

Agenda Including Addeds

Civic Works Committee

The 14th Meeting of the Civic Works Committee

November 1, 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.

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Metis and Inuit people today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

Members

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

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact CWC@london.ca or 519-661-2489 ext. 2425.

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Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

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

Subject: Amendments to the Traffic and Parking By-law

Date: November 1, 2022

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on November 8, 2022, for the purpose of amending the Traffic and Parking By-law (PS-114).

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 Strategic Plan through the strategic focus area of **Building a Sustainable City** by improving safety, traffic operations and residential parking needs in London's neighbourhoods.

Analysis

1.0 Background Information

1.1 Previous Report Related to this Matter

- Civic Works Committee – March 10, 2020 – Area Speed Limit Implementation

1.2 Purpose of this Report

The Traffic and Parking By-law (PS-114) requires amendments (Appendix A) to improve operations and safety. Included in this is the next phase of area speed limit implementation that will improve neighbourhood safety, livability, and walkability. The amendments in the following section are proposed.

2.0 Discussion and Considerations

2.1 No Parking

Evans Boulevard

Due to significant completion of the Summerside Subdivision Phase 13B, it is recommended to implement "No Parking Anytime" zones on the south and west side of Evans Boulevard from Green Gables Road to 217 m west of Candice Road opposite the parking bays and on the north side of Evans Boulevard between the parking bays where the road narrows.

2.2 School Zones

Cleardale Public School

The speed limit on Ernest Avenue from 96 m north of Southdale Road E to 25 m south of Eden Avenue was previously reduced to 40 km/h and it was also added to the list of

“Community Safety Zones” (CSZ). These provisions were inadvertently deleted from the Traffic and Parking By-law and it is recommended that they be reinstated.

Summerside Public School

Summerside Public School is a new school constructed at 2541 Meadowgate Boulevard. Meadowgate Boulevard is already designated and signed as a 40 km/h. It is recommended the Summerside Public school zone on Meadowgate Boulevard from Chelton Road to 525 m north of Chelton Gate be posted as a “Community Safety Zone” (CSZ) due to the large number of vulnerable pedestrians accessing the school.

“Pedestrian Crossovers” (PXO) are to be constructed for this school on Meadowgate Boulevard at the east side of the intersection with Maguire Drive and at the west side of the intersection with Dormer Drive. It is also recommended to implement a “No Stopping 8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday September 1st to July 30th” zone with the existing “No Parking Anytime” zone on the south side of Meadowgate Boulevard from Maguire Drive to Dormer Drive and “No Stopping 8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday September 1st to July 30th” and “School Bus Loading” zone on the north side of Meadowgate Boulevard from Maguire Drive to Dormer Drive.

Westminster Secondary School

It is recommended that the Westminster Secondary School zone on Base Line Road W be posted as a “Community Safety Zone” (CSZ) due to the large number of vulnerable pedestrians accessing the school.

2.3 Area Speed Limits

The following three area speed limit zones are being recommended for the next phase of implementation of this city-wide program:

- The North London area bounded by Wonderland Road N, Sunningdale Road W, Sunningdale Road E, Highbury Avenue N, Fanshawe Park Road E and Fanshawe Park Road W. Richmond Street and Adelaide Street N from Fanshawe Park Road E to Sunningdale Road E are major roads and should remain 60 km/h as posted; and
- The North-West London area bounded by Wonderland Road N, Sarnia Road, Western Road, Wharncliffe Road N and Oxford Street W; and
- The South-West London area bounded by Wonderland Road S, Springbank Drive, Horton Street W, Wharncliffe Road S and Commissioners Road W.

Maps showing the proposed area speed limits can be found in Appendix B.

2.4 Speed Limits

Due to growth and development, it is recommended to reduce the posted road speeds for the following roads:

- Colonel Talbot Road from 60 km/h to 50 km/h on Colonel Talbot Road from 200 m north of Fourwinds Road to 150 north of Southdale Road W;
- Highbury Avenue North from 80 km/h to 60 km/h from 150 m north of Blackwell Boulevard to 350 m south of Sunningdale Road E; and

- Highbury Avenue North from 80 km/h to 70 km/h from 350 m south of Sunningdale Road E to the north City Limit.

Conclusion

Changes to the Traffic and Parking By-law are proposed to improve road safety for all users. Amendments are required to PS-114 Traffic and Parking By-law, Schedule 3 (No Stopping), Schedule 4 (No Parking), Schedule 18 (Pedestrian Crossovers), Schedule 24, (Rate of Speed), Schedule 25 (Area Speed Limits) and Schedule 26 (Community Safety Zones) to implement the above changes.

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

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

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

October 18, 2022/

Attach: Appendix A – By-law to Amend the Traffic and Parking By-law (PS-114)
Appendix B – Area Speed Limit Zones

APPENDIX A By-law to amend the Traffic and Parking By-law (PS-114)

Bill No.

By-law No. PS-114

A by-law to amend By-law PS-114 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

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

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

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

1. No Stopping

Schedule 3 (No Stopping) of the PS-114 By-law is hereby amended by **adding** the following rows:

1-Street	2- Side	3-From	4-To	5-Period
Meadowgate Boulevard	South/West	Dormer Drive	Maguire Drive	8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday September 1 st to July 30 th
Meadowgate Boulevard	North/East	A point 177 m west of Chelton Road	A point 134 m south of Goodfellow Court	8:30 a.m. to 9:30 a.m. and 3:00 p.m. to 4:00 p.m. Monday to Friday September 1 st to July 30 th

2. No Parking

Schedule 4 (No Parking) of the PS-114 By-law is hereby amended by **deleting** the following row:

1-Street	2- Side	3-From	4-To	5-Period
Evans Boulevard (south leg)	South, West and North	Jackson Road	A point 80 m west of Green Gable Road	Anytime

Schedule 4 (No Parking) of the PS-114 By-law is hereby amended by **adding** the following rows:

1-Street	2- Side	3-From	4-To	5-Period
Evans Boulevard (south leg)	North	A point 182 m west of Candice Road	A point 226 m west of Candice Road	Anytime
Evans Boulevard (south leg)	North	A point 90 m west of Candice Road	A point 70 m west of Candice Road	Anytime
Evans Boulevard (south leg)	North	A point 56 m east of Southport Crescent	A point 76 m east of Southport Crescent	Anytime
Evans Boulevard (south leg)	North	A point 55 m west of Chelton Road	Chelton Road	Anytime
Evans Boulevard (south leg)	North	Chelton Road	A point 48 m east of Chelton Road	Anytime
Evans Boulevard (south leg)	North	A point 132 m east of Chelton Road	A point 162 m east of Chelton Road	Anytime
Evans Boulevard (south leg)	South and West	Jackson Road	A point 217 m west of Candice Road	Anytime

3. Pedestrian Crossovers

Schedule 18 (Pedestrian Crossovers) of the PS-114 By-law is hereby amended by **adding** the following rows:

1-Street	2- Location
Meadowgate Boulevard	At the south side of the intersection with Maguire Drive
Meadowgate Boulevard	At the west side of the intersection with Dormer Drive

4. School Bus Loading Zones

Schedule 21 (School Bus Loading Zones) of the PS-114 By-law is hereby amended by **adding** the following row:

1-Street	2-Side	3-From	4-To
Meadowgate Boulevard	North/East	A point 177 m west of Chelton Road	A point 134 m south of Goodfellow Court

5. Rate of Speed

Schedule 24 (Rate of Speed) of the PS-114 By-law is hereby amended by **deleting** the following rows:

1-Street	2- From	3-To	4-Maximum Rate of Speed
Colonel Talbot Road	A point 200 m north of Four Winds Road	A point 20 m north of Lambeth Walk	60 km/h
Highbury Avenue N	A point 150 m north of Jensen Road	A point 150 m north of Blackwell Drive	60 km/h
Highbury Avenue N	North City limit	A point 150 m north of Blackwell Drive	80 km/h

Schedule 24 (Rate of Speed) of the PS-114 By-law is hereby amended by **adding** the following rows:

1-Street	2- From	3-To	4-Maximum Rate of Speed
Colonel Talbot Road	A point 150 m north of Southdale Road W	A point 20 m north of Lambeth Walk	60 km/h
Highbury Avenue N	A point 150 m north of Jensen Road	A point 350 m south of Sunningdale Road E	60 km/h
Highbury Avenue N	A point 350 m south of Sunningdale Road E	North City Limit	70 km/h
Nixon Avenue	A point 96 m north of Southdale Road E	A point 25m south of Eden Avenue	40 km/h

6. Area Speed Limits

Schedule 25 (Area Speed Limits) of the By-law PS-114 is hereby amended by **adding** the following rows:

1-Area Limit	2-Maximum Rate of Speed
Wonderland Road N – Sunningdale Road W – Sunningdale Road E – Highbury Avenue N – Fanshawe Park Road E – Fanshawe Park Road W (Except Richmond Street and Adelaide Street N remains 60 km/h)	40 km/h
Wonderland Road N – Sarnia Road – Western Road – Wharncliffe Road N – Oxford Street W	40 km/h
Wonderland Road S – Springbank Drive – Horton Street W – Wharncliffe Road S – Commissioners Road W	40 km/h

7. Community Safety Zones

Schedule 26 (Community Safety Zones) of the By-law PS-114 is hereby amended by **deleting** the following row:

1-Street	2-From	3-To
Base Line Road W	Robin Road	Southcrest Drive

Schedule 26 (Community Safety Zones) of the By-law PS-114 is hereby amended by **adding** the following rows:

1-Street	2-From	3-To
Base Line Road W	Beachwood Avenue	Southcrest Drive
Meadowgate Boulevard	Chelton Road	A point 525 m north of Chelton Road
Nixon Avenue	A point 96 m north of Southdale Road E	A point 25 m south of Eden Avenue

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

PASSED in Open Council on November 8, 2022.

Ed Holder
Mayor

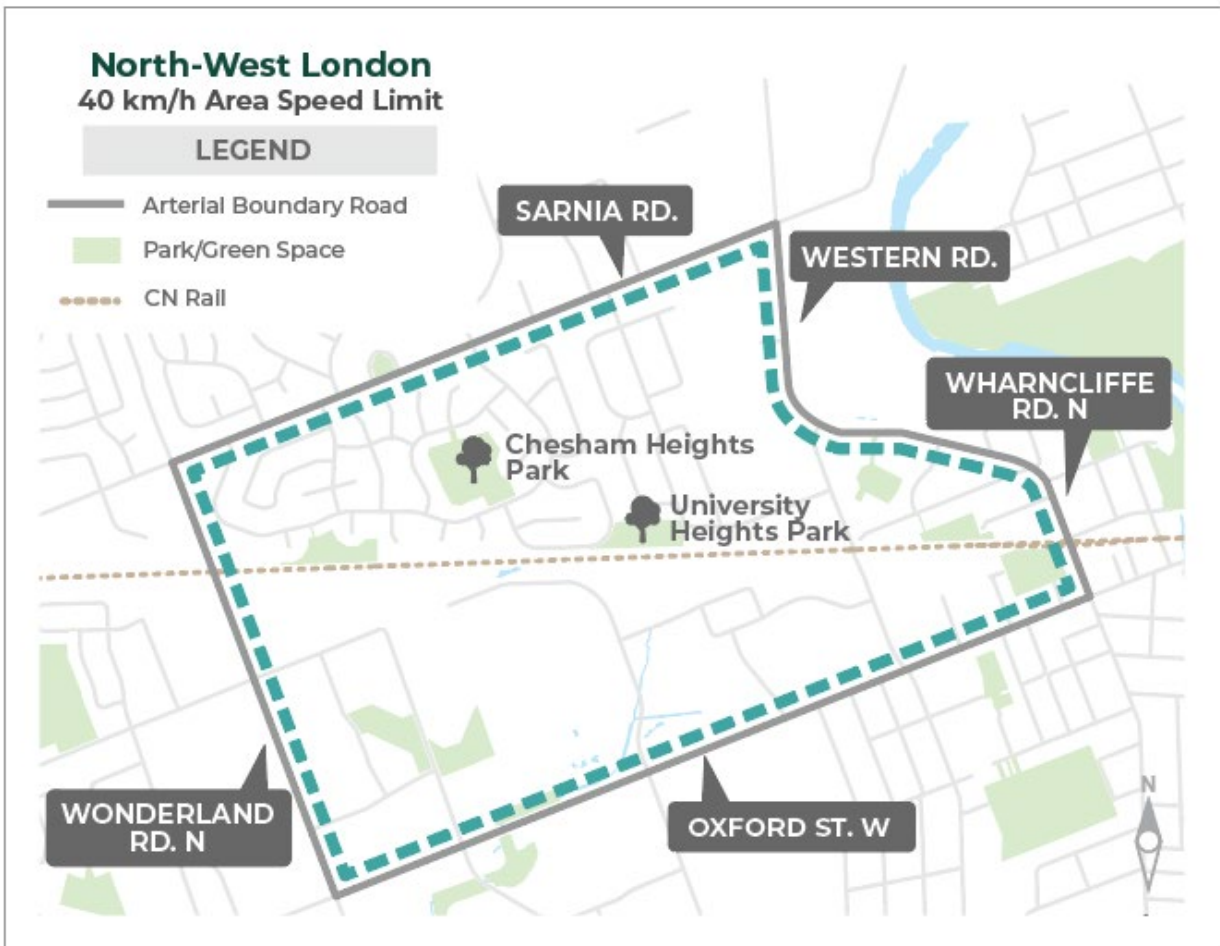
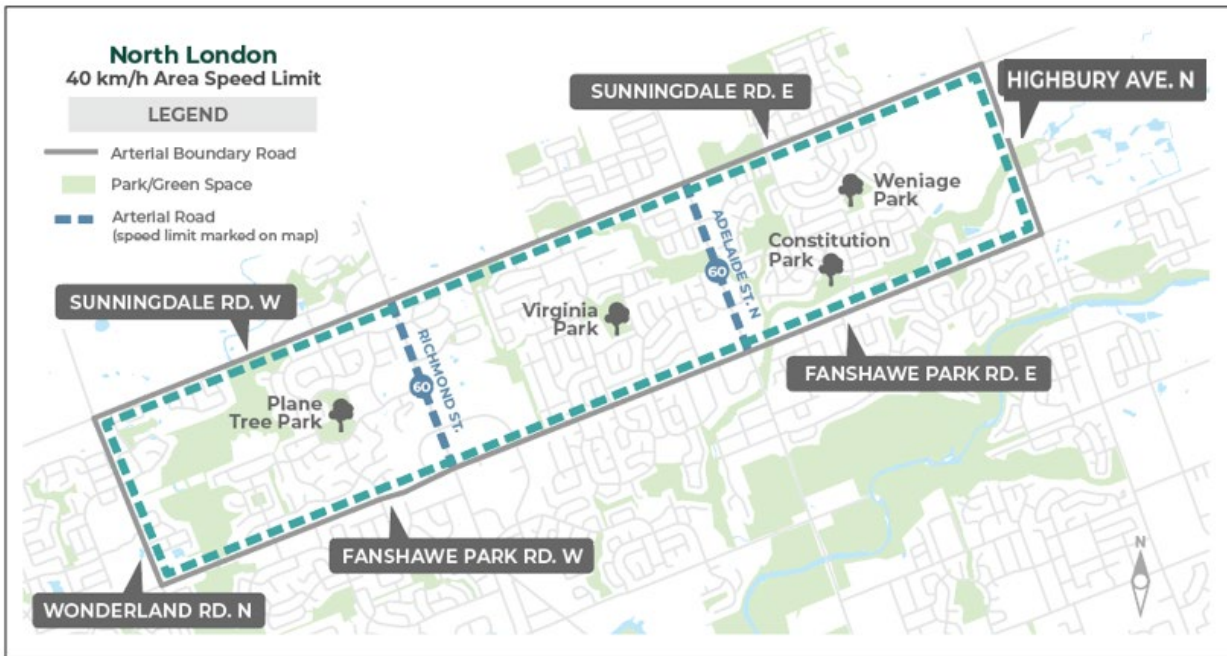
Michael Schulthess
City Clerk

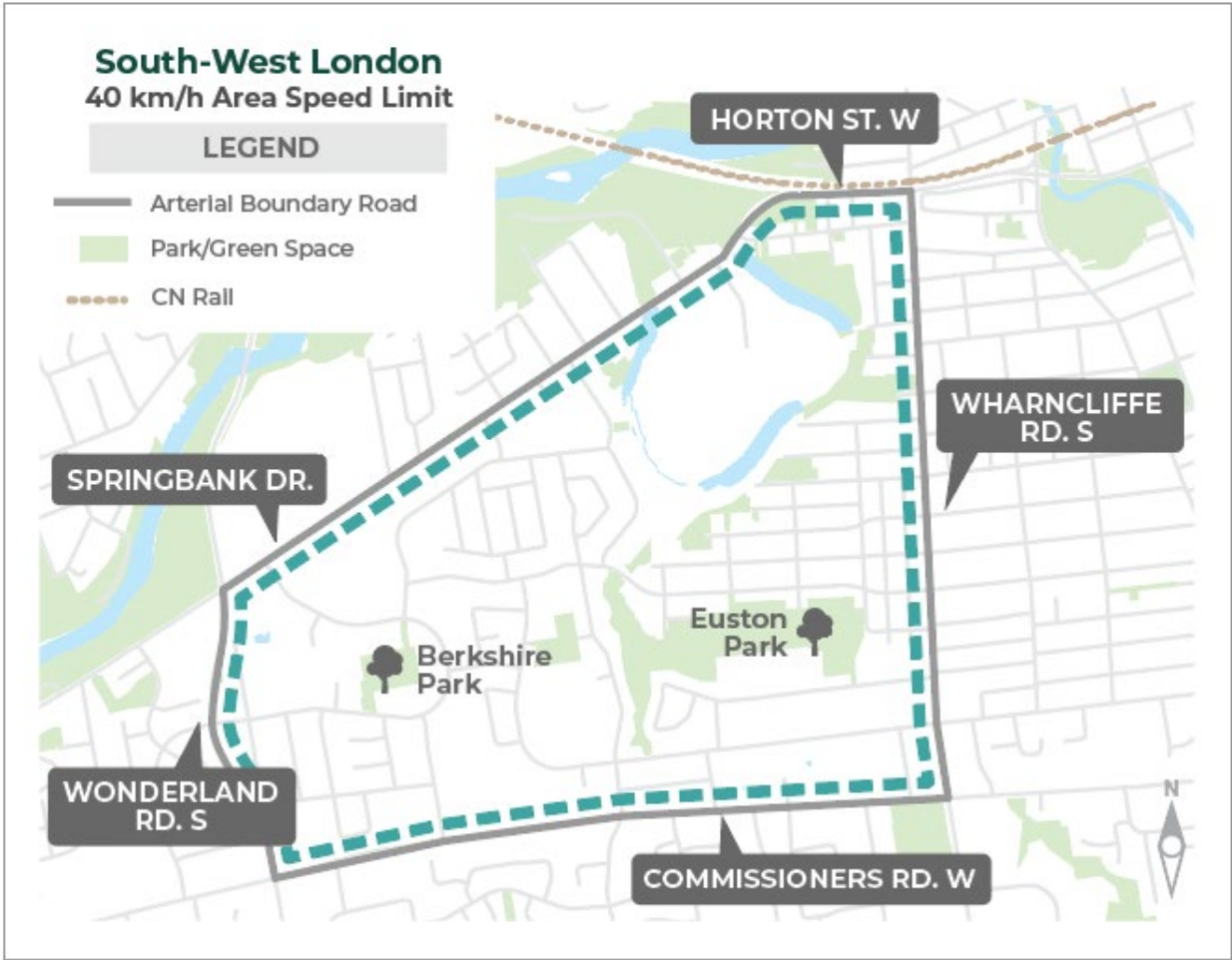
First Reading – November 8, 2022

Second Reading – November 8, 2022

Third Reading – November 8, 2022

APPENDIX B: Area Speed Limit Zones





Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

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

Subject: 2023 Stormwater Management Remediation Project
Consultant Award

Date: November 1, 2022

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of consulting services for the completion of the Detailed Design and Contract Administration for the 2023 Stormwater Management Remediation Project:

- a) Matrix Solutions Inc. **BE APPOINTED** Consulting Engineers in the amount of \$106,880.00, including 10% contingency, excluding HST, in accordance with Section 15.2 (d) 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 entering into a formal 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 that Matrix Solutions Inc. be appointed to carry out the detailed design and construction contract administration for the 2023 Stormwater Management Remediation project.

Context

The Stormwater Management Facility Remediation Program is an annual program intended to reinstate the design functionality of municipal stormwater management facilities. The engineering consulting work recommended within this report will support an estimated \$1,800,000 worth of rehabilitative works at five stormwater management facilities.

Linkage to the Corporate Strategic Plan

This project supports the 2019-2023 Strategic Plan through 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.
- 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

None.

2.0 Discussion and Considerations

2.1 Project Description

This project involves detailed design and construction contract administration for the rehabilitation of the following five stormwater management facilities:

- Lambeth Meadows (6549 Beattie Street)
- Pincombe Drain 1 (3150 Wonderland Road South)
- River Road Industrial (2315 River Road)
- South River 2.3 (1036 Shelborne Place)
- Sunningdale 4 (330 Sunningdale Road West)

Rehabilitating these facilities by removing accumulated sediment and repairing various components will reinstate the facilities to their original design functionality and ensure they operate as intended well into the future. The construction phase of this project is scheduled to be completed in 2023 through a Request for Tender process.

2.2 Procurement Process

The procurement process was undertaken in accordance with the City of London's Procurement of Goods and Services Policy, Section 15.2 (d). Facilitated by the Purchasing & Supply Division, a Request for Proposal (RFP 2022-229) invited consulting engineering firms to submit proposals for this assignment. Proposals were submitted from the following consultants:

- AECOM Canada Ltd.
- Matrix Solutions Inc.

Each proposal was reviewed and scored by a panel comprised of Environment & Infrastructure staff. Matrix Solutions Inc.'s proposal received the highest weighted score among the proposals with an estimate of \$106,880.00 including 10% contingency, excluding HST to complete the assignment. Matrix Solutions has successfully completed other projects of this nature for the City of London, including the 2022 Stormwater Management Remediation Project.

2.3 Schedule and Budget Implications

The design phase of this assignment is scheduled to be complete and ready for tendering by spring 2023 and all construction is expected to be complete by the end of 2023. The consulting service fees proposed within this report include an estimation of contract administration services required for the construction phase of this project.

Funds have been budgeted in the sewer capital budget to support this assignment as identified in the Sources of Financing, attached as Appendix 'A'.

Conclusion

Matrix Solutions Inc. was found to provide the best value to the City through the RFP

selection process for consulting services for the 2023 Stormwater Management Remediation project. The Matrix Solutions Inc. team has a demonstrated ability to complete these projects on time and within budget and has demonstrated a solid understanding of this project in their proposal. It is recommended that Matrix Solutions Inc. be awarded this assignment.

Prepared by: Brad Weber, MPA, LET
Division Manager, Sewer Operations

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

cc: Steve Mollon
Elaine Nickerson
Gary McDonald
Amanda Pettitt, Matrix Solutions Inc.

Appendix 'A' Sources of Financing

Appendix "A"

#22145

November 1, 2022
 (Appoint Consulting Engineer)

Chair and Members
 Civic Works Committee

RE: 2023 Stormwater Management Remediation Project
 (Subledger NT23ES01)
 Capital Project ES253221 - Stormwater Treatment Remediation Program
 Matrix Solutions Inc. - \$106,880 (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	234,801	0	108,761	126,040
Construction	2,835,143	1,651,057	0	1,184,086
Total Expenditures	\$3,069,944	\$1,651,057	\$108,761	\$1,310,126
Sources of Financing				
Capital Sewer Rates	3,069,944	1,651,057	108,761	1,310,126
Total Financing	\$3,069,944	\$1,651,057	\$108,761	\$1,310,126

Financial Note:

Contract Price	\$106,880
Add: HST @13%	13,894
Total Contract Price Including Taxes	120,774
Less: HST Rebate	-12,013
Net Contract Price	\$108,761

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: 2025 Transportation Development Charges Background
Study Appointment of Consultant

Date: November 1, 2022

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the appointment of a consultant for the 2025 Transportation Development Charges Background Study:

- (a) IBI Group Professional Services (Canada) Inc. **BE APPOINTED** as the Consulting Engineer to complete the 2025 Transportation Development Charges Background Study in the amount of \$251,207 (excluding HST) in accordance with their proposal and Section 15.2 (g) of the Procurement of Goods and Services Policy;
- (b) the financing for this assignment **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 assignment;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents including agreements, if required, to give effect to these recommendations.

Executive Summary

This report recommends the appointment of a consultant to complete the 2025 Transportation Development Charges (DC) Background Study which will provide the basis for determining the transportation growth works and associated costs to be used in the calculation of the DC rate. This Study will support the City's overall process to conduct a DC Background Study and develop a By-law in accordance with the Provincial Development Charges Act.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the focus area of Building a Sustainable City by planning for new transportation infrastructure to support growth and economic development.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Strategic Priorities and Policy Committee – May 6, 2019 – Approval of 2019 Development Charges By-Law and Background Study
- Civic Works Committee – March 1, 2022 – Mobility Master Plan Consultant Appointment

2.0 Context

Development Charges (DC) represent a key aspect of how infrastructure is financed in the City of London in order to adequately provide for new development. The provincial government regulates the setting of DC rates through the *Development Charges Act* (DCA). Funds that are collected from new development are used to finance infrastructure and services that support current and future growth. The DCA requires that a municipality conduct a study to forecast and determine needs and costs at least every five years. The city last completed a Transportation DC Charges Study in 2019 which was incorporated into the 2021 DC Study update.

3.0 Discussion and Considerations

3.1 Project Description

The Transportation DC Background Study will identify, prioritize, and calculate the costs of transportation infrastructure works over a 20-year planning horizon. The process will calculate the proportions of the project costs that are attributable to growth and non-growth and the share of development charges that are attributable to transportation growth needs. The process will be incorporated into the consultation already underway with the DC Stakeholders Committee.

3.2 Consultant Procurement Process

IBI Group Professional Services (Canada) Inc. was previously awarded the Mobility Master Plan Study through a competitive process involving an open call for qualifications and subsequent proposal submissions from three short-listed consultants. The process was carried out in accordance with the City's Procurement of Goods and Services Policy Section 15.2 (e).

The 2019 Transportation Development Charges Background Study was primarily informed by the Smart Moves Transportation Master Plan and the London ON Bike Cycling Master Plan. The 2025 Study will carry forward some recommendations of the previous plans and will also be greatly informed by the new infrastructure recommendations currently being developed through the Mobility Master Plan (MMP) creation. Considering the consultant's ongoing involvement and knowledge in the development of the MMP and positive performance on the project thus far, the consultant was requested to submit a proposal to complete this parallel and integral phase – the 2025 Transportation Development Charges Background Study. Staff have reviewed the consultant's proposal and fee submission in detail and are satisfied that it meets the City's requirements to complete the necessary work and is consistent with prior projects of a similar nature.

The continued use of IBI Professional Services (Canada) Inc. for this next phase of the infrastructure planning process is of financial advantage to the City as the consultant is currently developing the framework of the new infrastructure program. Duplication of efforts and additional costs would be required if another firm were to be selected. Using the IBI Professional Services (Canada) Inc. team also enables the study to be completed within the required schedule which is important to ensure coordination with the broader DC Bylaw creation.

Due to IBI Group's Professional Services (Canada) Inc technical knowledge of the project, satisfactory service through the course of other project phases and to reduce duplication if another firm were to be selected, it is recommended that IBI Group be authorized to complete the 2025 Transportation Development Charge Background Study for a fee estimate of \$251,207 (excluding HST) in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy. Funding for this consulting assignment is available from the existing capital growth budget.

Conclusion

IBI Group Professional Services (Canada) Inc.'s proposal has demonstrated a comprehensive understanding of the requirements for this project. Based on the competitive consultant procurement process followed for the Mobility Master Plan and their performance thus far with this earlier phase, it is recommended that IBI Group's Professional Services (Canada) Inc. be appointed to undertake the preparation of the 2025 Transportation Development Charges Background Study in the amount of \$251,207 (excluding HST).

There are no anticipated additional annual operating costs associated with this consulting assignment.

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

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

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

Attach: Appendix A – Source of Financing

cc: John Freeman, Manager, Purchasing and Supply
Michelle Morris, Transportation Design Engineer
Kevin Graham, Environmental Services Engineer
Jason Senese, Development Finance
IBI Professional Services (Canada) Inc.

Appendix "A"

#22147

November 1, 2022
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: 2025 Transportation Development Charges Background Study
(Subledger NT22RD06)
Capital Project TS1043 - Transportation Development Charges Studies 2024
IBI Group Professional Services (Canada) Inc. - \$251,207.00 (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	This Submission	Balance for Future Work
Engineering	300,000	255,628	44,372
Total Expenditures	\$300,000	\$255,628	\$44,372
Sources of Financing			
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	300,000	255,628	44,372
Total Financing	\$300,000	\$255,628	\$44,372

Financial Note:

Contract Price	\$251,207
Add: HST @13%	32,657
Total Contract Price Including Taxes	283,864
Less: HST Rebate	-28,236
Net Contract Price	\$255,628

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

DEFERRED MATTERS

CIVIC WORKS COMMITTEE

as of October 21, 2022

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
1.	<p><u>Rapid Transit Corridor Traffic Flow</u> That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.</p>	December 12, 2016	Q4, 2022	K. Scherr J. Dann	
2.	<p><u>Garbage and Recycling Collection and Next Steps</u> That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps: ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</p>	January 10, 2017	Q1, 2023	K. Scherr J. Stanford	
3.	<p><u>Bike Share System for London – Update and Next Steps</u> That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the potential introduction of bike share to London: that the Civic Administration BE DIRECTED to finalize the bike share business case and prepare a draft implementation plan for a bike share system in London, including identifying potential partners, an operations plan, a marketing plan and financing strategies, and submit to Civic Works Committee by January 2020; it being noted that a communication from C. Butler, dated August 8, 2019, with respect to the above matter was received.</p>	August 12, 2019	Q1, 2023	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
4.	<p><u>MADD Canada Memorial Sign</u> That the following actions be taken with respect to the memorial sign request submitted by Shauna and David Andrews, dated June 1, 2020, and supported by Mothers Against Drunk Driving (MADD) Canada:</p> <p>a) the Civic Administration BE DIRECTED to engage in discussions with MADD Canada regarding MADD Canada Memorial Signs and bring forward a proposed Memorandum of Understanding with MADD Canada for Council's approval;</p> <p>it being noted that MADD will cover all sign manufacturing and installation costs;</p> <p>it being further noted that the Ministry of Transportation and MADD have set out in this Memorandum of Understanding ("MOU") the terms and conditions for the placement of memorial signs on provincial highways which is not applicable to municipal roads;</p> <p>it being further noted that MADD provides messages consistent with the London Road Safety Strategy; and,</p> <p>b) the Civic Administration BE DIRECTED to work with MADD Canada to find a single permanent location in London for the purpose of memorials.</p>	July 14, 2020	Q3, 2023	D. MacRae S. Stafford	
5.	<p><u>Updates - 60% Waste Diversion Action Plan Including Green Bin Program</u> d) the Civic Administration BE DIRECTED to:</p> <p>i) continue to prioritize work activities and actions that also contribute to the work of the London Community Recovery Network; and,</p> <p>ii) submit a report to the Civic Works Committee by June 2021 that outlines advantages, disadvantages, and implementation scenarios for various waste reduction and reuse initiatives, including but not limited to, reducing the container limit, examining the use of clear bags for</p>	November 17, 2020	Q1, 2023	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	garbage, mandatory recycling by-laws, reward and incentive systems, and additional user fees.				
6.	<p><u>Green Bin Program Design - Community Engagement Feedback</u></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer the following actions be taken with respect to the staff report dated March 30, 2021, related to the Green Bin Program Design and Community Engagement Feedback:</p> <p>e) the Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee on the outcome of the procurement processes and provide details on the preferred mix of materials to collect in the Green Bin and any final design adjustments based on new information; and,</p> <p>f) the Civic Administration BE DIRECTED to report back to the Civic Works Committee by September 2021 on municipal programs options, advantages, disadvantages and estimated costs to address bi-weekly garbage concerns.</p>	March 30, 2021	Q4, 2022	K. Scherr J. Stanford	
7.	<p><u>3rd Report of the Cycling Advisory Committee</u></p> <p>b) the following actions be taken with respect to a City of London PumpTrack:</p> <p>ii) the Civic Administration BE REQUESTED to report back on the process and fees associated with a feasibility study with respect to the establishment of a pumptrack facility in the City of London; it being noted that the communication, as appended to the agenda, from B. Cassell and the delegation from S. Nauman, with respect to this matter, was received.</p>	May 11, 2021	TBD	K. Scherr S. Stafford	
8.	<p><u>Blackfriars Bridge</u></p> <p>That consideration of the Blackfriars Bridge remaining closed to vehicles indefinitely BE REFERRED to a future meeting of the Civic Works Committee in order for the Civic Administration to complete the required usage study as required in the Provincial EA, provide the related report to</p>	November 2, 2021	Q2, 2023	K. Scherr D. MacRae	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	council, and allow for a more fulsome public engagement with respect to this matter.				
9.	<p><u>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:</p> <p>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;</p> <p>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.</p>	June 21, 2022	Q4, 2022	K. Scherr J. Stanford	
10.	<p><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:</p> <p>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.</p>	June 21, 2022	Q1, 2023	K. Scherr J. Stanford	
11.	<p><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:</p>	June 21, 2022	Q1, 2023	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>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.</p>				

Dear CWC Colleagues,

There has been a rash of serious accidents at the Hamilton Road and Highbury intersection. Although poor or irresponsible driving may have played a large role, I suggest that our Vision Zero goals cannot be met without addressing the infrastructure at this location. Some of you may recall that potential improvements were presented to council last term but then put off until 2029. Complaints made at the time have been exacerbated by increased traffic from new subdivisions at the far east end of Hamilton road.

As a potential remedy, I ask your support for the following motion:

That, prior to the end of 2022, staff BE DIRECTED to report back to the CWC committee with options to advance the timing of improvements to the intersection at Hamilton Road and Highbury Ave along with potential measures to reduce the number of severe accidents in the interim.

Sincerely,

Michael van Holst