory
Committee
Report**

The 1st Meeting of the Environmental Stewardship and Action Community Advisory
Committee
June 29, 2022
Advisory Committee Virtual Meeting
Please check the City website for current details

Attendance PRESENT: B. Samuels (Acting Chair), D. Allick, P. Almost, I. El
Ghamrawy, M. Griffith, A. Hames, C. Hunsberger, C. Mettler, L.
Paulger, G. Sankar, N. Serour, L. Vuong and A. Whittingham
and H. Lysynski (Committee Clerk)

ABSENT: R. McGarry and M. Ross

ALSO PRESENT: A. Beaton, M. Fabro, C. Parker, A.
Rammeloo, S. Rowland, S. Stafford, J. Stanford, B. Westlake-
Power and S. Wilson

The meeting was called to order at 12:16 PM.

- 1. **Call to Order**
 - 1.1 Disclosures of Pecuniary Interest
That it BE NOTED that no pecuniary interests were disclosed.
 - 1.2 Election of Chair and Vice-Chair
That B. Samuels and C. Hunsberger BE ELECTED Chair and Vice Chair,
respectively, for the June 29, 2022 Environmental Stewardship and Action
Community Advisory Committee meeting.
- 2. **Scheduled Items**
 - 2.1 Environmental and Infrastructure Division - Service Area Overview
That it BE NOTED that the Environmental Stewardship and Action
Community Advisory Committee received an Orientation from
representatives of the Environment and Infrastructure Division.
- 3. **Consent**
 - 3.1 Welcome from the former Advisory Committee on the Environment
That it BE NOTED that the communication, dated May 15, 2022, from the
members of the former Advisory Committee on the Environment, with
respect to a Welcome to the Environmental Stewardship and Action
Community Advisory Committee, was received.
- 4. **Sub-Committees and Working Groups**

None.

5. Items for Discussion

5.1 Notice of Application - 1470-1474 Highbury Avenue North

That it BE NOTED that a Working Group was formed, consisting of B. Samuels and A. Whittingham, to review the Notice of Planning Application, dated June 8, 2022, from C. Parker, Senior Planner, with respect to Official Plan and Zoning By-law Amendments related to the properties located at 1470-1474 Highbury Avenue North.

5.2 Future Meeting Dates and Times

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a general discussion with respect to future meeting dates and times of the committee; it being noted that the Committee Clerk will conduct a poll with options.

6. Adjournment

The meeting adjourned at 2:12 PM.

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: RFT-2022-149 Automated Turning Movement Studies Tender
Award – Irregular Result

Date: July 26, 2022

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the procurement of automated turning movement studies:

- (a) That approval hereby **BE GIVEN** to enter a contract for the supply of turning movement studies to Spectrum Traffic Data Inc., at the tendered price of \$155,000 (excluding HST); it being noted that only one bid was received and is therefore an irregular result purchase as per section 8.10 of the Procurement of Goods and Services Policy;
- (b) The financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix A;
- (c) That Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these contracts;
- (d) Approval hereby given **BE CONDITIONAL** upon the Corporation negotiating satisfactory prices, terms and conditions with Spectrum Traffic Data Inc. to the satisfaction of the Manager of Purchasing and Supply and the Deputy City Manager, Environment & Infrastructure; and,
- (e) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order relating to the subject matter of this approval.

Linkage to the Corporate Strategic Plan

This report supports the 2019-2023 Strategic Plan with the following action items under the Building a Sustainable City and Leading in Public Service areas of focus:

- Implement and enhance safe mobility choices for cyclists, pedestrians, transit users and drivers through the provision of complete streets, connected pathways, and enhanced transit services, and railway grade separations;
- Improve travel by managing congestion and increasing roadway safety; and,
- Build new transportation, water, wastewater and storm water infrastructure as London grows.

Analysis

1.0 Background Information

1.1 Purpose

Each year City staff typically conduct 350 traffic studies; however, due to the transitional impact on traffic patterns associated with the COVID-19 pandemic restrictions, many studies were put on hold. Additionally there are traffic studies required to support the Mobility Master Plan that is currently underway.

2.0 Discussion and Considerations

2.1 Background

Each year traffic studies are required to help address Councillor or public concerns (e.g. speeding), to evaluate the need for traffic control changes (e.g. traffic signals), to update the traffic signal timings or to support other City led studies. To date 176 studies have been completed and there are 670 studies outstanding. In order to assist in reducing the backlog a tender was issued for 300 turning movement studies.

2.2 Purchasing Process

A request for tender (RFT-2022-149) for the supply of 300 turning movement studies using automated equipment was issued May 5th, 2022, with a closing date of June 7, 2022. There are several contractors who offer these services; however, only one bid was received.

The pre-tender estimate for this tender was \$200,000 and the bid submitted by Spectrum Traffic Data Inc. is \$155,000 (excluding HST). Spectrum Traffic Data Inc. have completed traffic studies for the City of London in the past and meet all of the tender requirements.

The recommendation to award the tender to Spectrum Traffic Data Inc. is made in accordance with Section 8.10, Irregular Result of the Procurement of Goods and Services Policy.

3.0 Financial Impact/Considerations

3.1 Funding

The funding for this tender is included in the Transportation and Mobility Capital budget.

Conclusion

Traffic studies are used for a variety of projects and to address Councillor and resident concerns. Impacts to traffic volumes and patterns due to COVID-19 has resulted in a backlog of study requests that require additional external resources. The award of this tender to Spectrum Traffic Data Inc. will assist in reducing the backlog.

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**

c: John Freeman, Manager, Purchasing and Supply
 Billy Sevier, Purchasing and Supply
 Spectrum Traffic Data Inc., 250 Wincott Drive, PO Box 18562, Toronto, Canada,
 M9R 2R0

Appendix "A"

#22097
July 26, 2022
(Contract Award)

Chair and Members
Civic Works Committee

RE: RFT 2022-149 - Automated Turning Movement Studies
(Subledger NT22RD04)
Capital Project TS406721 - Traffic Signals - Maintenance
Spectrum Traffic Data Inc. - \$155,000.00 (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 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
Engineering	500,000	32,397	157,728	309,875
Construction	2,090,819	306,310	0	1,784,509
Traffic Signals	1,674,818	1,674,818	0	0
City Related Expenses	94	94	0	0
Total Expenditures	\$4,265,731	\$2,013,619	\$157,728	\$2,094,384
Sources of Financing				
Capital Levy	3,801,989	2,013,619	157,728	1,630,642
Drawdown from Capital Infrastructure Gap Reserve Fund	463,742	0	0	463,742
Total Financing	\$4,265,731	\$2,013,619	\$157,728	\$2,094,384

Financial Note:	Total
Contract Price	\$155,000
Add: HST @13%	20,150
Total Contract Price Including Taxes	175,150
Less: HST Rebate	-17,422
Net Contract Price	\$157,728

Jason Davies
Manager of Financial Planning & Policy

km

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: Request for Proposal RFP2022-120 Contract Award of 2022
Sewer Lining (CIPP)
Date: July 26, 2022

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 RFP2022-120:

- a) The bid submitted by Insituform Technologies Limited at its tendered price of \$4,077,716.10 (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 to supply and install cured in place pipe (CIPP) as part of the 2022 Sewer Lining Program.

Context

The City of London uses trenchless sewer repairs, where appropriate, to repair damaged sewers without having to perform open cut construction. CIPP repairs involve inserting a resin filled 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.

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;
- London's 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

- CWC – November 2, 2021 – Request for Proposal 21-56 Contract Award of 2021 Supply and Installation of Cured-in-place-pipe Sewer Liners
- CWC – November 17, 2020 – Request for Proposal 20-59 Contract Award of 2020 Cured in Place Pipe (CIPP) Sewer Lining Program
- CWC – November 19, 2019 – Request for Proposal 19-45 Contract Award of 2019 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 244 km of liners installed through the annual CIPP lining program.

The 2022 program consists of approximately 1 km of trunk sanitary sewer lining. These large diameter sanitary sewers will require flow bypass to accommodate the lining. Sewers to be lined in 2022 include:

- 535m of trunk sanitary sewer along Thames Valley Parkway (TVP) from Grovenor Street to the south side of Oxford Street East (all 900mm diameter sanitary sewer).
- 460m of trunk sanitary sewer along Eleanor Street from Dundas Street to Frances Street (1050mm and 1200mm diameter sanitary sewer).

3.0 Financial Impact/Considerations

3.1 Procurement Process

The selection of a contractor for the 2022 Sewer Lining Program followed the Request for Proposal (RFP) procurement, in accordance with section 12 of the Procurement of Goods and Services Policy. An RFP process was chosen due to the technical considerations and experience necessary to successfully complete the structural sewer lining for the trunk sanitary sewer. Strong methodology for bypass pumping routes and spill protection plans was required, along with adequate project staging and traffic

management plans. This RFP followed a ‘two envelope process’ wherein firms had to achieve a minimum score of 70% on the technical component to pass.

Following public posting of the 2022 Sewer Lining Program, three proposal submissions were received and evaluated by the Environment and Infrastructure Department which included a technical and cost component. Two of the three submissions did not meet the technical score required. The proposal submitted by Insituform Technologies Limited was the highest scoring submission, in accordance with Section 12.0 of the Procurement of Goods and Services Policy. The submitted cost of \$4,077,716.10 is below the pre-bid estimate of \$4,500,000 and within the allotted budget.

All submissions include a contingency allowance of \$300,000.00.

Conclusion

City staff have reviewed the proposal submissions and have recommended Insituform Technologies Limited be awarded the construction contact for the 2022 Sewer Lining Program (CIPP).

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:	Kyle Chambers, P.Eng. Acting Division Manager, Sewer Engineering
Submitted by:	Ashley M. Rammeloo, MSc., P.Eng. 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: Y.Clavet, C.Liu

Appendix "A"

#22107
July 26, 2022
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFP2022-120 - 2022 Sewer Lining (CIPP)
(Subledger WW220003)
Capital Project ES269321 - Sewer Relining
Capital Project ES269322 - Sewer Relining
Insituform Technologies Limited - \$4,077,716.10 (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
ES269321 - Sewer Relining				
Construction	4,608,000	4,415,369	192,631	0
ES269322 - Sewer Relining				
Construction	4,718,592	0	3,956,853	761,739
Total Expenditures	\$9,326,592	\$4,415,369	\$4,149,484	\$761,739

Sources of Financing

ES269321 - Sewer Relining				
Capital Sewer Rates	4,608,000	4,415,369	192,631	0
ES269322 - Sewer Relining				
Capital Sewer Rates	4,718,592	0	3,956,853	761,739
Total Financing	\$9,326,592	\$4,415,369	\$4,149,484	\$761,739

Financial Note:	ES269321	ES269322	Total
Contract Price	189,299	3,888,417	4,077,716
Add: HST @13%	24,609	505,494	530,103
Total Contract Price Including Taxes	213,908	4,393,911	4,607,819
Less: HST Rebate	-21,277	-437,058	-458,335
Net Contract Price	\$192,631	\$3,956,853	\$4,149,484

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, Environment, and Infrastructure
Subject: Appointment of Consulting Engineer and Drainage
Superintendent By-Law Update Under the Drainage Act
Date: July 26, 2022

Recommendation

That on the recommendation of Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the appointment of consulting services and the appointment of a Drainage Superintendent pursuant to the Drainage Act, R.S.O. 1990:

- (a) Spriet Associates London Ltd. **BE APPOINTED** consulting engineers to be named as the Drainage Superintendent for the City of London to carry out the duties imposed upon Spriet Associates London Ltd. pursuant to the Drainage Act, R.S.O. 1990 in accordance with the estimate, on file, which will be administratively awarded in accordance with Section 15.2 (c) of the City of London's Procurement of Goods and Services Policy.
- (b) the attached proposed by-law (Appendix "A") **BE INTRODUCED** at the Municipal Council meeting to be held on August 2, 2022, to appoint a Drainage Superintendent pursuant to the Drainage Act, R.S.O. 1990, c. D.17, and to repeal By-law No. A.-5339-123 entitled "A by-law to appoint a Drainage Superintendent pursuant to the Drainage Act, R.S.O. 1990".
- (c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A'.
- (d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.
- (e) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract; and
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

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 by replacing aged and failing infrastructure with new materials and sizing new infrastructure to accommodate future development; and
 - Londoners can move around the city safely and easily in a manner that meets their needs by incorporating cycling infrastructure and safety enhancements.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Council – April 5, 1993 – By-Law to appoint a Drainage superintendent pursuant to the Drainage Act, R.S.O., 1990

2.0 Discussion and Considerations

2.1 Purpose

This report recommends the appointment of Spriet Associates London Ltd. to be named as the Drainage Superintendent for the City of London and to update the By-Law to reflect Spriet Associates London Ltd. as the Drainage Superintendent for the City of London, pursuant to the Drainage Act, R.S.O. 1990.

2.2 Context

After serving as the City of London's Drainage Superintendent for over 29 years, the existing Drainage Superintendent officially retired on June 10, 2022. The incumbent had a wealth of specialized knowledge and expertise and it was anticipated that replacing him could be a challenging process.

After a thorough recruitment process, both internally and externally, the City was unable to find a candidate to fill the Drainage Technologist position who had the experience and the required Municipal Drainage Act course. This course is required for the individual to be named and perform the duties as a Drainage Superintendent, pursuant to the Drainage Act.

City Staff worked with People Services to develop an agreed upon letter of understanding with CUPE Local 101. In this letter of understanding, it is acknowledged that an engineering consultant will be appointed and act on behalf of the City as the Drainage Superintendent pursuant to the Drainage Act for a period of one year or until such time as the identified replacement for the Drainage Technologist position is eligible and certified to be named in the By-Law as the Drainage Superintendent for the City of London.

Since the Municipal Drain Superintendent course is only offered once in March of every year, Spriet Associates London Ltd. will be providing training to the new candidate over the course of the year and will be working closely with the City. The consultant will be engaging the staff member in all aspects and responsibilities under the Drainage Act.

2.3 Municipal Drain Systems

A municipal drain is a system to move water, separate from the storm sewer system, and primarily located in rural and agricultural areas. Most municipal drains are ditches or closed systems such as pipes or tiles buried in the ground. They may also include structures such as dikes or berms, pumping stations, buffer strips, grassed waterways, storm water detention ponds, culverts, and bridges.

Municipal drains are identified and created pursuant to a bylaw passed by the local municipality. The by-law adopts an engineer's report which contain plans, profiles and specifications which define the location, size, and depth of the drain, and how the costs are shared among property owners within the watershed of the drain.

The municipality is responsible for the construction of the drainage system and future maintenance and repair. Costs for these works may be recovered from the property owners within the watershed of the drain.

The Drainage Superintendent has oversight on more than 350 municipal drains in the City of London which represents over 700 km of drainage systems.

The Drainage Superintendent has specific rights and responsibilities under the Drainage Act which include, but not limited to, the following:

- (a) inspect every drainage works for which the municipality is responsible and report periodically to council on the condition of those drainage works.
- (b) initiate and supervise the maintenance and repair of the drainage works for which the municipality is responsible.
- (c) assist in the construction or improvement of the drainage works for which the municipality is responsible; and
- (d) report to council when required on the Superintendent’s activities mentioned in (b) and (c).

2.4 Work Description

This assignment includes Spriet Associates London Ltd. to perform all the requirements of the Drainage Act, R.S.O. 1990 on behalf of the City of London and be named in the By-Law as the Drainage Superintendent for the City of London for one year or until such time as a permanent City of London staff member completes and passes the required Drainage Course granting them the certification to be named in the By-Law as the City of London Drainage Superintendent.

3.0 Financial Impact/Considerations

3.1 Procurement Process

This engineering consultant was selected due to their knowledge of the Drainage Act and history with providing past consulting services under the Drainage Act to the City. Also, Spriet Associates London Ltd. has been named and performed Drainage Superintendent duties for other municipalities, namely Strathroy-Caradoc. The procurement of these consultant services will be awarded administratively in accordance with Section 15.2(c) of the Procurement of Goods and Services Policy for consultant services of less than \$100,000.

Conclusion

Spriet Associates London Ltd. was found to provide the best value to the City of London through past Drainage Act project assignments for the City of London. The Spriet Associates London Ltd. team has demonstrated a solid understanding and ability to complete the duties under the Drainage Act that is required for this assignment. It is recommended that the By-Law be updated to name Spriet Associates London Ltd. as Drainage Superintendent pursuant to the Drainage Act, R.S.O. 1990.

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

Appendix ‘A’ – Draft By-Law

cc:	P. Titus C. Da Silva S. Holland – CUPE 101 President M. DeVos – Spriet Associates London Ltd. A. Kruspel – Spriet Associates London Ltd.
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Bill No.
2022

By-law No. A.-

A by-law to appoint a Drainage Superintendent pursuant to the *Drainage Act*, R.S.O. 1990, c. D.17, and to repeal By-law No. A.-5339-123 entitled “A by-law to appoint a Drainage Superintendent pursuant to the *Drainage Act*, R.S.O. 1990”.

WHEREAS section 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 93 of the *Drainage Act*, R.S.O. 1990, c. D.17, authorizes the council of a local municipality to appoint by by-law a drainage superintendent and provide for fees or other remuneration for services performed by drainage superintendents in carrying out their duties under the *Drainage Act*;

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

1. Armin Kruspel of Spriet Associates London Ltd. is hereby appointed as Drainage Superintendent for The Corporation of the City of London.
2. The Drainage Superintendent shall carry out the duties as prescribed by the *Drainage Act*, R.S.O. 1990. c. D.17.
3. By-law No. A.-5339-123 passed on April 5, 1993, entitled “A by-law to appoint a Drainage Superintendent pursuant to the *Drainage Act*, R.S.O. 1990” is hereby repealed.
4. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on [insert date]

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – insert date
Second Reading – insert date
Third Reading – insert date

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: Consultant Contract Increase for the Mud Creek Phase 2
Detailed Design
Date: July 26, 2022

Recommendation

That on the recommendation of Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the requested increase to the Consultant contract services for the Mud Creek Phase 2 detailed design:

- (a) The engineering fees for AECOM Canada Ltd. **BE INCREASED** to recognize the additional scope of work for the project in accordance with the estimate on file, by \$145,338, excluding HST, from \$600,736 to a total upset amount of \$746,074, in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy,
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A'; 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 increasing the approved consultant award for AECOM Canada Ltd. related to detailed design for the Mud Creek Phase 2 project.

Context

The Phase 2 consultant assignment involves the detailed design to expand the capacity of the main channel from the CN Rail culvert crossing, northerly to Oxford Street and alleviate the frequent flooding of Oxford Street. During the detailed design process, two significant changes to the original scope were triggered, including additional ecological field data collection and the need to complete a Stage 4 Archaeological exploration.

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 by replacing aged and failing infrastructure with new materials and sizing new infrastructure to accommodate future development.
 - Londoners can move around the city safely and easily in a manner that meets their needs by incorporating cycling infrastructure and safety enhancements; and
 - London has a strong and healthy environment by incorporating stormwater management quantity and quantity controls to protect downstream waterways.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – August 25, 2014 – Mud Creek Municipal Class Environmental Assessment;
- Civic Works Committee – November 3, 2015 – Appointment of Consulting Engineers for Design and Construction of Stormwater Management Facilities;
- Civic Works Committee – October 4, 2016 – Mud Creek Municipal Class Environmental Assessment Study – Status Update and Scope Change;
- Civic Works Committee – June 7, 2017 – Mud Creek Subwatershed Schedule B Municipal Class Environmental Assessment Notice of Completion;
- Civic Works Committee – January 9, 2018 - Appointment of Consulting Engineer Mud Creek Flood Reduction and Rehabilitation Phase 1 Detailed Design;
- Civic Works Committee – August 11, 2020 – Mud Creek Remediation – Phase 1A Tunnel Contract Award and Consultant Contract Increase; and
- Civic Works Committee – February 9, 2021 – Mud Creek Phase 1B Channel Reconstruction: Consultant Appointment for Tendering and Construction Administration.
- Civic Works Committee – June 22, 2021 – Appointment of Consulting Engineer for Mud Creek Phase 2 Detailed Design

1.2 Location

The Mud Creek Phase 2 project is required to allow approximately 54 hectares of prime infill and intensification lands to develop and to reduce existing flooding within the Oxford Street and Proudfoot Lane areas. A project location map is provided in Appendix 'B'.

2.0 Discussion and Considerations

2.1 Discussion

In 2021, the City completed Phase 1A and 1B of the Mud Creek Project consisting of new twin tunnels under the Canadian National Railway (CNR) embankment as well as constructed a deeper and wider natural channel corridor to Wonderland Road.

AECOM's current assignment includes the detailed design and tendering of the Phase 2 Mud Creek project which includes approximately 850 linear metres of a new realigned natural channel from the Canadian National Rail embankment, northerly to Oxford Street, and the construction of a new Oxford Street water crossing.

During the detailed design process, it was determined that additional ecological field work would be required to meet updated requirements by the Ministry of Environment Conservation and Parks (MECP) which includes expanded breeding bird surveys, Eastern Hog-Nosed snake habitat assessment, and additional Bat acoustic monitoring.

In addition, the Stage 3 Archeological Study triggered the need to conduct a Stage 4 Archeological Study. To date, the findings on site have included several artifacts which has warranted further investigations by expanding the excavation sites. First Nations representatives have been on site during the Stage 2 and Stage 3 field work. The Stage 4 process will include continued involvement of Chippewa of the Thames First Nation, Oneida Nation of the Thames, and Munsee-Delaware Nation to attend the archeological discoveries.

The Phase 2 project was originally scheduled to commence in 2022, however, the additional scope of work has postponed the schedule. The Phase 2 Channel project is now anticipated to commence in July 2023, subject to receipt of all approvals and to

respect ecological windows. The project is planned to be completed with landscaping by mid-2024.

3.0 Financial Impact/Considerations

3.1 Budget Impact Table

The budget required to complete the additional scope of work is as follows:

Expanded Stage 4 Archaeological Work	\$123,641
Required Additional Ecological Work	\$21,697
Requested Budget Increase Total =	\$145,338

The construction administration fee is not included in the current scope but is planned to be awarded with the tender award. The project construction cost estimate exceeds \$6M and will be presented to Council for a contract award at a future CWC meeting.

Conclusion

It is recommended that the increase consulting fees be approved for AECOM Canada Ltd to complete the ecological and archaeological field work that are necessary to complete the detailed design assignment.

Prepared by:

Shawna Chambers, DPA, P.Eng.
Division Manager, Stormwater Engineering

Submitted by:

Ashley M. Rammeloo, MMSc., P.Eng.
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

cc:

P. Titus,

S. Mollon,

J. Haasen – AECOM

B. Trenouth - AECOM

Appendix "A"

#22106
July 26, 2022
(Consulting Engineers Contract Increase)

Chair and Members
Civic Works Committee

RE: Mud Creek Phase 2 Detailed Design
(Subledger SWM21003)
Capital Project ES2681-2 - Mud Creek East Branch Phase 2
AECOM Canada Ltd. - \$746,074 (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
Engineering	1,017,010	869,114	147,896	0
Construction	6,152,590	5,662,566	0	490,024
Total Expenditures	\$7,169,600	\$6,531,680	\$147,896	\$490,024

Sources of Financing

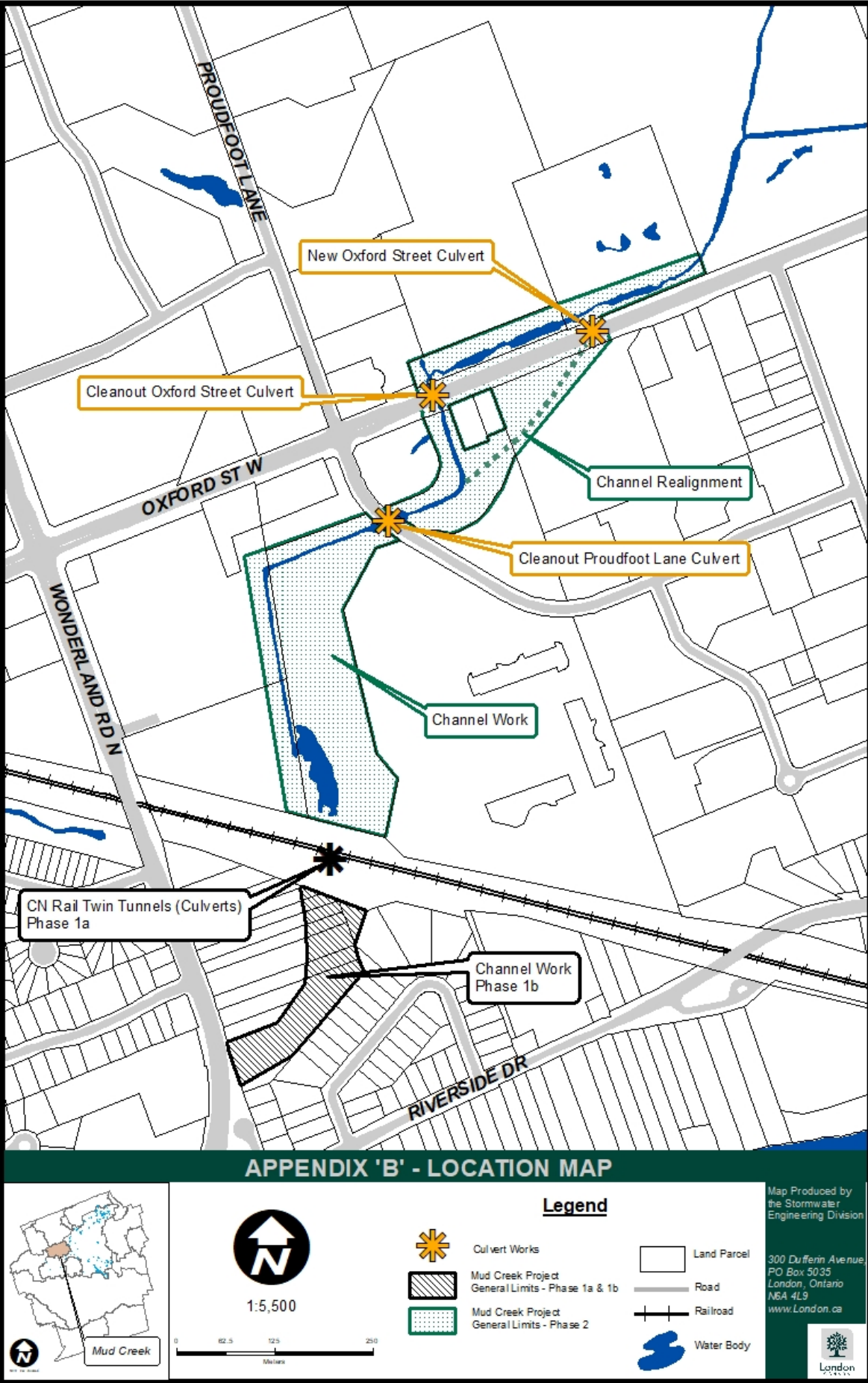
Drawdown from Sewage Works Renewal Reserve Fund	4,524,017	4,121,490	93,322	309,205
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	2,645,583	2,410,190	54,574	180,819
Total Financing	\$7,169,600	\$6,531,680	\$147,896	\$490,024

Financial Note:

Contract Price	\$746,074
Less Amount previously approved	<u>600,736</u>
	145,338
Add: HST @13%	<u>18,894</u>
Total Contract Price Including Taxes	164,232
Less: HST Rebate	<u>-16,336</u>
Net Contract Price	\$147,896

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

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, Environment & Infrastructure
Subject: Summerside Spillway Cable Concrete Repairs – Contract
Amendment
Meeting on: July 26, 2022

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, that the following actions be taken with respect to the Summerside Spillway Cable Concrete Repairs contract:

- a) CH Excavating (2013)'s contract award **BE INCREASED** to carry out the cable concrete repairs to the Summerside Spillway in accordance with the estimate, on file, by an amount of \$38,012.93 from \$173,425.04 to \$211,437.97 including 20% contingency, excluding HST, in accordance with Section 20.3 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 recommends the continuation of construction services from CH Excavating (2013) for the repair of the cable concrete spillway at the Summerside Stormwater Management Facility (SWMF).

Context

In 2021, CH Excavating was hired by the City to upgrade the Summerside spillway. Due to several intense rain events in fall 2021 and winter 2022, the cable concrete

matting has shifted along the edges of the spillway. To address these failures and prevent future failures, it is recommended to reset the sunken cable mats and reinforce the sides of the spillway.

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 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.

1.2 Location Map



Figure 1: Location map showing the Summerside Spillway Cable Concrete project

2.0 Discussion

The SWMF was developer-constructed in 1995. The original design used turfstone pavers for the spillway. Due to the high velocity of flows overtopping the spillway and an inconsistent top-of-spillway elevation, the turfstone pavers washed out. In 2021, the City upgraded the existing turfstone to Cable Concrete and restored top-of-slope to the intended design elevation.



Figure 2: a) Failed turfstone spillway at Summerside SWMF (2020), b) Upgraded cable concrete spillway showing failure along the north section (2022)

An unusually wet fall created challenging construction conditions which led to undermining of the mats during the installation. The spillway was also subject to

several intense rain events from the time installed in fall 2021 to the spring 2022 which created washouts along the north side of the spillway.

Procurement

CH Excavating (2013) was administratively awarded the Summerside Spillway Cable Concrete installation project through a competitive bid process. Given that the Summerside Spillway Cable Concrete project is still considered an active construction site for CH Excavating (2013) to address minor deficiencies and restoration works, they were invited to submit a change order to make the spillway more robust during significant rainfall events. Staff have reviewed the proposed change order submission and it is consistent with other assignments of similar scope. The continued use of CH Excavating (2013) is of financial advantage to the City because the construction company has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

3.0 Financial Impact

In accordance with Section 20.3 of the City of London's Procurement of Goods and Services Policy, it is recommended that CH Excavating(2013) be authorized to carry out the construction services for the Summerside Spillway Cable Concrete Repairs for a fee estimate of \$38,012.93, including 20% contingency, excluding HST. The approval of this work will bring the total engineering services for this project from \$173,425.04 to \$211,437.97, including 20% contingency, excluding HST.

Conclusion

CH Excavating (2013) has demonstrated an understanding of the City's requirements for this project, and it is recommended that CH Excavating (2013) continue the construction services for the Summerside Spillway Cable Concrete Repairs, as it is in the best financial and technical interests of the City.

Prepared by:	Shawna Chambers, P.Eng., DPA Division Manager, Stormwater Engineering
Submitted by:	Ashley Rammeloo, P. Eng., MMSc, 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
Monica McVicar

Appendix "A"

#22109
July 26, 2022
(Contract Amendment)

Chair and Members
Civic Works Committee

RE: Summerside Spillway Cable Concrete Repairs - Contract Amendment
(Subledger SWM21004)
Capital Project ES6610 - UWRF Transition to CSRF - SWM
CH Excavating (2013) - \$211,437.97 (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 This Date	This Submission	Balance for Future Work
Engineering	1,854,660	521,193	0	1,333,467
Land Acquisition	1,142,246	1,142,246	0	0
Construction	4,517,394	4,300,176	38,682	178,536
Total Expenditures	\$7,514,300	\$5,963,615	\$38,682	\$1,512,003

Sources of Financing

Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	7,514,300	5,963,615	38,682	1,512,003
Total Financing	\$7,514,300	\$5,963,615	\$38,682	\$1,512,003

Financial Note:

Contract Price	\$211,438
Less Amount previously approved	173,425
	38,013
Add: HST @13%	4,942
Total Contract Price Including Taxes	42,955
Less: HST Rebate	-4,273
Net Contract Price	\$38,682

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

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: Contract Price Increase: 2021 Infrastructure Renewal
Date: July 26, 2022

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** for the noted three projects: Saskatoon Street, Brydges Street and Wavell Street Active Transportation Improvement; Wonderland Road South Watermain Installation; and the Wortley Road Reconstruction:

- a) Wonderland Road South Watermain Installation (Tender T21-40) contract value with Bre-Ex Construction Inc. **BE INCREASED** by \$220,000.00 to \$1,299,999.99 (excluding HST) in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy;
- b) Wortley Road Reconstruction (Tender T21-05) contract value with Bre-Ex Construction Inc. **BE INCREASED** by \$200,000.00 to \$3,049,388.03 (excluding HST) in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy;
- c) Saskatoon Street, Brydges Street and Wavell Street Active Transportation Improvement (Tender T21-89) contract value with J-AAR Excavating Ltd. **BE INCREASED** by \$170,000.00 to \$2,829,631.75 (excluding HST) in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy;
- d) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A', 'B', 'C', respectively;
- e) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project; and
- f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

The Renew London Infrastructure Construction Program manages the sustainability of city infrastructure through a combination of road, bridge, bicycle, sewer, water, sidewalk, and intersection improvements. The program addresses existing lifecycle needs, system improvements, and growth-related priorities.

Large infrastructure projects can sometimes encounter unforeseen infrastructure and schedule challenges not anticipated by the contractor, consultant, or the City. When the budget implications of those challenges exceed the contract contingency, a contract amendment is required in accordance with City's Procurement of Goods and Services Policy.

The March 29, 2022 Civic Works Committee agenda provided a review of the 2021 Renew London Infrastructure Construction Program together with companion reports outlining projects recommended for contract amendments. The Renew report also

flagged additional projects to be closely monitored as they completed carry over work into 2022. The project teams evaluated all options to keep these projects within budget, however three 2021 carry over projects will require a contract value amendment.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Public Service by helping to manage the infrastructure gap, improving our water, wastewater and stormwater infrastructure and services, and enhancing safety for all road users.

Renew London is committed to delivering excellent customer service and providing great customer experiences to residents, businesses, and visitors by communicating projects in advance and coordinating all work to help build and deliver efficient infrastructure and minimize delays and inconveniences to the public during construction.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Civic Works Committee – March 29, 2022 – 2022 Renew London Infrastructure Construction Program and 2021 Review

2.0 Discussion and Considerations

The City managed approximately \$100 million in infrastructure construction project work in 2021. The Construction Administration (CA) Team takes great pride in delivering London’s annual construction program on time and on budget.

With an annual construction program of this scale, there can be projects that encounter budget impacts that exceed the available contingency. The following carry over projects from 2021 were impacted by budget pressures that exceeded the awarded contract value. The combined value of these contract increase requests reflects an overall budget variance of 0.59%.

2.1 RFT21-40 – Wonderland Road South Watermain Installation

The Wonderland Road South Watermain Installation project was originally scheduled to begin in September 2021 and be completed in October 2021. Leading up to the start of the project in July and August, challenges were encountered around material availability, the specific type of watermain that was to be used and how the new material would interface with the existing water infrastructure.

Once the project team determined a path forward it was decided that the project could not proceed in 2021 without jeopardizing the completion of the project before winter. It was decided that the best path forward to ensure that a section of this critical road was not left unfinished for the winter was to start the project in spring of 2022.

As work began in the spring of 2022, an unknown condition with the existing water infrastructure was discovered, which delayed a portion of the project for several weeks. The project team worked well to adapt and minimize damages, however this unforeseen delay reinforced that it was the correct decision to delay the start of the project until 2022. Had this delay been encountered in the fall of 2021, it would have certainly left the project incomplete over the winter months.

It has been determined that the cost increases due to the project being completed in 2022, rather than 2021 will require additional funds in excess of the project contingency.

2.2 RFT21-05 – Wortley Road Reconstruction

In April 2021, the City began construction on Wortley Road to replace sewers and watermain, along with surface works including sidewalk, curb, and asphalt replacement. The project progressed well until September, when a shipment of PVC watermain pipe was delivered to site that did not meet appear to City specification. Following an internal review of the specification informed by a City-commissioned external report, it was determined that the PVC watermain pipe originally delivered to site was acceptable and could be installed, without impact to the quality or safety of the pipe. Both the contractor and City staff worked diligently to come to a timely solution. However, there was a delay in site activity requiring project work originally scheduled for 2021 to be completed in 2022. The requested contract price amendment is to cover the increased costs of shifting added work to spring/summer of 2022. The increase in contract price also covers some additional temporary work that was required in the late fall of 2021 to leave the site in a safe and tidy state over the winter months.

2.3 RFT21-89 – Saskatoon Street, Brydges Street and Wavell Street Active Transportation Improvement

The tender for the Saskatoon Street, Brydges Street and Wavell Street Active Transportation Improvement project closed on August 12, 2021, and the contract was approved through Administrative Approval on August 20, 2021.

It is standard practice for the City of London to include a project contingency on all major infrastructure projects. A typical project contingency is around 10% of the estimated project cost. Following approval and execution of this contract, the project team realized that a project contingency had not been included in the original tender.

The tender estimate for this project was \$2,900,000, with a successful bid price for J-AAR Excavating Ltd. of \$2,659,631.75. As such, a contingency of \$290,000 should have been included for this project.

While every effort has been made to cut costs and complete the project within the contract value as awarded without a contingency, the project team has confirmed that a contract amendment will be required. Additional costs due to unforeseen conditions and additional design changes typical of any infrastructure project have caused a need for increased funds.

While the project would have typically contained a \$290,000 contingency, the additional funds needed to complete this project are \$170,000, well within a normal project budget had the contingency not been omitted at the time of tender.

3.0 Financial Impact/ Considerations

Wonderland Road South Watermain Installation

An additional \$220,000.00 is requested to cover the additional costs due to completing the project in 2022, rather than 2021.

Wortley Road Reconstruction

An additional \$200,000.00 is requested to cover the additional costs to complete the temporary works in 2021 and to complete the remaining work in 2022.

Saskatoon Street, Brydges Street and Wavell Street Active Transportation Improvement
An additional \$170,000.00 is requested to cover the additional costs due to a project contingency not be included in the original tender.

This funding is available in the approved water, sanitary, and stormwater capital budgets per the Sources of Financing attached as Appendices A, B and C.

Conclusion

In accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy, it is recommended that the contract value be amended for infrastructure renewal projects. These projects require additional funds primarily associated with unforeseen design issues and schedule challenges.

Prepared by:	Ugo DeCandido, P.Eng., Division Manager, Construction Administration
Submitted by:	Jennie Dann, P.Eng., Director, Construction and Infrastructure Services
Recommended by:	Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure

Attach:	Appendix 'A' – Sources of Financing, Wonderland Road South Watermain Installation (Tender T21-40) Appendix 'B' – Sources of Financing, Wortley Road Reconstruction (Tender T21-05) Appendix 'C' – Sources of Financing, Saskatoon Street, Brydges Street and Wavell Street Active Transportation Improvement (Tender T21-89)
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cc:	Aaron Rozentals, Division Manager, Water Engineering Kyle Chambers, Acting Division Manager, Sewer Engineering Garfield Dales, Division Manager, Transportation Planning and Design Gary McDonald, Budget Analyst, Finance & Corporate Services
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Appendix "A"

#22110
July 26, 2022
(Contract Increase)

Chair and Members
Civic Works Committee

RE: RFT21-40 - Contract Increase: Wonderland Road South Watermain Installation
(Subledger WS21C003)
Capital Project EW3625 - Wonderland Road Watermain - Exeter to Hamlyn
Bre-Ex Construction Inc. - \$220,000.00 (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 recommendation 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
Engineering	198,394	198,394	0	0
Construction	1,545,968	1,078,089	223,872	244,007
Total Expenditures	\$1,744,362	\$1,276,483	\$223,872	\$244,007

Sources of Financing

Drawdown from Water Works Renewal Reserve Fund	87,218	63,824	11,194	12,200
Drawdown from City Services - Water Reserve Fund (Development Charges) (Note 1)	1,657,144	1,212,659	212,678	231,807
Total Financing	\$1,744,362	\$1,276,483	\$223,872	\$244,007

Financial Note:	Total
Contact Increase	\$220,000
Add: HST @13%	28,600
Total Contract Price Including Taxes	248,600
Less: HST Rebate	-24,728
Net Contract Increase	\$223,872

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.

Note 2: The initial award of this contract for \$1,080,000 was completed through Administrative Approval of Tender Acceptance Contract Award process in the Source of Financing 21084.

Jason Davies
Manager of Financial Planning & Policy
km

Appendix "B"				
#22111 July 26, 2022 (Contract Increase)				
Chair and Members Civic Works Committee				
RE: RFT21-05 - Contract Increase: Wortley Road Reconstruction (Subledger WS21C00E) Capital Project ES241422 - Infrastructure Renewal Program - Sanitary Sewer Capital Project ES254021 - Infrastructure Renewal Program - Stormwater Sewers and Treatment Capital Project EW376521 - Infrastructure Renewal Program - Watermains Capital Project TS301422 - Road Network Implements (Local and Rural) Bre-Ex Construction Inc. - \$200,000.00 (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 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
ES241422 - Infrastructure Renewal Program - Sanitary Sewer				
Engineering	2,000,000	556,343	0	1,443,657
Construction	10,409,529	1,321,289	37,142	9,051,098
City Related Expenses	25,000	630	0	24,370
ES241422 Total	12,434,529	1,878,262	37,142	10,519,125
ES254021 - Infrastructure Renewal Program - Stormwater Sewers and Treatment				
Engineering	1,505,609	1,505,609	0	0
Construction	10,411,542	9,423,836	37,142	950,564
Land Acquisition	210,537	205,321	0	5,216
City Related Expenses	6,571	6,571	0	0
ES254021 Total	12,134,259	11,141,337	37,142	955,780
EW376521 - Infrastructure Renewal Program - Watermains				
Engineering	1,797,676	1,633,590	0	164,086
Construction	16,330,496	14,189,524	96,672	2,044,300
City Related Expenses	249,241	249,241	0	0
EW376521 Total	18,377,413	16,072,355	96,672	2,208,386
TS301422 - Road Network Improvements (Local and Rural)				
Construction	9,525,105	5,630,313	32,563	3,862,229
City Related Expenses	200,000	200,000	0	0
TS301422 Total	9,725,105	5,830,313	32,563	3,862,229
Total Expenditures	\$52,671,306	\$34,922,267	\$203,519	\$17,545,520

Appendix "B"				
#22111 July 26, 2022 (Contract Increase) Chair and Members Civic Works Committee RE: RFT21-05 - Contract Increase: Wortley Road Reconstruction (Subledger WS21C00E) Capital Project ES241422 - Infrastructure Renewal Program - Sanitary Sewer Capital Project ES254021 - Infrastructure Renewal Program - Stormwater Sewers and Treatment Capital Project EW376521 - Infrastructure Renewal Program - Watermains Capital Project TS301422 - Road Network Implements (Local and Rural) Bre-Ex Construction Inc. - \$200,000.00 (excluding HST)				
Sources of Financing				
ES241422 - Infrastructure Renewal Program - Sanitary Sewer				
Capital Sewer Rates	7,934,529	0	0	7,934,529
Drawdown from Sewage Works Renewal Reserve Fund	2,250,000	0	0	2,250,000
Canada Community-Building Fund	2,250,000	1,878,262	37,142	334,596
ES241422 Total	12,434,529	1,878,262	37,142	10,519,125
ES254021 - Infrastructure Renewal Program - Stormwater Sewers and Treatment				
Capital Sewer Rates	820,480	820,480	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,012,284	8,019,362	37,142	955,780
Canada Community-Building Fund	2,250,000	2,250,000	0	0
Other Contributions	51,495	51,495		0
ES254021 Total	12,134,259	11,141,337	37,142	955,780
EW376521 - Infrastructure Renewal Program - Watermains				
Capital Water Rates	11,922,161	11,922,161	0	0
Drawdown from Water Works Renewal Reserve Fund	5,844,701	3,539,643	96,672	2,208,386
Canada Community-Building Fund	601,017	601,017	0	0
Other Contributions	9,534	9,534	0	0
EW376521 Total	18,377,413	16,072,355	96,672	2,208,386
TS301422 - Road Network Improvements (Local and Rural)				
Capital Levy	630,000	630,000	0	0
Drawdown from Transportation Renewal Reserve Fund	800,000	800,000	0	0
Canada Community-Building Fund	8,295,105	4,400,313	32,563	3,862,229
TS301422 Total	9,725,105	5,830,313	32,563	3,862,229
Total Financing	\$52,671,306	\$34,922,267	\$203,519	\$17,545,520

Appendix "B"

#22111
July 26, 2022
(Contract Increase)

Chair and Members
Civic Works Committee

RE: RFT21-05 - Contract Increase: Wortley Road Reconstruction
(Subledger WS21C00E)
Capital Project ES241422 - Infrastructure Renewal Program - Sanitary Sewer
Capital Project ES254021 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
Capital Project EW376521 - Infrastructure Renewal Program - Watermains
Capital Project TS301422 - Road Network Implements (Local and Rural)
Bre-Ex Construction Inc. - \$200,000.00 (excluding HST)

Financial Note:	ES241422	ES254021	EW376521	TS301422
Contract Price	\$543,241	\$543,241	\$1,398,896	\$614,159
Less Amount previously approved	506,741	506,741	1,303,896	582,159
	\$36,500	\$36,500	\$95,000	\$32,000
Add: HST @13%	4,745	4,745	12,350	4,160
Total Contract Price Including Taxes	41,245	41,245	107,350	36,160
Less: HST Rebate	-4,103	-4,103	-10,678	-3,597
Net Contract Price	\$37,142	\$37,142	\$96,672	\$32,563

Financial Note:	Total
Contract Price	\$3,099,537
Less Amount previously approved	2,899,537
	200,000
Add: HST @13%	26,000
Total Contract Price Including Taxes	226,000
Less: HST Rebate	-22,481
Net Contract Price	\$203,519

Jason Davies
Manager of Financial Planning & Policy

km

Appendix "C"

#22112
July 26, 2022
(Contract Increase)

Chair and Members
Civic Works Committee

RE: RFT21-89 - Contract Increase: Saskatoon Street, Brydges Street and Wavell Street Active Transportation Improvement
(Subledger RD210004)
Capital Project TS173919 - Active Transportation
J-AAR Excavating Ltd. - \$170,000.00 (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 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
Engineering	1,083,252	982,750	0	100,502
Construction	9,657,338	7,811,445	172,992	1,672,901
City Related Expenses	9,938	6,687	0	3,251
Total Expenditures	\$10,750,528	\$8,800,882	\$172,992	\$1,776,654

Sources of Financing

Capital Levy	391,425	391,425	0	0
Debenture By-law W.-5654-291	4,951,602	3,972,646	86,863	892,093
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	5,352,477	4,381,787	86,129	884,561
Other Contributions	55,024	55,024	0	0
Total Financing	\$10,750,528	\$8,800,882	\$172,992	\$1,776,654

Financial Note:

Contract Price	\$2,829,632
Less Previous Price Including Taxes	2,659,632
	\$170,000
Add: HST @13%	22,100
Total Contract Price Including Taxes	192,100
Less: HST Rebate	-19,108
Net Contract Price	\$172,992

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.

Note 2: The initial award of this contract for \$2,659,632.00 was completed through Administrative Approval of Tender Acceptance Contract Award process in the Source of Financing 21157.

Jason Davies
Manager of Financial Planning & Policy
km

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 Princess Street
Date: July 26, 2022

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the closing of Princess Street:

- (a) the closing of Princess Street on Registered Plan 380 **BE APPROVED**, and
- (b) the attached proposed by-law (Appendix 'A') **BE INTRODUCED** at the Municipal Council meeting to be held on August 2, 2022, for the purpose of closing Princess Street.

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 development.

Analysis

1.0 Background Information

Princess Street was established by Registered Plan 380 which was registered May 1, 1880. The street was never constructed, and the abutting properties are accessed from other streets. Part of the westerly half of Princess Street was previously closed and now forms part of Middlesex Standard Condominium 764 but the easterly portion of the road allowance continues to lay dormant.

2.0 Discussion and Considerations

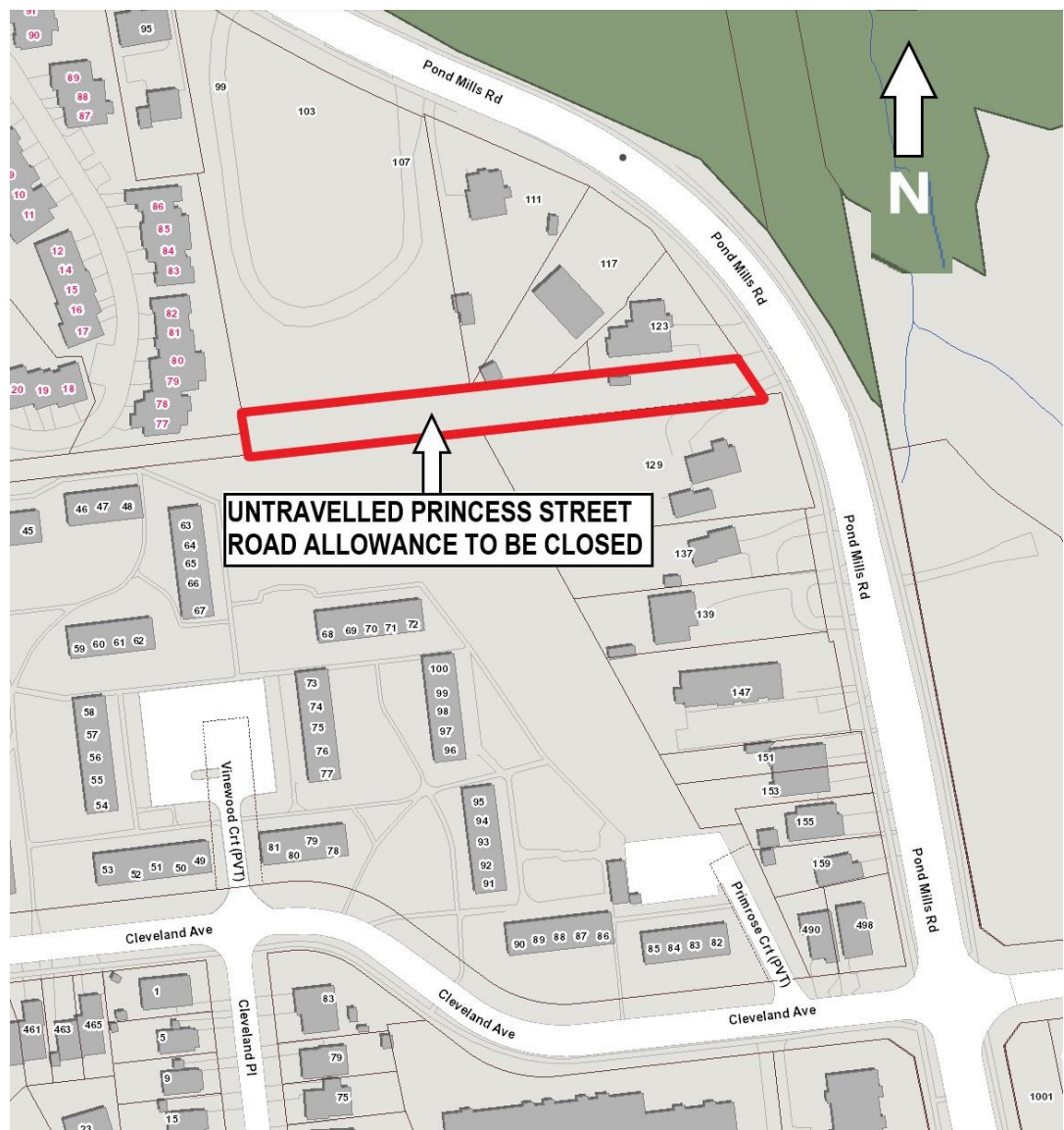
An application has been received on behalf of Pond Mills Developments Inc., the owner of 129 Pond Mills Road, to close and purchase the subject portion of Princess Street so that it can be added to their lands in support of a proposed development. As a prerequisite to the conveyance, the street must first be legally closed as public highway, which is the purpose of this report.

The road allowance is not open, has never been publicly travelled and is not needed for future public use. There are no utilities or property owners that are directly impacted by the closing.

Realty Services has notified the abutting owners and is in the process of working with any interested parties with the intent being to dispose of the road allowance as expeditiously and equitably as possible. Subject to the closing bylaw being approved, Realty Services will bring forward a report to the Corporate Services Committee recommending the road allowance lands be declared surplus and for approving purchase and sale agreements with any interested abutting owners.

3.0 Financial Impact/Considerations

The closing of Princess Street has no financial impact on the City and the terms of any sales will be the subject of the separate report to the Corporate Services Committee.



Conclusion

Princess Street is not travelled and is not required for future public use by the City. All of the abutting properties are accessible from other streets. It is therefore recommended the road allowance be legally closed via the attached bylaw in Appendix ‘A’ as a precursor to being sold to the applicant and any interested abutting property owners.

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

Attach: Appendix A: By-law to close Princess Street

copy: Adam Ostrowski
Sachit Tatavari

APPENDIX A: By-law to close Princess Street

Bill No.

By-law No. S - _____

A By-law to stop up and close Princess Street.

WHEREAS it is expedient to stop up and close Princess Street on Registered Plan 380 in the City of London;

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

1. Princess Street shall be stopped up and forever closed and cease to be and form public highway:

Princess Street on Registered Plan 380 designated as Parts 1 and 2 on plan 33R-21307 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 –

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: Strategic Plan Variance Report
Date: July 26, 2022

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following report on the Strategic Plan Progress Variance **BE RECEIVED** for information.

Executive Summary

As part of the Strategic Plan reporting cycle, variance reports are completed for any actions identified as ‘caution’ or ‘below’ plan in the Semi-Annual Progress Report. These reports are submitted to the appropriate Standing Committee following the tabling of the May and November Progress Reports. This report provides an overview of the actions relating to the Civic Works Committee.

Linkage to the Corporate Strategic Plan

Council's 2019-2023 Strategic Plan includes the Strategic Area of Focus ‘Leading in Public Service’. This includes the Expected Result ‘The City of London is trusted, open, and accountable in service of our community’ and the Strategy ‘Improve public accountability and transparency in decision making’.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Strategic Priorities and Policy Committee (SPPC): November 25, 2019, June 23, 2020, November 17, 2020, July 28, 2021, November 30, 2021, June 22, 2022.

2.0 Discussion and Considerations

2.1 Background

On April 23, 2019, Council set the 2019-2023 Strategic Plan for the City of London. This is a critical document that identifies Council’s vision, mission, and the strategic areas of focus for 2019-2023. It identifies the specific outcomes, expected results and strategies that Council and Civic Administration will deliver on together over the next four years.

The Strategic Plan also includes a commitment to report regularly to Londoners on the implementation of the Strategic Plan, demonstrating progress being made and how this work is having an impact in the community.

As part of the Strategic Plan reporting cycle, variance reports are completed for any actions identified as ‘caution’ or ‘below’ plan in the Semi-Annual Progress Report. These reports are submitted to the appropriate Standing Committee following the tabling of the May and November Progress Reports.

2.2 Discussion

This report outlines the actions corresponding to the Civic Works Committee that were identified as 'caution' or 'below plan' in the May 2022 Semi-Annual Progress Report. This report covers three milestones that were flagged as 'caution'.

Overall Strategic Plan Progress

As of May 2022, 97% of all actions are complete or on target. 13 (3%) actions were marked as 'caution' (actions behind by one quarter or three months or actions that are in progress or not yet started that are flagged as possibly not being completed by the target end date). There were no actions that were noted as 'below plan'.

Variance Explanations

Three actions in Environment & Infrastructure have been identified as "caution". Actions 1 and 2 below deal with developing a Bike Parking Plan (Phase 1) to be included in the ongoing discussions and development of the Mobility Master Plan. This includes a measurement program for cycling and bike parking. Work completed includes Neighbourhood Bike Parking Guidelines (part of Complete Streets Design Manual). Other work is underway.

Action 3 deals with the potential of implementing a Bikeshare system in London. This will be subject of an upcoming CWC report. Recently CWC and Council provided direction on the provincial government e-scooter pilot project. Both items are considered parts of a municipal micromobility system.

1. Strategic Area of Focus: Building a Sustainable City
Outcome: Londoners can move around the city safely and easily in a manner that meets their needs.
Expected Result: Increase access to transportation options.
Strategy: Continue to expand options and programs to increase mobility.
Action: Undertake background details and community engagement on bike parking challenges, opportunities, priorities and implementation plans.
 - Current End Date: 2/28/22
 - Revised End Date: 3/31/23
 - Rationale and Implications: The project has reached the 50% completion mark and the Bike Locker Pilot Project is underway. Bike parking is also part of the Mobility Master Plan.

2. Strategic Area of Focus: Building a Sustainable City
Outcome: Londoners can move around the city safely and easily in a manner that meets their needs.
Expected Result: Increase access to transportation options.
Strategy: Continue to expand options and programs to increase mobility.
Action: Prepare background methodology, an approach to monitoring and implement.
 - Current End Date: 12/31/21
 - Revised End Date: 3/31/23
 - Rationale and Implications: Project has reached the 50% completion mark. Bike Locker Pilot Project is underway. Bike parking is also part of the Mobility Master Plan.

3. Strategic Area of Focus: Building a Sustainable City
Outcome: Londoners can move around the city safely and easily in a manner that meets their needs.
Expected Result: Increase access to transportation options.
Strategy: Continue to expand options and programs to increase mobility.
Action: Undertake background details, community engagement, potential stakeholder engagement and develop Business Case for Bike Share.
 - Current End Date: 9/30/21
 - Revised End Date: 3/31/23

- Rationale and Implications: The project has reached the 90% completion mark. Committee and Council will be updated in summer 2022 on next steps with respect to Bike Share and other micro mobility options.

Conclusion

The Semi-Annual Progress Report is an important tool that allows the community, Council and Administration to track progress and monitor the implementation of Council's Strategic Plan. In some cases actions have been delayed due to shifting priorities, emerging circumstances, or the ongoing impacts of the COVID-19 pandemic. The Strategic Plan Variance Reports are intended to provide Council with a more in-depth analysis of these delays. Information included in this report can support Council in strategic decision making and inform the work of Civic Administration.

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

cc. Lynne Livingstone, City Manager
Senior Leadership Team
Strategic Thinkers Table

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: Municipal Waste & Resource Materials Collection By-law
Amendment
Date: July 26, 2022

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the draft amending by-law attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on August 2, 2022 to amend the Municipal Waste & Resource Collection By-law (WM-12) to remove the additional packaging requirements for curbside collection of ceramic toilets (package inside a cardboard box and sealed) and add broken and cracked toilets as a curbside non-collectible material to enhance health and safety of the sanitation operators and public.

Executive Summary

The City, as an employer, has an obligation under the *Occupational Health and Safety Act, 1990* to take necessary precautions to protect its employees. Discussions at joint health and safety meetings in response to previous occurrences (e.g., injuries) identified that the collection of ceramic toilets presents a potential hazard as a broken toilet (i.e., the cracked or broken toilet is set out at the curb with jagged pieces or falls apart during the process of collection) results in safety concerns.

In October 2021, By-law WM-12 was updated to establish additional packaging requirements for curbside collection of ceramic toilets. One additional requirement was added at that time: toilets were to be placed inside a cardboard box and completely sealed for curbside collection. The additional packaging requirement was put in place to enhance the health and safety of the sanitation operators and the public. This additional packaging requirement has been trialed over the past eight months and reviewed at the joint health and safety meetings. These discussions have identified that placing a toilet inside a cardboard box may not fully remove the risk health and safety hazards. Cardboard boxes that become wet or that cannot support the toilet result in the toilet falling through the bottom of the box and risking injury to the collector.

Removing the packaging requirement from the By-law WM-12 is recommended. Additionally, it is recommended that cracked or broken toilets be introduced as a non-collectable in the by-law. The toilet preparation requirements will revert to previous requirements for curbside collection prior to the October 2021 By-law amendment: intact toilets may be placed curbside and the tank must be removed from the bowl for two-piece models. Broken toilets will not be accepted curbside but can be taken to the City’s EnviroDepots without charge.

Since October 1, 2021, 45 tonnes of toilets and other ceramics have been accepted at the EnviroDepots without charge. These items have been recycled into a crushed aggregate end-product. Material quality, handling procedures and other parameters will continue to be monitored to determine next steps which could include additional changes to the curbside collection of toilets as recycling markets are finalized. This will be the subject of a future report to Civic Works Committee in early 2023.

Funding for this initiative was approved as part of the 60% Waste Diversion Action Plan. Since the program has begun in October 2021 the cost to recycle the material has been \$6,500. It is estimated that a permanent program will cost between \$10,000 and \$15,000 annually, excluding initial minor capital costs at the EnviroDepots.

Linkage to the Corporate Strategic Plan

Municipal Council continues to recognize the importance of waste management and the need for a more sustainable and resilient city in the development of its 2019-2023 Strategic Plan for the City of London. Specifically, London's efforts in waste management address the three following areas of focus: Building a Sustainable City; Growing our Economy; and Leading in Public Service.

Context

1.0 Background Information

1.1 Purpose

The purpose of this report is to provide Civic Works Committee (CWC) with amendments to the Municipal Waste & Resource Collection By-law (WM-12) to:

- remove the additional packaging requirements (sealed inside a cardboard box) for ceramic toilets placed at the curb for curbside collection;
- categorize a broken or cracked toilet as a non-collectable item for curbside collection to enhance health and safety of the sanitation operators and the public; and,
- provide an update on the EnviroDepot drop-off ceramics recycling program.

1.2 Previous Reports Related to this Matter

- Municipal Waste & Resource Materials Collection By-law Amendment (September 21, 2021, meeting of the Civic Works Committee (CWC), Item #2.2)
- Updates – 60% Waste Diversion Action Plan Including Green Bin Program (November 17, 2020, meeting of the CWC, Item #2.2)
- Municipal Waste & Resource Materials Collection By-Law Amendment (September 22, 2020, meeting of the CWC, Item # 10)
- Business Case 1 – 60% Waste Diversion Action Plan – 2020-2023 Multi -Year Budget (January 30, 2020, meeting of the Strategic Priorities & Policy Committee (SPPC), Item #4.12a)

2.0 Discussion and Considerations

2.1 London's Curbside Bulky Item Collection

London's waste management system provides bulky item collection as part of regular curbside collection service. Bulky items include most furniture such as couches, mattresses, box springs, carpet and bathroom fixtures (e.g., toilet). There are specific requirements for some items, for example, two-piece toilets must have the tank and bowl separated and the toilet bowl empty of water. Items that have specific collection requirements help to protect collection staff and ensure that the item is successfully removed by collection crews. If residents do not follow the collection rules, the item may be considered a non-collectable and will not be removed.

There are also specific materials that are not collected curbside because they have a local viable diversion alternative or should be kept out of the landfill due to hazardous components. Examples include electronics, scrap metal and construction/renovation material recycling. These materials are kept out of the landfill and are treated as a resource. Ceramics are also an example of a material that has resource characteristics, as it has potential to be used as an aggregate substitute for road construction or cement production.

2.2 Enhanced Health & Safety for Collection Staff and the Public

The City, as an employer, has an obligation under the *Occupational Health and Safety Act, 1990* to take necessary precautions to protect its employees. In October 2021, the

Municipal Waste & Resource Materials Collection By-law was amended to establish additional packaging requirements for toilets collected curbside. These changes were intended to enhance the health and safety of the sanitation operators and the public. Residents were required to place toilets inside a cardboard box and completely seal the box before taking it to the curb to be collected.

The additional packaging requirement has now been trialed and reviewed at joint health and safety meetings. It has been identified that placing a toilet inside a cardboard box may not fully remove the health and safety hazard. Collectors have experienced the bottom of the boxes breaking during collection if the bottom of the box becomes wet or if the cardboard is thin and cannot support the weight of the toilet.

Additionally, the collection of cracked or broken ceramic toilets present a potential hazard as a broken toilet (i.e., the cracked or broken toilet is set out at the curb with jagged pieces or falls apart during the process of collection) presents similar safety concerns as with the handling of sharps. These discussions have identified that, without improved safety precautions in place to collect toilets, the collector is at risk of cuts or lacerations.

What are the changes to the curbside collection of toilets?

The additional packaging requirement of placing toilets in a cardboard box for unbroken and/or uncracked toilets before setting to the curb will be removed from the By-law. This change will make it easier for residents. The toilet preparation requirements for intact toilets will revert to previous requirements for curbside collection prior to the October 2021 By-law amendment: intact one-piece models can be placed at the curb as-is and intact two-piece models must have the tank separated from the bowl prior to being set at the curb. Toilets that are broken or cracked will no longer be collected at the curbside. This change will require more work for residents, however, the number impacted is small on an annual basis.

The above changes will result in:

- Safer handling of toilets for sanitation operators (City staff and contractors);
- Easier handling of intact toilets for the public setting out to the curbside for collection; and
- Reduced risk of shattered toilets resulting in sharp debris on the boulevard.

To enact these changes and make them enforceable, an amendment to the Municipal Waste & Resource Collection By-law (WM-12) (Appendix A) is required:

- Update definition of Non-collectable waste, with respect to toilets, from “toilets not properly packaged inside a cardboard box and sealed” to “broken or cracked toilets”; and
- Update Section 8.3(h) – remove “toilets” from the line that includes “. . . not properly packaged inside cardboard and tape”.

Alternative disposal option - recycling toilets through the EnviroDepots

As of October 1, 2021 toilets and other ceramics have been accepted at the EnviroDepots without charge for recycling. The diversion of ceramics (primarily toilets) is included in the set of actions of the 60% Waste Diversion Action Plan. Ceramics will be recycled into crushed aggregate. This program has diverted 45 tonnes of ceramics from landfill which all has been used as a viable resource. The ceramics have been crushed and used as a roadbuilding product replacing native aggregate materials. The program has been successful in generating a resource and has provided residents a no-charge option to dispose of broken ceramics. With not collecting broken or crushed toilets at the curb it is anticipated that the program will divert more of this resource from landfill. Previous estimates suggest that there are between 500 and 600 tonnes of ceramics placed in the garbage annually, with toilets being the majority of this amount.

The EnviroDepot ceramics drop-off recycling program will continue until the end of 2022 as the material quality, handling procedures and end markets are evaluated. The final program details would be subject to a future report to the Civic Works Committee in early 2023. This report would include any final recommendations dealing with all toilets as a waste material (e.g., collected with garbage) versus a resource material (e.g., diverted from landfill to recycling).

How will the revised curbside collection program information for toilets be managed?

The implementation of these changes will be done based on education and awareness as the first priority. The communications campaign, beginning in October 2022, will include:

- 2022/2023 Waste Reduction & Conservation Calendar;
- City website information, printed materials and social media; and
- Notice left in the mailbox (or other visible location).

During the campaign, London residents who set out cracked or broken toilets inside a cardboard box that is completely sealed will have it collected and provided with information on the EnviroDepot drop-off recycling option. Emphasis will be on why these changes are necessary to protect collection staff and how important it is to take to an EnviroDepot to be recycled into a resource.

Should compliance not be possible with education and awareness, other enforcement measures are available under the by-law such as removing the non-compliant items and charging a service fee (i.e., City collects at expense of owner).

3.0 Financial Impact/Considerations

Funding for this initiative was approved as part of the 60% Waste Diversion Action Pan. Since the recycling program began in October 2021 the cost to recycle this material has been \$6,500. It is estimated that it will cost between \$10,000 and \$15,000 annually (excluding initial minor capital costs at the EnviroDepots). These estimates will be reviewed as part of the ongoing work prior to reporting back in early 2023.

Conclusion

The proposed changes and actions in this report are supportive of health and safety for both workers and the public. The banning of cracked and broken toilets from curbside collection is viewed as a minor inconvenience for householders because toilet replacement generally occurs infrequently and those that are cracked or broken is a small amount. With the recycling option opportunity mandatory for broken and cracked toilets the diversion of this resource may increase. The opportunity to divert toilets and other ceramics is part of the 60% Waste Diversion Action Plan including the funding for this initiative.

Prepared by:	Jessica Favalaro, B.Sc. Manager, Waste Diversion
Prepared by:	Mike Losee, B.Sc. Division Manager, Waste Management
Submitted by:	Jay Stanford, M.A., M.P.A. Director, Climate Change, Environment & Waste Management, Environment & Infrastructure
Recommended by:	Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager Environment and Infrastructure

APPENDIX A

A By-law to Amend the Municipal Waste & Resources Collection By-law WM-12

Bill No. 2022

By-law No.

A By-law to amend the Municipal Waste &
Resources Collection By-law WM-12

WHEREAS section 5(3) of the *Municipal Act, 2001* S.O. 2001, c.25, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* S.O. 2001, c.25, as amended, provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS subsection 10 of the *Municipal Act, 2001* S.O. 2001, c.25, as amended, provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public, and may pass by-laws respecting the economic, social and environmental well-being of the municipality, and the health, safety and well-being of persons;

AND WHEREAS the Municipal Council wishes to amend By-law No. WM-12, being "A by-law to provide for the Collection of Municipal Waste and Resource Materials in the City of London" to identify additional packaging requirements for toilets (inside a cardboard box and sealed) to increase health and safety for both the public and sanitation operators.

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

1. By-law WM-12 is hereby further amended in Section 1.1 – Definitions by deleting the definition of Non-collectable Waste and by replacing it with the following new definition:

Non-collectable waste - defined

"non-collectable waste" shall include but not be limited to grass clippings, washers, dryers, refrigerators, stoves, dehumidifiers, freezers and air conditioners, televisions, monitors, computers, computer peripherals, printers, copying and multi-function copying devices, telephones, answering machines, cellular devices, pagers, image devices, audio and video devices; explosives, flammable or volatile substances, liquid or gaseous wastes, caustic substances and acids, poisons, pesticides, herbicides, radioactive materials, septic tank pumpings, industrial process sludge, biohazardous waste, infected materials including dressings and bandages not placed inside a sealed and leak-free bag; personal protective and hygiene products including, surgical and non-surgical masks, gloves, wipes, tissues, napkins, paper towel that may result in the spread of infectious disease, not placed inside a sealed and leak-free bag; sawdust, cigarette ash, fireplace ash and vacuum dust, not placed inside a sealed bag; hay, straw, manure and excreta from farm premises; live animals or birds, carcasses or parts thereof of any animal or bird save for food preparation and consumption wastes; stock of any wholesaler or retailer, trade waste; tree trunks and stumps; Christmas trees; trucks, automobiles or any other vehicle, vehicle parts; tires; construction materials; scrap metals, propane tanks; sharps not packaged and labelled in rigid containers; broken or cracked toilets; organic material which has not been drained of all liquids; and other materials as designated by the City Engineer from time to time.

2. By-law WM-12 is hereby amended by adding Section 8.3 (h):

(h) broken glass, and other sharp objects that are not properly packaged inside cardboard and tape;

3. This by-law shall come into force and effect on the day it is passed.

Passed in Open Council on August 2, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

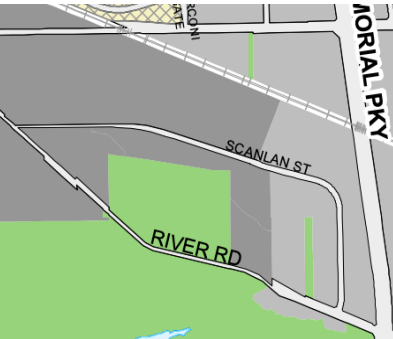
First Reading – August 2, 2022
Second Reading – August 2, 2022
Third Reading – August 2, 2022

Re: Scanlan Street Connection
July 16, 2022
Dear Chair and CWC colleagues,

The residents in the River Road area have been promised services and improvements for decades. With development taking place in the area, I would like to make sure we remain mindful of the Scanlan Street connection illustrated in the London plan and the need for Storm water and sanitary services.

The London plan shows Scanlan Street skirting the green space section of River Road passing through the Heavy Industrial place type as neighbourhood connector over an unevaluated vegetation patch/wetland just above a valley land (slight depression) that collects water from the surrounding properties and drains into the Thames.

Map 1
Place Types



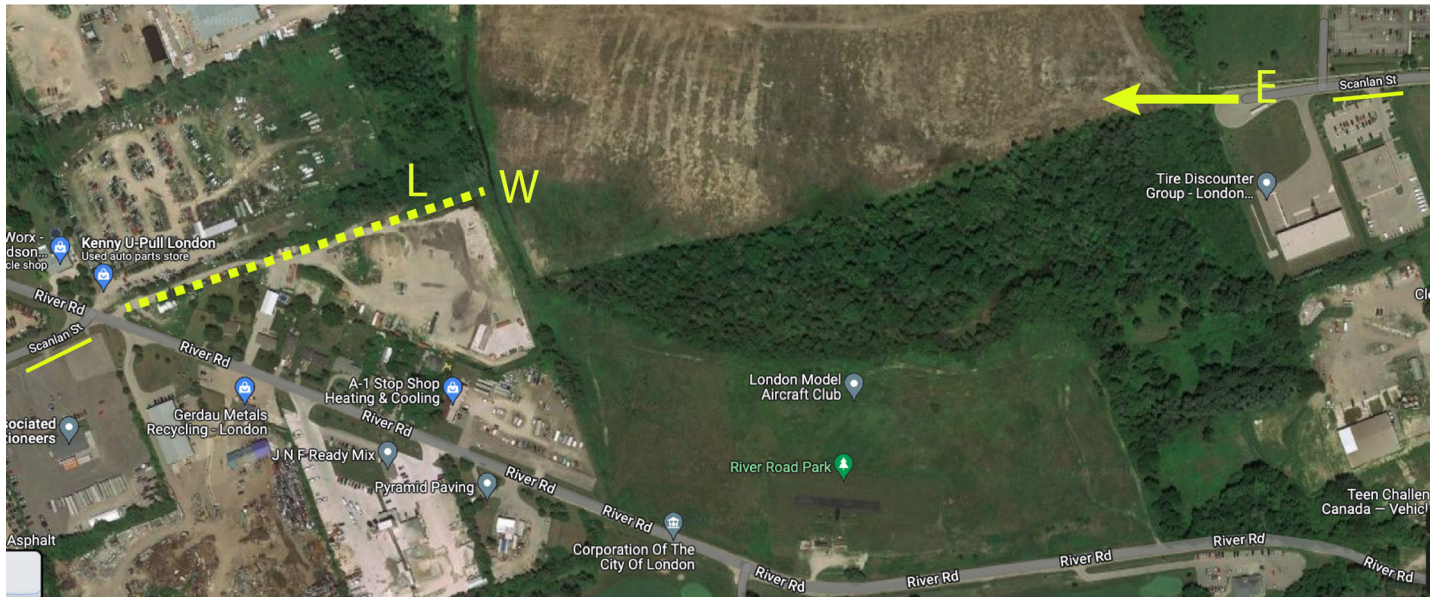
Map 3
Street Classification



Map 5
Natural Heritage



Today the two existing (underlined) ends of Scanlan Street are not yet connected. There is a gravel road (dotted) on the west end between two industrial properties that ends at a field owned by the city, while the east end is being extended into an industrial development.



Because River Road is in such poor shape and because not all of it is a truck route, property owners are interested in having the east end of Scanlan Street connect (now or in the future) to the west end. In addition, there is a need to drain waters that collect at a low point (L) and flood adjacent properties when the rain is heavy. There are industrial properties south of River Road that also need a storm water solution.

Property owners in the area feel neglected because they have been paying taxes for decades without receiving necessary upgrades and services. Ironically, they have helped pay to service new industrial lands while this existing industrial areas still lacks adequate roads and drainage.

One longstanding impasse seems to be caused by the fact that the vegetation patch, now owned by the city, has not been evaluated and at least as far back as 2014 staff have said they do not have the resources to perform the evaluation.

In this series of photos I am walking about 400m across the city’s unevaluated vegetation patch from the end of the gravel road to approximately where Scanlan Street would connect on the construction site. What I saw was a field with no remarkable features.



Were we to spend the time and resources to evaluate this connection as a woodlot or a wetland as has been suggested, I believe it would be a waste of taxpayer dollars. My preference is that we delete the unevaluated designation along the route and move ahead with the plans we have to make the connection.

Finally what I hope for is an answer for the residents about their water services. I believe that there is an existing sanitary line at the east end of River Road that properties to the west could be connected to when the road is redone. Storm water seems to have a list of options :

- Connect the area to the storm water line on the west end of Scanlan Street.
- Pump the water back up to the Gore Road storm water line
- Create a storm water line flowing west down River Road
- Create a channel through the low part of the city property to the easterly drain
- Create another channel through the property
- Create a storm water pond on the city property

On behalf of the local residents and business owners I am looking for your support for the following motions:

- a) That staff BE DIRECTED to include the Scanlan Street connection in site plans created for that area.
- b) That staff BE DIRECTED to delete the unevaluated vegetation patch designation for the lands connecting the two ends of Scanlan Street.
- c) That staff BE DIRECTED to provide at least a verbal report to the CWC by September 13, 2022 with a description of how the storm water servicing decision will be made, which options will not be considered and when a connection could likely be expected.

Sincerely,

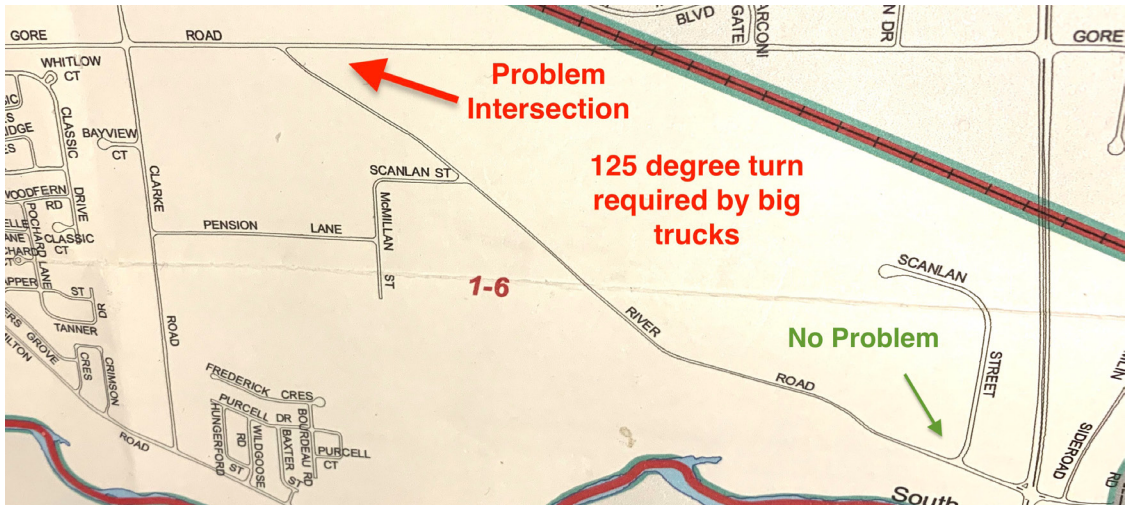
Michael van Holst
Ward 1 Councillor

Re: River and Gore Roads Intersection
July 25, 2022

Dear Chair and CWC colleagues,

Further to the Scanlan Street connection, it is worth noting the problems faced by our heavy industrial companies' trucks as they attempt to leave the area. Though no-truck signs are in place at either end of River Road, I am told that the trucks of some companies are only allowed to enter and exit from the northwest end of River Road at Gore Rd, while others can only enter and exit from the southeast end at the VMP.

A challenge is faced at the River road and Gore intersection because the roads meet at an approximate 125 degree angle which makes turning difficult and less safe.



To navigate the exiting turn eastbound, trucks have to move into the oncoming River Rd lane and turn into the oncoming Gore Rd lane. Sometimes the turn is cut too tightly and they drive over and damage the curb which can be seen in the photo below.



The design at River Road and Scanlan Street is much different. The intersection comes to less of a point with more paving present to allow for the large turning radius of the trucks.

A Scanlan street connection with a symmetrical intersection at River Road would allow trucks safe access to the VMP.

The corner at Gore and River road may also need to be reconfigured.

Sincerely,

Michael van Holst
Ward 1 Councillor



DEFERRED MATTERS

CIVIC WORKS COMMITTEE

as of July 18, 2022

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
1.	<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.	December 12, 2016	Q4, 2022	K. Scherr J. Dann	
2.	<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.	January 10, 2017	Q3, 2022	K. Scherr J. Stanford	
3.	<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.	August 12, 2019	Q4, 2022	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
4.	<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: 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; it being noted that MADD will cover all sign manufacturing and installation costs; 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; it being further noted that MADD provides messages consistent with the London Road Safety Strategy; and, b) the Civic Administration BE DIRECTED to work with MADD Canada to find a single permanent location in London for the purpose of memorials.	July 14, 2020	Q3, 2022	D. MacRae A. Salton	
5.	<u>Updates - 60% Waste Diversion Action Plan Including Green Bin Program</u> d) the Civic Administration BE DIRECTED to: i) continue to prioritize work activities and actions that also contribute to the work of the London Community Recovery Network; and, ii) submit a report to 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	November 17, 2020	Q4, 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.	<u>Green Bin Program Design - Community Engagement Feedback</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 staff report dated March 30, 2021, related to the Green Bin Program Design and Community Engagement Feedback: 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, 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.	March 30, 2021	Q4, 2022	K. Scherr J. Stanford	
7.	<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.	May 11, 2021	TBD	K. Scherr S. Stafford	
8.	<u>Blackfriars Bridge</u> 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	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.	<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: 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.	April 20, 2022	TBD	K. Scherr D. MacRae	
10.	<u>Updates: Blue Box Transition and Next Steps</u> That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions be taken with respect to the staff report dated June 21, 2022, related to the Blue Box transition process: b) the Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee with the outcome of negotiations and any executed contract(s) that occur with registered Producer Responsibility Organizations and/or their designate; d) the Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee with the next steps for City of London's Blue Box related infrastructure and assets in particular the City-owned Material Recovery Facility.	June 21, 2022	Q4, 2022	K. Scherr J. Stanford	
11.	<u>Participation in Provincial Cargo E-bike Pilot</u> That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions be taken with respect to the staff report dated June 21, 2022, related to the City of London's potential participation in the Province of Ontario's Cargo E-bike pilot program: d) the Civic Administration BE AUTHORIZED to develop a commercial use cargo e-bike pilot program, including licencing, permitting and by-law amendments and bring back a staff report related to this matter to a future meeting of the Civic Works Committee.	June 21, 2022	Q3, 2022	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
12.	<u>Participation in Provincial E-scooter Pilot</u> That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions be taken with respect to the staff report dated June 21, 2022, related to the City of London's participation in the Province of Ontario's electric kick-style e-scooter pilot: c) the Civic Administration BE AUTHORIZED to update relevant municipal by-laws to incorporate e-scooters for personal use and bring back a staff report of proposed by-law amendments to a future meeting of the Civic Works Committee and the Civic Administration BE DIRECTED to consider suggestions from the communications and comments from the delegations heard by the Civic Works Committee, with respect to the Participation in Provincial E-scooter Pilot, as they prepare the appropriate by-law amendments.	June 21, 2022	Q3, 2022	K. Scherr J. Stanford	