

Strategic Priorities and Policy Committee

Report

7th Meeting of the Strategic Priorities and Policy Committee
May 7, 2018

PRESENT: Mayor M. Brown, Councillors M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, J. Zaifman

ABSENT: V. Ridley

ALSO PRESENT: M. Hayward, A.L. Barbon, G. Barrett, B. Coxhead, S. Datars Bere, K. Edwards, T. Gaffney, G. Kotsifas, S. Maguire, J.P. McGonigle, A. Rammeloo, J. Ramsay, M. Ribera, L. Rowe, C. Saunders, C. Smith, E. Soldo, S. Stafford, B. Warner, B. Westlake-Power, R. Wilcox and P. Yeoman

The meeting was called to order at 4:03 PM.

1. Disclosures of Pecuniary Interest

Councillor S. Turner disclosed a pecuniary interest with respect to Item 3.2 of this Report, having to do with the Bus Rapid Transit Project, specifically as it relates to that portion of the proposed Rapid Transit route that passes between the Thames River and Baseline Road East, as contained in the South Leg of the proposed route.

Councillor S. Turner further discloses a pecuniary interest in part d) of clause 3.3 of this Report, having to do with the Municipal Accommodation Tax, by indicating that he supervises CUPE 101 employees.

Councillor T. Park disclosed a pecuniary interest with respect to Item 3.2 of this Report, having to do with the Bus Rapid Transit Project, specifically as it relates to that portion of the proposed Rapid Transit route that passes along Wellington Street, between Horton Street and the Thames River and between the Thames River and Bond Street, as contained in the South Leg of the proposed route.

Councillor J. Morgan disclosed a pecuniary interest with respect to Item 3.2 of this Report, having to do with the Bus Rapid Transit Project, specifically as it relates to parts a)i), b), c), d), g) and h) of the staff recommendation, by indicating that his employer is Western University.

Councillor J. Morgan further disclosed a pecuniary interest with respect to Item 3.2 of this Report, having to do with the Bus Rapid Transit Project, specifically as it relates to discussions regarding the lands owned by Western University, by indicating that he is employed by Western University.

Councillor J. Zaifman disclosed an interest with respect to Item 3.1 of this Report, having to do with the Growth Management Implementation Strategy (GMIS), by indicating that his family owns property in the vicinity of the Parker Drain.

2. Consent

2.1 Strategic Plan: Semi-Annual Progress Report

Moved by: B. Armstrong

Seconded by: M. van Holst

That, on the recommendation of the City Manager, the Semi-Annual Progress Report appended to the staff report dated May 7, 2018, with respect to Council's 2015-2019 Strategic Plan, BE RECEIVED for information.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent (1): V. Ridley

Motion Passed (14 to 0)

3. Scheduled Items

3.1 Public Participation Meeting - Not to be heard before 4:15 PM - Growth Management Implementation Strategy (GMIS)

Moved by: S. Turner

Seconded by: T. Park

That, on the recommendation of the Managing Director, Development and Compliance Services & Chief Building Official, the following actions be taken with regard to the implementation of the Official Plan growth management policies applicable to the financing of growth-related infrastructure works:

a) the 2019 Growth Management Implementation Strategy Update appended to the staff report dated May 7, 2018 as Appendix 'B' BE APPROVED; it being noted that:

- i) Sunningdale SWM E1 will be rescheduled from 2020 to 2021;
- ii) Stoney Creek SWM 8 will be rescheduled from 2022 to 2025;
- iii) Stoney Creek SWM 10 will be rescheduled from 2027 to 2020;
- iv) White Oaks SWM 3 will be rescheduled from 2023 to 2022;
- v) Kilally Watermain A30 will be rescheduled from 2025 to 2022;
- vi) Kilally East, South Basin SWM will be rescheduled from 2024 to 2022;
- vii) An Environmental Assessment for Kilally East, South Basin SWM will commence in 2018;

b) it BE NOTED that the Industrial Sanitary Servicing will be rescheduled from 2025 to 2018, it being noted that this is a non-GMIS DC project;

c) the Capital Budget BE ADJUSTED to reflect the timing changes associated with the projects noted in clauses (a) and (b) above;

d) the communication dated April 30, 2018, from B. Veitch, Interim President, London Development Institute, BE RECEIVED; and

e) the attached presentation from the Manager III, Development Finance, BE RECEIVED.

it being pointed out that there were no members of the public in attendance to speak to the Strategic Priorities and Policy Committee at the public hearing associated with this matter.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent (1): V. Ridley

Motion Passed (14 to 0)

Moved by: J. Zaifman
Seconded by: H. Usher

That the Public Participation Meeting BE OPENED.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent (1): V. Ridley

Motion Passed (14 to 0)

Moved by: P. Hubert
Seconded by: A. Hopkins

That the Public Participation Meeting BE CLOSED.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent (1): V. Ridley

Motion Passed (14 to 0)

3.2 Not to be heard before 4:20 PM - Bus Rapid Transit

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the concurrence of the Managing Director, Corporate Services and City Treasurer, the following actions be taken with respect to the Bus Rapid Transit Environmental Assessment Initiative:

a) the Recommended Preliminary Engineering Design for the BRT Network approved by Council May 16, 2017, as described in parts i) through v), BE APPROVED to proceed through the Transit Project Assessment Process in accordance with Ontario Regulation 231/08;

i) North Leg, north of Queens Avenue, consisting of dedicated centre-running transit lanes on Clarence Street, Richmond Street, University Drive, Lambton Drive, Western Road and Richmond Street to just south of Fanshawe Park Road;

ii) East Leg, east of Wellington Street, consisting of dedicated curbside transit lanes on King Street and Ontario Street, and dedicated centre-running transit lanes on Dundas Street, Highbury Avenue, and Oxford Street East to Fanshawe College;

iii) South Leg, south of King Street, consisting of dedicated centre-running transit lanes on Wellington Street and Wellington Road to south of Bradley Avenue, and transit operating in mixed traffic to the south turnaround using Holiday Avenue or the park-and-ride on Exeter Road near Bessemer Road;

iv) West Leg, west of the Thames River, consisting of dedicated westbound curbside and eastbound centre-running transit lanes on Riverside Drive, transit operating in mixed traffic on Wharncliffe Road, dedicated centre-running transit lanes on Oxford Street West to Wonderland Road, and transit operating in mixed traffic to the west turnaround using Capulet Walk and Capulet Lane;

v) The Downtown Couplet, consisting of dedicated curbside transit lanes on Queens Avenue, Ridout Street, Clarence Street, Wellington Street, and King Street;

b) the Notice of TPAP Commencement, appended to the staff report dated April 23, 2018 as Appendix B, BE FILED with the Municipal Clerk;

c) the Bus Rapid Transit Project BE SUPPORTED for funding application under Ontario's Infrastructure Plan for Federal Government funding under the Public Transit Infrastructure Stream;

d) the Civic Administration BE DIRECTED to take all necessary steps to submit the City of London's application for funding;

e) Infrastructure Ontario, BE APPOINTED to undertake a Procurement Options Analysis and Value for Money Assessment in accordance with the provided estimate in the amount of \$111,142.00 (excluding HST) in accordance with Section 14.3 of the City's Procurement of Goods and Services Policy;

f) the financing for the Infrastructure Ontario assignment BE APPROVED in accordance with the "Sources of Financing Report" appended to the staff report dated April 23, 2018 as Appendix D;

g) the Mayor and City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations; and

h) the Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this project.

it being noted that the Strategic Priorities and Policy Committee (SPPC) received a communication dated April 12, 2018 from C. Butler, a communication dated April 22, 2018 from J. Grainer, President, London Region Branch, Architectural Conservancy Ontario, and a communication dated April 13, 2018 from J. MacDonald, CEO and General Manager, Downtown London, G. Gallacher, Chair, LDBA and D. McCallum, Chair, MainStreet London, with respect to this matter; it being further noted that

the SPPC also received the attached presentation from the Project Director, Rapid Transit Implementation.

Voting Record:

Moved by: P. Squire
Seconded by: M. van Holst

That consideration of the preliminary engineering design for the Bus Rapid Transit Network BE REFERRED back to a future meeting of the Strategic Priorities and Policy Committee for further consideration at such time that an agreement between the City of London and Western University has been reached and approved by Municipal Council with respect to the construction and operation of Bus Rapid Transit on Western University's campus.

Yeas: (1): P. Squire

Nays: (12): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Recuse: (1): J. Morgan

Absent (1): V. Ridley

Motion Failed (1 to 12)

Moved by: H. Usher
Seconded by: B. Armstrong

Motion to approve parts a)i), b),c),d),g) and h) as follows:

a)i) North Leg, north of Queens Avenue, consisting of dedicated centre-running transit lanes on Clarence Street, Richmond Street, University Drive, Lambton Drive, Western Road and Richmond Street to just south of Fanshawe Park Road;

b) the Notice of TPAP Commencement, appended to the staff report dated April 23, 2018 as Appendix B, BE FILED with the Municipal Clerk;

c) the Bus Rapid Transit Project BE SUPPORTED for funding application under Ontario's Infrastructure Plan for Federal Government funding under the Public Transit Infrastructure Stream;

d) the Civic Administration BE DIRECTED to take all necessary steps to submit the City of London's application for funding;

g) the Mayor and City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations; and

h) the Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this project;

Yeas: (11): Mayor M. Brown, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Nays: (2): M. van Holst, and P. Squire

Recuse: (1): J. Morgan

Absent (1): V. Ridley

Motion Passed (11 to 2)

Moved by: H. Usher
Seconded by: B. Armstrong

Motion to Approve part a)iii) as follows:

iii) South Leg, south of King Street, consisting of dedicated centre-running transit lanes on Wellington Street and Wellington Road to south of Bradley Avenue, and transit operating in mixed traffic to the south turnaround using Holiday Avenue or the park-and-ride on Exeter Road near Bessemer Road;

Yeas: (10): Mayor M. Brown, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, J. Morgan, P. Hubert, A. Hopkins, H. Usher, and J. Zaifman

Nays: (2): M. van Holst, and P. Squire

Recuse: (2): S. Turner, and T. Park

Absent (1): V. Ridley

Motion Passed (10 to 2)

Moved by: H. Usher
Seconded by: B. Armstrong

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the concurrence of the Managing Director, Corporate Services and City Treasurer, the following actions be taken with respect to the Bus Rapid Transit Environmental Assessment Initiative:

a)ii) East Leg, east of Wellington Street, consisting of dedicated curbside transit lanes on King Street and Ontario Street, and dedicated centre-running transit lanes on Dundas Street, Highbury Avenue, and Oxford Street East to Fanshawe College;

e) Infrastructure Ontario, BE APPOINTED to undertake a Procurement Options Analysis and Value for Money Assessment in accordance with the provided estimate in the amount of \$111,142.00 (excluding HST) in accordance with Section 14.3 of the City's Procurement of Goods and Services Policy;

f) the financing for the Infrastructure Ontario assignment BE APPROVED in accordance with the "Sources of Financing Report" appended to the staff report dated April 23, 2018 as Appendix D;

it being noted that the Strategic Priorities and Policy Committee (SPPC) received a communication dated April 12, 2018 from C. Butler, a communication dated April 22, 2018 from J. Grainer, President, London Region Branch, Architectural Conservancy Ontario, and a communication dated April 13, 2018 from J. MacDonald, CEO and General Manager, Downtown London, G. Gallacher, Chair, LDBA and D. McCallum, Chair, MainStreet London, with respect to this matter; it being further noted that the SPPC also received the attached presentation from the Project Director, Rapid Transit Implementation.

Yeas: (12): Mayor M. Brown, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, J. Morgan, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Nays: (2): M. van Holst, and P. Squire

Absent (1): V. Ridley

Motion Passed (12 to 2)

Moved by: H. Usher

Seconded by: B. Armstrong

Motion to approve parts iv) and v) of part a) as follows:

iv) West Leg, west of the Thames River, consisting of dedicated westbound curbside and eastbound centre-running transit lanes on Riverside Drive, transit operating in mixed traffic on Wharncliffe Road, dedicated centre-running transit lanes on Oxford Street West to Wonderland Road, and transit operating in mixed traffic to the west turnaround using Capulet Walk and Capulet Lane;

v) The Downtown Couplet, consisting of dedicated curbside transit lanes on Queens Avenue, Ridout Street, Clarence Street, Wellington Street, and King Street;

Yeas: (11): Mayor M. Brown, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Nays: (3): M. van Holst, P. Squire, and J. Morgan

Absent (1): V. Ridley

Motion Passed (11 to 3)

Moved by: H. Usher

Seconded by: M. van Holst

Motion to Approve the preamble of part a) as follows:

a) the Recommended Preliminary Engineering Design for the BRT Network approved by Council May 16, 2017, as described in parts i) through v), BE APPROVED to proceed through the Transit Project Assessment Process in accordance with Ontario Regulation 231/08;

Yeas: (11): Mayor M. Brown, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Nays: (2): M. van Holst, and P. Squire

Recuse: (1): J. Morgan

Absent (1): V. Ridley

Motion Passed (11 to 2)

3.3 Not to be heard before 7:00 PM - Municipal Accommodation Tax - Implementation

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to implementing the new Municipal Accommodation Tax (formerly “transient accommodation tax”):

a) a four percent (4%) Municipal Accommodation Tax (MAT) on the purchase price of transient accommodation in the City of London BE ADOPTED effective October 1, 2018;

b) the Civic Administration BE DIRECTED to bring back the required by-laws and agreements referenced in c) through f) below for approval by Municipal Council prior to implementation of the Municipal Accommodation Tax;

c) the key principles included in Appendix A to the staff report dated May 7, 2018, with respect to establishing a tax on the purchase of municipal accommodation in the City of London, BE ENDORSED; it being noted that these key principles will be included in the by-law;

d) the following staff recommendation BE REFERRED to the Civic Administration for report back at a future meeting of the Strategic Priorities and Policy Committee with respect to the implications of the proposed collection model on the provisions of The Corporation of the City of London’s Collective Agreement with CUPE Local 101:

“the Civic Administration BE DIRECTED to negotiate an agreement with the Ontario Restaurant Hotel & Motel Association (ORHMA) for the collection of the Municipal Accommodation Tax in the City of London and that the key principles included in Appendix B to the staff report dated May 7, 2018 BE ENDORSED; it being noted that these key principles will be included in an agreement between The Corporation of the City of London and ORHMA;”.

e) the key principles included in Appendix C to the staff report dated May 7, 2018, with respect to the use and monitoring of funds from the Municipal Accommodation Tax received by Tourism London, as the eligible tourism entity in the City of London, BE ENDORSED; it being noted that these key principles will be included in an agreement between the Corporation of the City of London and Tourism London; and

f) the key principles included in Appendix D to the staff report dated May 7, 2018, for the establishment of a new reserve fund for the purposes of receiving and distributing the City’s net 50% share of revenue from the Municipal Accommodation Tax, BE ENDORSED; it being noted that these key principles will be incorporated into a reserve fund by-law;

it being also noted that the Strategic Priorities and Policy Committee received a communication dated April 20, 2018, and heard a verbal presentation, from J. Winston, General Manager, Tourism London, with respect to this matter.

Voting Record:

Moved by: M. Salih

Seconded by: P. Hubert

That, on the recommendation of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to implementing the new Municipal Accommodation Tax (formerly “transient accommodation tax”):

a) a four percent (4%) Municipal Accommodation Tax (MAT) on the purchase price of transient accommodation in the City of London BE ADOPTED effective October 1, 2018;

b) the Civic Administration BE DIRECTED to bring back the required by-laws and agreements referenced in c) through f) below for approval by Municipal Council prior to implementation of the Municipal Accommodation Tax;

c) the key principles included in Appendix A to the staff report dated May 7, 2018, with respect to establishing a tax on the purchase of municipal accommodation in the City of London, BE ENDORSED; it being noted that these key principles will be included in the by-law;

e) the key principles included in Appendix C to the staff report dated May 7, 2018, with respect to the use and monitoring of funds from the Municipal Accommodation Tax received by Tourism London, as the eligible tourism entity in the City of London, BE ENDORSED; it being noted that these key principles will be included in an agreement between the Corporation of the City of London and Tourism London; and

it being also noted that the Strategic Priorities and Policy Committee received a communication dated April 20, 2018, and heard a verbal presentation, from J. Winston, General Manager, Tourism London, with respect to this matter.

Yeas: (12): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, J. Morgan, P. Hubert, S. Turner, H. Usher, T. Park, and J. Zaifman

Nays: (2): P. Squire, and A. Hopkins

Absent (1): V. Ridley

Motion Passed (12 to 2)

Moved by: B. Armstrong

Seconded by: T. Park

That the following clause BE REFERRED to the Civic Administration to report back at a future meeting of the Strategic Priorities and Policy Committee with respect to the implications of the proposed collection model on the provisions of The Corporation of the City of London’s Collective Agreement with CUPE Local 101:

“d) the Civic Administration BE DIRECTED to negotiate an agreement with the Ontario Restaurant Hotel & Motel Association (ORHMA) for the collection of the Municipal Accommodation Tax in the City of London and that the key principles included in Appendix B to the staff report dated May 7, 2018 BE ENDORSED; it being noted that these key principles will be included in an agreement between The Corporation of the City of London and ORHMA;”.

Yeas: (9): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, P. Squire, J. Morgan, A. Hopkins, and T. Park

Nays: (3): M. Cassidy, P. Hubert, and H. Usher

Recuse: (1): S. Turner

Absent (2): V. Ridley, and J. Zaifman

Motion Passed (9 to 3)

Moved by: M. van Holst

Seconded by: P. Hubert

f) the key principles included in Appendix D to the staff report dated May 7, 2018, for the establishment of a new reserve fund for the purposes of receiving and distributing the City's net 50% share of revenue from the Municipal Accommodation Tax, BE ENDORSED; it being noted that these key principles will be incorporated into a reserve fund by-law;

Yeas: (8): Mayor M. Brown, M. van Holst, M. Salih, J. Helmer, J. Morgan, P. Hubert, H. Usher, and T. Park

Nays: (5): B. Armstrong, M. Cassidy, P. Squire, A. Hopkins, and S. Turner

Absent (2): V. Ridley, and J. Zaifman

Motion Passed (8 to 5)

3.4 Delegation - Not to be heard before 7:10 PM - London Convention Centre Corporation 2017 Annual Report - L. Da Silva, General Manager and CEO

Moved by: M. van Holst

Seconded by: B. Armstrong

That the 2017 Annual Report and Financial Statements for the London Convention Centre Corporation, together with the attached verbal overview from L. Da Silva, General Manager and CEO, London Convention Centre, BE RECEIVED for information.

Yeas: (13): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, S. Turner, H. Usher, and T. Park

Absent (2): V. Ridley, and J. Zaifman

Motion Passed (13 to 0)

4. Items for Direction

4.1 8th Report of the Governance Working Group

Moved by: J. Morgan

Seconded by: P. Hubert

That the following actions be taken with respect to the 8th Report of the Governance Working Group from its meeting held on April 23, 2018:

a) on the recommendation of the City Manager, the following actions be taken with respect to the Council Policy Manual Modernization:

i) the proposed by-laws appended to the 8th Report of the Governance Working Group from its meeting held on April 23, 2018 as

Appendices A1 to A15 BE INTRODUCED at the Municipal Council Meeting to be held on May 8, 2018, to repeal the following Council Policies which are no longer required:

- A. Sharing Fence Costs with City;
 - B. Classification of Warranted and Unwarranted Sidewalks and Roadworks;
 - C. New Sidewalk Installations;
 - D. Railway Crossing Protection Drawings;
 - E. Painting of Municipal Address Numbers on City Curbs;
 - F. Sewer Clean-Outs;
 - G. Connection to Water Services;
 - H. Servicing Dry Industrial Uses in the Annexed Area;
 - I. All-Way Stops;
 - J. Temporary Road Closures;
 - K. Non-Issuance of Lifetime Golf Memberships;
 - L. Releasing of Assets Once Residents' Costs Paid;
 - M. Preferred Accommodation Charges;
 - N. Risk Management Policy;
 - O. Establishment and Review of Council Policies CPOL.-106-358;
- and;

ii) the proposed by-laws appended to the 8th Report of the Governance Working Group from its meeting held on April 23, 2018 as Appendices B1 to B24 BE INTRODUCED at the Municipal Council Meeting to be held on May 8, 2018 to revoke and repeal the following Council Policies which are to be implemented as Administrative Practices & Procedures, rather than Council Policies:

- A. Spills Policy;
- B. Assessment, Circulation and Repayment of Road Local Improvements;
- C. Absence of Private Drain Connections;
- D. Assessing Rectangular Corner Lots;
- E. Noise Attenuation Barriers;
- F. Cleaning of Sewer System;
- G. Noise Barriers on Arterial Roads;
- H. Responsibility for Installation and Maintenance of Driveway Culverts;
- I. School Crossing Guard Program Policy;
- J. Coloured Crosswalk Policy;
- K. Overnight Parking Pass Program Policy;
- L. Interest Rate;
- M. Commuting Charges;
- N. Expediting Charges;
- O. Street Services Implementation and Financing;
- P. Parking Tickets Received by Employees;
- Q. Temporary Vacancies;
- R. Workplace Safety and Insurance Act Claims;
- S. Benefits for Non-Union Employees on Long Term Disability;
- T. Leaves of Absence Without Pay;
- U. Funeral Expenses for Indigent Residents;
- V. Interest from Bequest Fund;
- W. Survey Documents Suitable for Ontario Basic Mapping; and
- X. Use of Inflatable Amusement Devices During Rental of City Parks or Other Facilities

b) the Civic Administration BE DIRECTED to prepare, for the review and consideration of the Governance Working Group, a draft 2019 Council and Standing Committee meeting schedule that would incorporate the following principles:

i) Standing Committee meetings with Agenda items that are considered to be routine and non-controversial, being held on Mondays and Tuesdays on a two week schedule, commencing at 9:30 AM and/or 1:30 PM;

ii) Standing Committee meetings relating to matters requiring public input, including Public Participation Meetings, to be held commencing at 6:30 PM on Mondays and Tuesdays, when required; and,

iii) Council meetings to be held on Tuesdays commencing at 9:30 AM, on a two week cycle;

it being noted that meetings of the Strategic Priorities and Policy Committee would be scheduled in a similar manner to all other Standing Committee meetings; and

c) clauses 1, 2 and 5 BE RECEIVED.

Yeas: (14): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, S. Turner, H. Usher, T. Park, and J. Zaifman

Absent (1): V. Ridley

Motion Passed (14 to 0)

5. Deferred Matters/Additional Business

5.1 (ADDED) London Middlesex Housing Corporation Board of Directors Vacancies

Moved by: A. Hopkins

Seconded by: B. Armstrong

That the following actions be taken with respect to the London Middlesex Housing Corporation Board of Directors:

a) the letter of resignation appended to the staff report dated May 7, 2018 as Appendix A from S. Campbell, effective April 27, 2018 BE RECEIVED; and

b) the following individuals BE INTERVIEWED by the Corporate Services Committee (CSC), in addition to the individuals already approved for interview by the CSC, to potentially fill the two current vacancies:

- Anna Marie Evans
- Steve Hillier
- Rodger J. Moran

Yeas: (8): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, P. Squire, A. Hopkins, and T. Park

Nays: (5): M. Cassidy, J. Morgan, P. Hubert, S. Turner, and H. Usher

Absent (2): V. Ridley, and J. Zaifman

Motion Passed (8 to 5)

6. Confidential (Enclosed for members only.)

6.1 (ADDED) Land Acquisition/Solicitor-Client Privileged Advice

Moved by: M. van Holst

Seconded by: B. Armstrong

That consideration of the following confidential matter BE REFERRED to Council, In Closed Session on May 8, 2018:

A matter pertaining to instructions and directions to officers and employees of the Corporation pertaining to a proposed acquisition of land; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; reports or advice or recommendations of officers and employees of the Corporation pertaining to a proposed acquisition of land; commercial and financial information supplied in confidence pertaining to the proposed acquisition the disclosure of which could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of the Corporation, result in similar information no longer being supplied to the Corporation where it is in the public interest that similar information continue to be so supplied, and result in undue loss or gain to any person, group, committee or financial institution or agency; commercial, information relating to the proposed acquisition that belongs to the Corporation that has monetary value or potential monetary value; information concerning the proposed acquisition whose disclosure could reasonably be expected to prejudice the economic interests of the Corporation or its competitive position; information concerning the proposed acquisition whose disclosure could reasonably be expected to be injurious to the financial interests of the Corporation; and instructions to be applied to any negotiations carried on or to be carried on by or on behalf of the Corporation concerning the proposed acquisition.

Yeas: (12): Mayor M. Brown, M. van Holst, B. Armstrong, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, P. Hubert, A. Hopkins, S. Turner, and T. Park

Nays: (1): H. Usher

Absent (2): V. Ridley, and J. Zaifman

Motion Passed (12 to 1)

7. Adjournment

The meeting adjourned at 9:31 PM.




LONDON

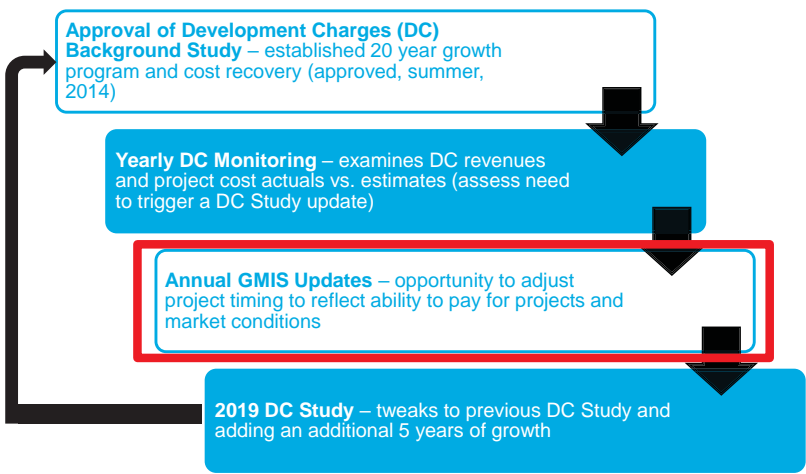
2019 Growth Management Implementation Strategy (GMIS) Update

Milestone 6: Strategic Priorities and Policy Committee

May 7, 2018



Council Role in DC-Related Items



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    graph TD
      A["Approval of Development Charges (DC) Background Study – established 20 year growth program and cost recovery (approved, summer, 2014)"] --> B["Yearly DC Monitoring – examines DC revenues and project cost actuals vs. estimates (assess need to trigger a DC Study update)"]
      B --> C["Annual GMIS Updates – opportunity to adjust project timing to reflect ability to pay for projects and market conditions"]
      C --> D["2019 DC Study – tweaks to previous DC Study and adding an additional 5 years of growth"]
  
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Approval of Development Charges (DC) Background Study – established 20 year growth program and cost recovery (approved, summer, 2014)

Yearly DC Monitoring – examines DC revenues and project cost actuals vs. estimates (assess need to trigger a DC Study update)

Annual GMIS Updates – opportunity to adjust project timing to reflect ability to pay for projects and market conditions

2019 DC Study – tweaks to previous DC Study and adding an additional 5 years of growth


3 THE CITY OF OPPORTUNITY 




LONDON

2019 GMIS Update: Outline


- Context for 2019 GMIS Update
- Overview of process (consultation and analysis)
- Results and GMIS project adjustments
- Summary remarks

2 TOGETHER WE ARE MAKING A DIFFERENCE 



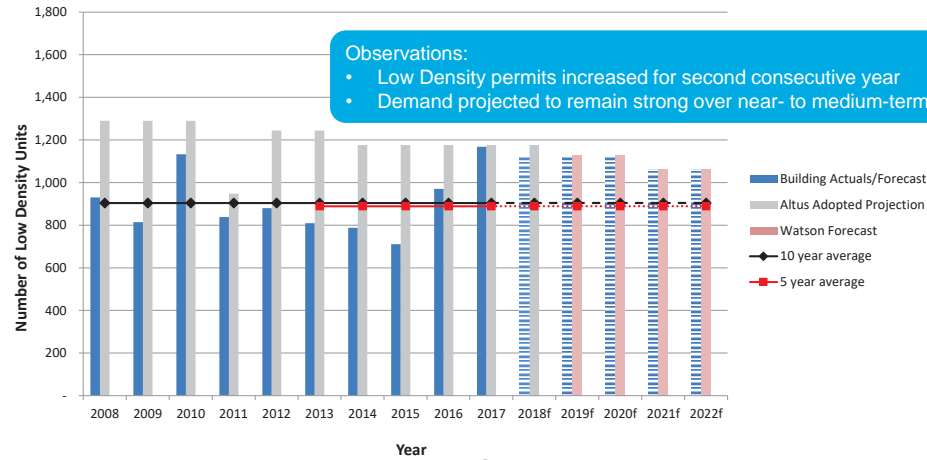
LONDON

2019 GMIS Update: GMIS CONTEXT

4 TOGETHER WE ARE MAKING A DIFFERENCE 



Comparison of Low Density Residential Projected Growth and Actual Growth: 2008 - 2022



GMIS Projects to be completed in 2019

Project	Type	Area	Investment
Sunningdale SWM 6*	Stormwater	North	\$1.8M
Hyde Park SWM 5	Stormwater	Northwest	\$6.5M
Parker SWM*	Stormwater	Southeast	\$6.1M
North Lambeth SWM 7*	Stormwater	Southwest	\$3.9M
North Lambeth SWM 10*	Stormwater	Southwest	\$4.3M
Pincombe SWM 3*	Stormwater	Southwest	\$2.6M
SS15A Phase 2 - Full Sewer	Sewer	Southwest	\$2.6M
SS15C Sewer Trunk	Sewer	Southwest	\$4.0M
Colonel Talbot PS	Sewer	Southwest	\$8.2M
Southdale Water	Watermain	West	\$1.4M
Wickerson Water	Watermain	West	\$1.4M
TOTAL			\$41.8M

2019 GMIS Timing: 2019-2020

Project	Type	Area	Investment
Sunningdale SWM E1*	Stormwater	North	\$2.1M
Sunningdale Road Stage 2	Road	North	\$18.3M
Fox Hollow 1 - Phase 2	Stormwater	Northwest	\$3.1M
Pincombe SWM 4*	Stormwater	Southwest	\$5.4M
North Lambeth SWM 8*	Stormwater	Southwest	\$4.0M
TOTAL			\$32.9M

* Contingent on development timing

GMIS Projects to be completed in 2018

Project	Type	Area	Investment
Stoney Creek SWM 2*	Stormwater	North	\$2.1M
Fox Hollow SWM 3	Stormwater	Northwest	\$5.8M
Sarnia Road - Stage 2	Roads	Northwest	\$4.1M
KL1B Sewer Trunk**	Sewer	Northeast	\$1.2M
Kilally Water	Watermain	Northeast	\$1.3M
Kilally Road at Webster	Roads	Northeast	\$2.7M
Old Victoria SWM 1	Stormwater	Southeast	\$2.3M
SS12B Sewer Trunk	Sewer	Southwest	\$3.9M
SS15A Sewer Trunk Phase 1*	Sewer	Southwest	\$1.6M
SS13B Trunk Sewer	Sewer	Southwest	\$8.0M
Pincombe Remediation	Stormwater	Southwest	\$4.3M
Dingman SWM B4*	Stormwater	Southwest	\$3.6M
North Lambeth SWM P9*	Stormwater	Southwest	\$5.2M
Bradley Road Ext. - Phase 2	Roads	Southwest	\$12.3M
TOTAL			\$58.4M

* Contingent on development timing

** Developer led UWRF project



2019 GMIS Update:

ANALYSIS



Stakeholder Interviews: What we Heard

- Strong housing market into the foreseeable future
- Southwest: mid-term to long-term development interest in several locations; requests to consider advancing groups of projects
- Northeast: Servicing ‘bottleneck’ is restricting opportunity further east
- Current available lot supply is scarce; need to continue to focus on accelerating development approvals and increasing supply

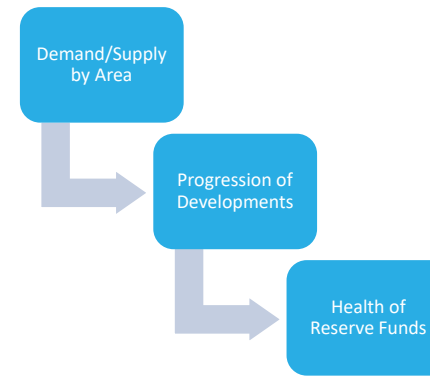


2019 GMIS Update:

RECOMMENDED PROJECT ADJUSTMENTS



GMIS “Tests”



All three tests must be met.

1. Is the project needed to provide additional buildable lots to meet demand in the growth area? ([GROWTH & BUILD-OUT ANALYSIS](#))
 - If yes, proceed to Test 2
 - If no, maintain timing/defer project
2. Has a developer sufficiently progressed a development proposal to warrant the construction project next year or the following year? ([SUBDIVISION STATUS ANALYSIS](#))
 - If yes, proceed to Test 3
 - If no, maintain timing/defer project
3. Can we afford the project? ([RESERVE FUND ANALYSIS](#))
 - If yes, consider project acceleration
 - If no, other projects must be deferred to accommodate

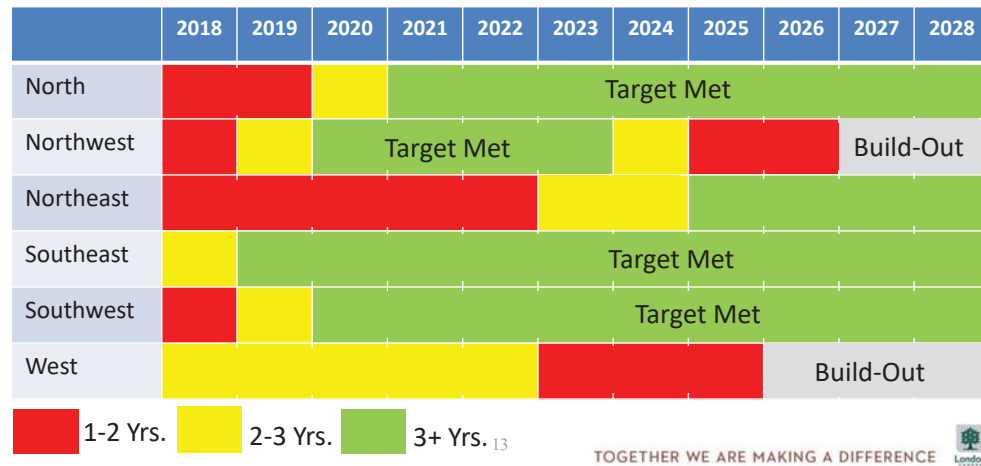


Draft 2019 GMIS Timing Changes

Service	Project Description	2018 GMIS Year	Rationale for Timing Change	2019 GMIS Year	Total Gross Cost
Stormwater	Stoney Creek SWM 8	2027	Support meeting greenfield area lot supply target	2020	\$1.1M
Stormwater	Stoney Creek SWM 10	2022	Developer deferral request to align with development	2025	\$2.1M
Stormwater	Sunningdale SWM E1	2020	Developer deferral request to align with development	2021	\$2.1M
Stormwater	Kilally South, East Basin	2024	Support meeting greenfield area lot supply target	EA-2018 2022	\$4.0M
Water	Watermain A30 (Kilally)	2025	Support meeting greenfield area lot supply target	2022	\$1.8M
Stormwater	White Oaks SWM 3	2023	Align timing with Bradley Ave Phase 1 Extension	2022	\$2.9M



2018-2028 Projected Single Detached Registered Lot Supply in Years @ 1,128 units/year (2018-2020)

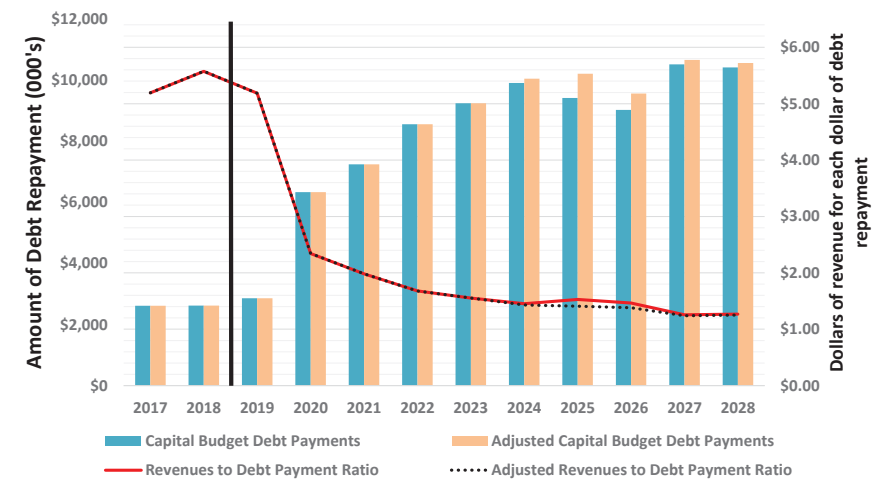


Industrial Sanitary Servicing

- Being collected under the 2014 DC to fund industrial sanitary servicing projects between 2014 and 2024.
- Currently timed under the Capital Budget for 2025
- Recommendation to advance timing to allow the City to use the funds to further prepare for industrial growth needs as envisioned by the 2014 DC Study.



Stormwater Management DC Reserve Fund Analysis



Permit Ready Lot Supply

- Stakeholder concerns with availability of 'permit ready lots' (ie. registered Plan of Subdivision lots currently available for construction)
- Development Services has undertaken a review and made changes to improve timelines (pilot subdivision approvals process)
- Subdivision Tracking Database
- Permit Ready Lot (PRL) Working Group established to develop an improved model for short-term available lot supply
 - Complete preliminary PRL report by Fall 2019
 - Bi-Annual reporting – Q1 and Q3



Summary

- Council has approved \$58mln in growth infrastructure to be constructed this year that could provide opportunity for 3,500 single detached lots.
- Based on growth modelling, demand can be met in each growth area of the City.
- We're moving toward our 3 year supply target in each growth area and projects have been brought forward based on demonstrated need
- Considerable debt pressures still exist for stormwater and sanitary reserve funds; will inform 2019 DC Study rate calculations
- This is the last GMIS under the 2014 DC Study; upcoming 2019 DC Study will review and set DC project timing for future GMIS updates

17

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RESERVE DECK

19

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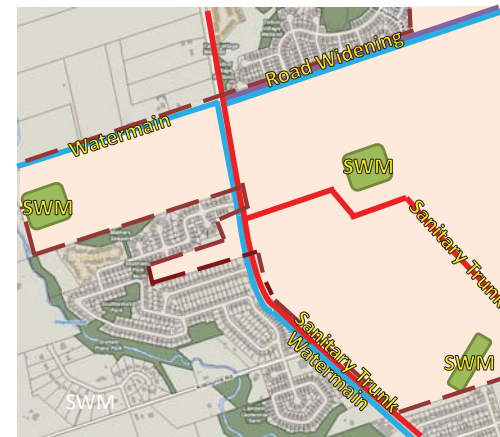


Recommendation:

- Approval of 2019 GMIS Update (Appendix 'B')
- Industrial Sanitary Servicing be rescheduled from 2025 to 2018
- Timing changes will be reflected in the Capital Budget

18

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GMIS
(Major infrastructure timing)



Plan of Subdivision
(Planning Act lot creation)

20



2019 GMIS Schedule

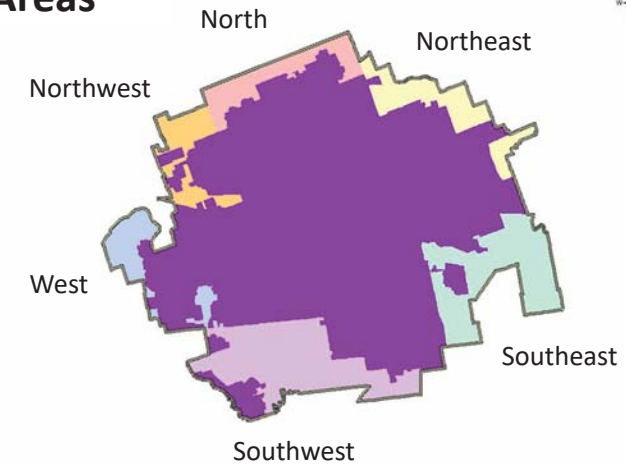
Timing	Milestone
February 14, 2018	Milestone 1: GMIS Update Kickoff Meeting
February 19 – March 2, 2018 (Two weeks)	Milestone 2: Development Community Rep Interviews
March 7, 2018	Milestone 3: Internal Divisions Project Managers Meeting
March 15, 2018	Milestone 4: Internal City Development Management Team Meeting (Internal Steering Committee)
April 4, 2018	Milestone 5: Development Community Stakeholder Session Meeting
April 9 – May 4, 2018	Milestone 5a: Development Community Stakeholder Follow-Up Meetings
May 7, 2018	Milestone 6: City Staff GMIS Update Presentation to the Strategic Priorities and Policy Committee Public Meeting

21

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GMIS Areas



22

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2019 GMIS Targets/Modelling

- “Permit-ready lands” vs. serviced land supply
- DC Study growth allocations (single family units) model assumptions
 - North: 20%
 - Northwest: 22%
 - Northeast: 8%
 - Southeast: 15%
 - Southwest: 20%
 - West: 15%
- Rolling target: three (3) years of permit ready supply in each greenfield area (where possible)
- Subdivision timing and phasing based on feedback received from developers
- Registration occurs 1 year after infrastructure constructed (buffer)
- Provide opportunities in multiple locations and for multiple developers (where possible)

23

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GMIS Growth Model

North Demand and Supply Analysis
 Assume 950 units/year
 * 95% on greenfield lands
 * 11% of unit construction as VLC

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Opening Supply	265	156	184	310	362	410	513	626	677	728	749
Add: New Supply	40	189	287	213	209	264	274	212	212	182	184
Subtotal	311	345	471	523	571	674	787	838	889	910	933
Subtract: Demand	161	161	161	161	161	161	161	161	161	161	161
Years of Serviced Supply	2.0	2.1	2.6	3.2	3.5	4.2	4.9	5.3	5.5	5.7	5.5
Carry-Over	156	184	310	362	410	513	626	677	728	749	722

Subdivisions Legend
 Infrastructure construction year
 Estimate as no application received to date
 Subdivision build-out date

GMIS Timing Legend
 2017 GMIS construction timing maintained
 Suggested 2018 GMIS construction timing

Subdivisions	Serviced Year	Reg's Yr	Total	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
T-09501	Serviced	2017	140															
T-11502	Serviced	2017	117															
T-07502 Ph1	Serviced	2018	230															
T-07502 Ph2	Serviced	2024	230															
T-07502 Ph3	Serviced	2027	16															
T-05508	Serviced	2018	84															
T-16503	Serviced	2019	45															
T-15504	Serviced	2017	95															
SD101	Serviced	2018	38															
UP100 (assume 250 of 788)	Serviced	2019	250															
UP 100 (assume 250 of 788)	Serviced	2024	250															
UP100 (assume 288 of 788)	Serviced	2021	288															
SC101 (assume 238 of 477)	Serviced	2020	238															
SC102 (assume 239 of 477)	Serviced	2020	239															
SD100 (assume 120 of 241)	Serviced	2018	120															
SD100 (assume 121 of 241)	Serviced	2018	121															
SC100	Serviced	2018	26															
SD102	Serviced	2018	88															
UP101	Serviced	2022	49															
SC103	Serviced	2023	55															
Total			2719	48	189	287	213	209	264	274	212	212	182	184	178	120	82	40

Infrastructure Projects

Infrastructure Projects	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Stoney Creek SWM 2																	
Summingdale SWM 6A																	
Summingdale SWM E1																	
Stoney Creek SWM 10																	
Stoney Creek 7.1 SWM																	
Stoney Creek SWM 8																	

17





Municipal Servicing and Financing Agreements (MSFA)

- Means to accelerate infrastructure project from GMIS timing
- Decisions guided by City's MSFA Policy (Appendix R of 2014 DC Study)
- Projects within the 0-5 year GMIS timeframe are eligible
- Benefiting lands must be contiguous to existing development and EA's must be completed for proposed work
- Acceleration of project by City will be accomplished via a loan from the developer
- No project can exceed \$3M; total projects capped at \$10M.

25

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Stakeholder Requests from GMIS Interviews

Project	Area	2018 GMIS Timing	Requested Timing
Stoney Creek SWM 8	North	2027	2020
Stoney Creek SWM 10	North	2022	2025
Sunningdale SWM E1	North	2020	2021
Kilally East, South Basin	Northeast	2024	Advance EA/2020
Watermain A30	Northeast	2025	2020
White Oaks SWM 3	Southwest	2023	2021
Watermain A21	Southwest	2024	2020
Oxford Rd. W. Phase 2	West	2032	2025

Servicing Areas	Area	Request
Kilally East (2024+)	Northeast	Consider alternative sanitary solutions
Dingman (2026-2028)	Southwest	Consider advancing timing of area projects
Bostwick (2029-2032)	Southwest	Consider advancing timing of area projects



Council adopted principles (2008):

- Timely, cost effective servicing
- Affordable
- Optimize existing services
- Sufficient land
- Growth Management Policies
- Completion of existing development
- Healthy housing market
- Coordinating development with scheduling of works

5



London CANADA



2019 DC Master Plan Considerations

Project Description	2019 GMIS Year	Comments
Kilally East Sanitary Servicing	n/a	Consider alternative sanitary solutions to service eastern portion of Northeast Growth Area
Watermain A21 Phase 1	2024	Consider advancing project and including temporary restoration and widening costs in new cost estimate
Bostwick Area Infrastructure	2029-2033	Consider project timing advancement and alternative sanitary and stormwater solutions
Dingman Area Infrastructure	2026-2028	Consider project timing advancement and alternative stormwater solutions
Oxford Rd. W. Phase 2	2032	Consider advancing project timing in response to current growth
Sunningdale High-Level Watermain Extension	n/a	Consider alternative water servicing solutions for Adelaide/Sunningdale area

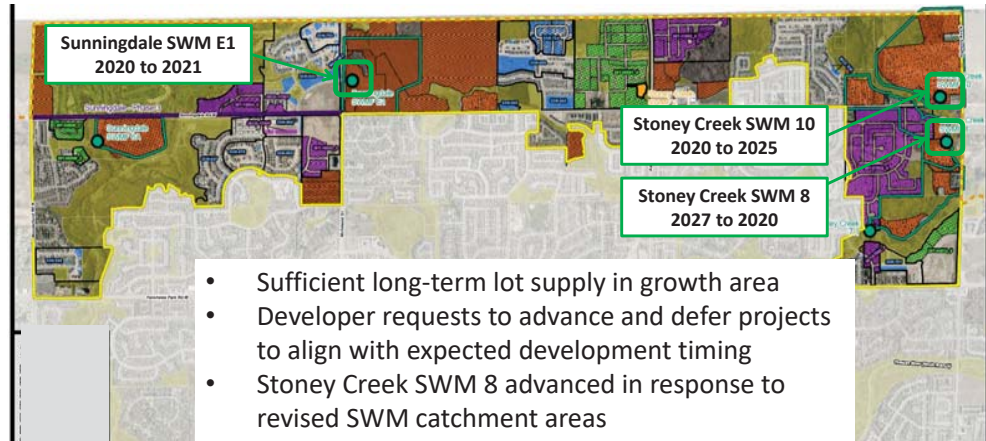
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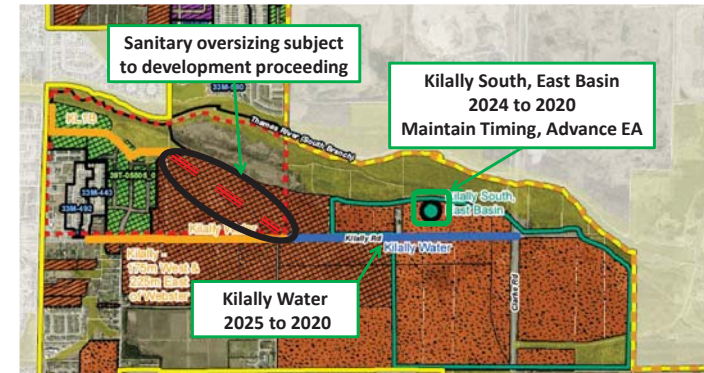
North Growth Area Request



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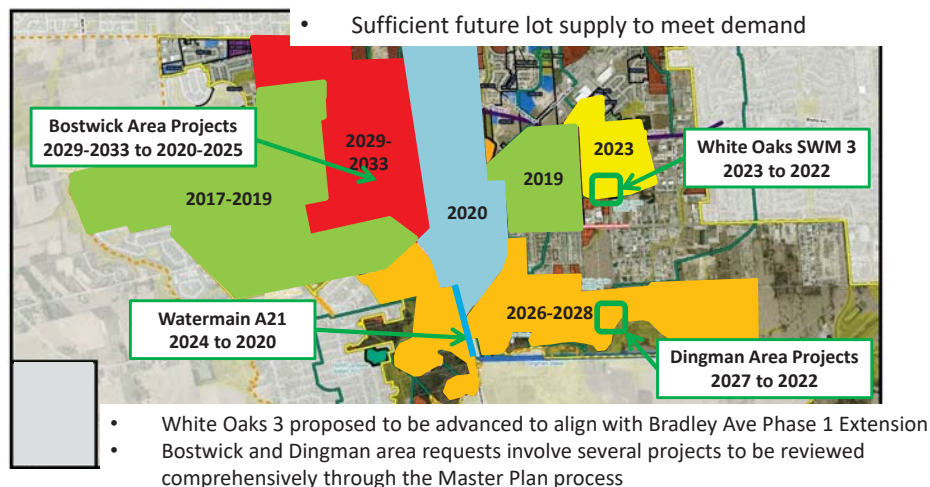
Northeast Growth Area Requests



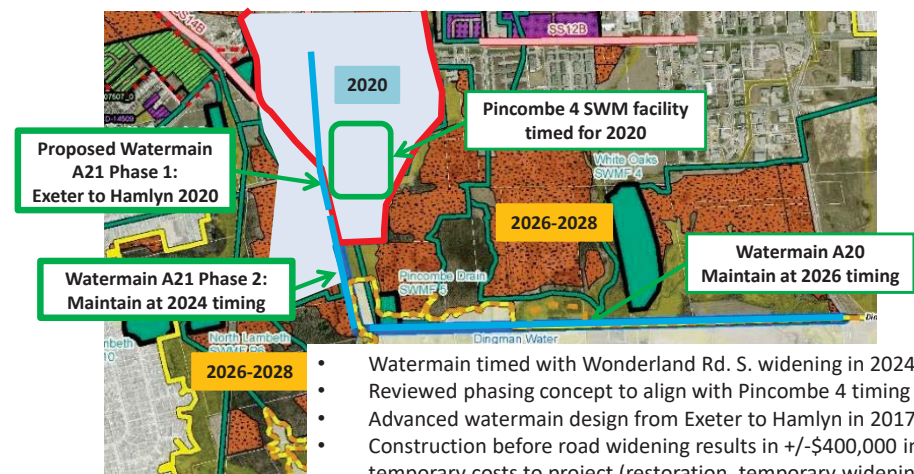
- Advancing Water and SWM does not resolve Sanitary constraint
- Explore alternative sanitary solutions through Master Plan process
- Advance SWM EA to 2018 and Water and SWM projects to 2022



Southwest Growth Area Requests



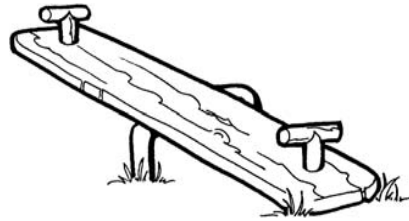
Watermain A21 Request



- Watermain timed with Wonderland Rd. S. widening in 2024
- Reviewed phasing concept to align with Pincombe 4 timing in 2020
- Advanced watermain design from Exeter to Hamlyn in 2017
- Construction before road widening results in +/- \$400,000 in temporary costs to project (restoration, temporary widening): temporary works would need to be borne by the developer

Maximize new opportunities for growth

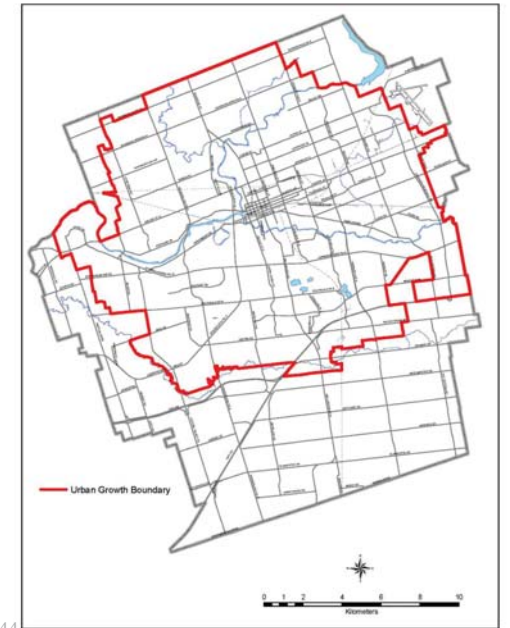
Less DC revenues to pay for projects



The 2019 GMIS aims to provide investments in growth infrastructure that we can afford.

Urban Growth Boundary

- Provincial Policy Statement (PPS)
 - Min. 3 years serviced (intensification, registered and draft approved)
 - Min. 10 years designated land
 - Max. 20 years land supply
- Land Needs Background Study (2013)
 - Sufficient supply of residential land for 20 year period (Council adopted)
- UGB Realignment Review (2013)
 - Proposed lands categorized A, B, C based on servicing requirements
 - No “swap out for in” proposals received from landowners
 - Council directed further review with next Official Plan update



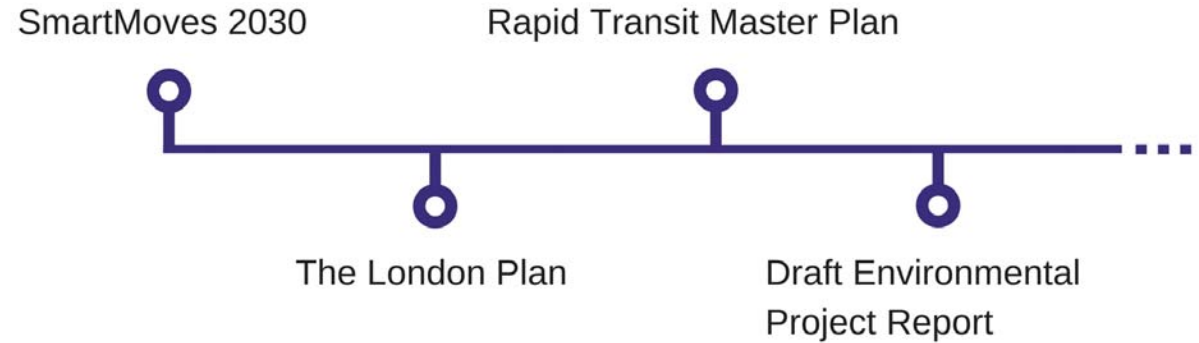


DRAFT ENVIRONMENTAL PROJECT REPORT

May 7, 2018



How we got here



Draft EPR

- Outlines Recommended Preliminary Design
- Identifies existing conditions
- Provides recommendations to minimize or mitigate impacts
- Includes complete record of consultation and supporting technical studies

Recommendations presented to the public at five Open House events in February and March 2018

Transit Project Assessment Process

120 Days TPAP Consultation Period

- Consult with the public, property owners, businesses, regulatory agencies and First Nations communities.
- Prepare final Environmental Project Report.

30 Days Public Review

35 Days Minister Review

What's next

Spring/Summer 2018
Technical review of EPR and beginning of TPAP

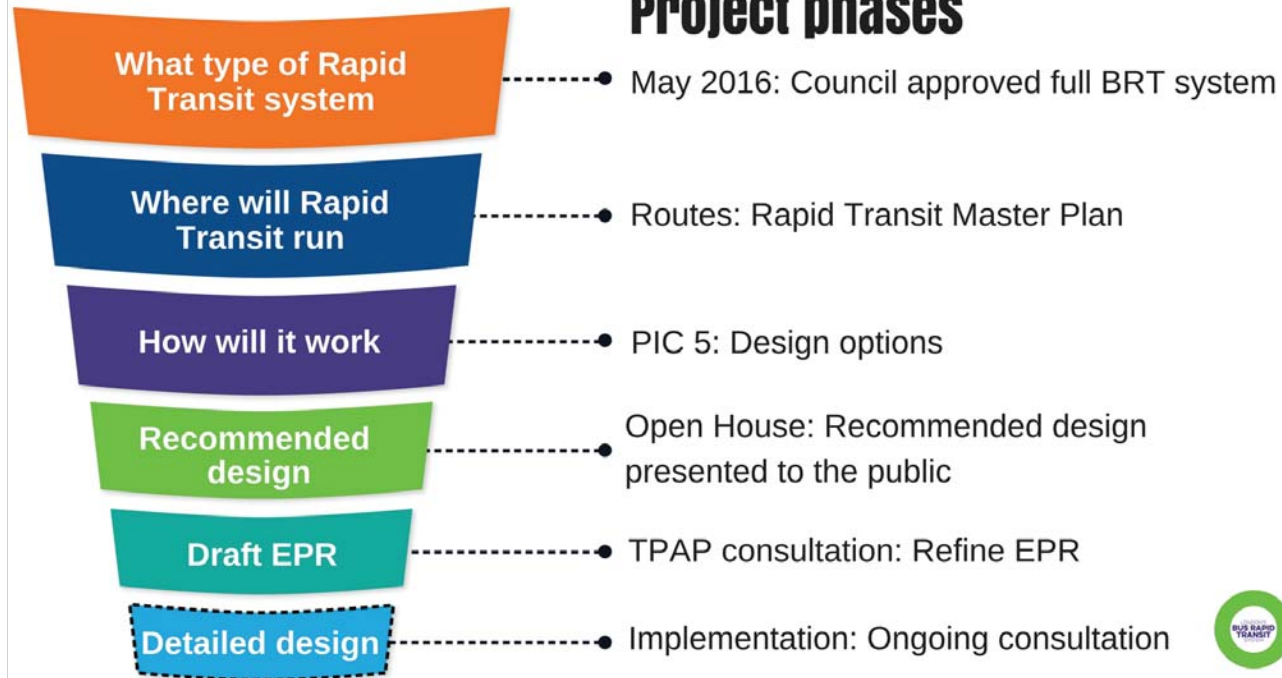
Spring/Summer 2018
Ongoing public consultation

Fall 2018
30-day public review of Final EPR

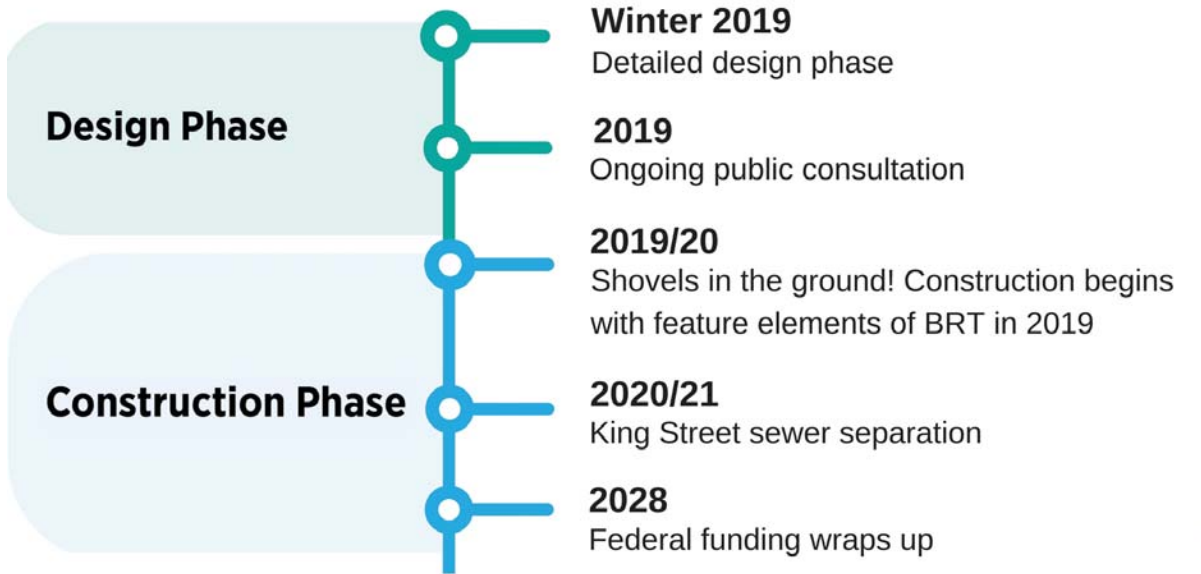
Fall 2018
35 days for Minister to consider the project



Project phases



Going forward



BRT for London

- New jobs and opportunities
- \$270 million in direct and indirect wage benefits
- Inspire city building
- High-capacity buses
- Less greenhouse gas emissions
- More choices for Londoners

Why we're here today

- Recommended Preliminary Engineering Design for BRT network **BE APPROVED**
- TPAP Notice of Commencement **BE FILED**
- Council **SUPPORT** application process for Federal funding of BRT project under Ontario's Infrastructure Plan
- Infrastructure Ontario **BE APPOINTED** to undertake Procurement Options Analysis and Value for Money Assessment

APRIL 23 SLIDES AND ALL RENDERINGS

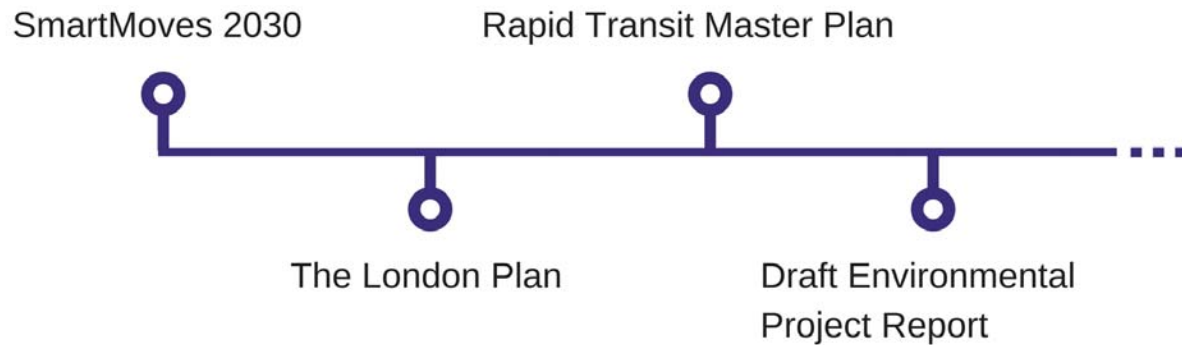


Recent recap

- July 2017: City Council approves Rapid Transit Master Plan, establishing BRT network
- Sept. 2017: Last presentation to SPPC
- Dec. 2017 and Jan. 2018: Nine public consultation events
- Feb. and March 2018: Recommended BRT designs shared with the public at five open house events
- April 2018: Draft Environmental Project Report presented to SPPC



How we got here



SmartMoves

- Approved by City Council in 2013
- Identifies rapid transit as integral to long term transportation mobility success





THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.

The London Plan

- Approved by City Council in June 2016
- Identifies rapid transit corridors and transit villages to encourage growth, revitalize neighbourhoods and create a more livable city
- Rapid transit mobility is fundamental to the success of The London Plan implementation



Rapid Transit Master Plan

- Jan 2015: Work begins on Rapid Transit Master Plan
- May 2017: City Council approves BRT network
- July 2017: City Council approves Rapid Transit Master Plan and Business Case



Why we're here today

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- TPAP Notice of Commencement **BE FILED**
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Spring/Summer 2018
Ongoing public consultation

Fall 2018
30-day public review of Final EPR

Fall 2018
35 days for Minister to consider the project





Recommended preliminary engineering design

Shared with the public at recent Open House events in February and March



Key aspects of BRT designs

24 Km network

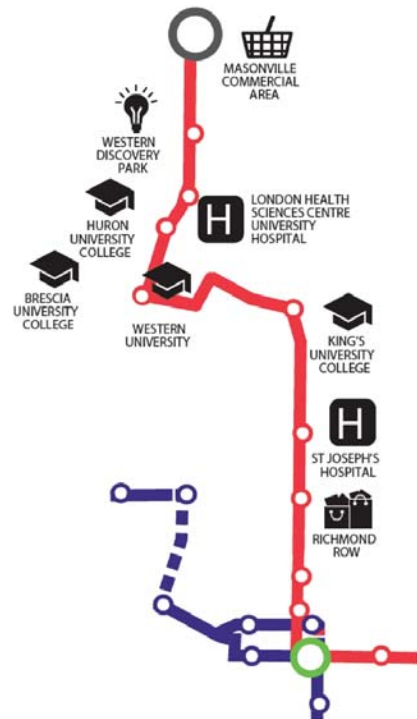
Revitalizing 24 km of main roads that serve as gateways into our city.

Dedicated lanes

Lanes that only buses can travel on - for more reliable service.

Centre-running vs curbside lanes

19.5 km of centre-running lanes and 3 km of curbside lanes.



North leg

North of Queens Avenue, dedicated centre-running lanes on:

- Clarence Street
- Richmond Street
- University Drive
- Lambton Drive
- Western Road
- Richmond Street to just south of Fanshawe Park Road



Richmond Street at Oxford Street (looking towards Richmond Row)





Richmond Street at University Drive (looking south)



Richmond Street at Hillview Boulevard (looking north)

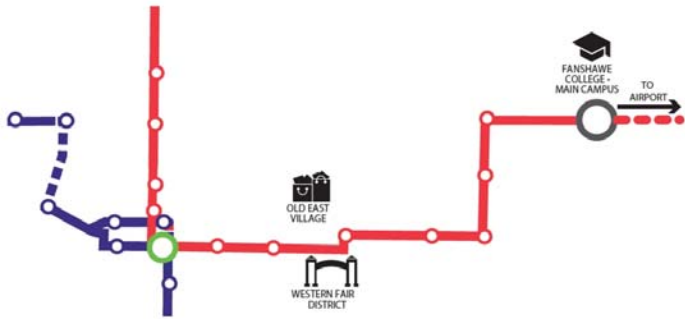


Richmond Street at Grosvenor Street (looking north)



University Drive Bridge (looking east)





East leg

East of Wellington Street,
dedicated curbside lanes on:

- King Street
- Ontario Street

Dedicated centre-running lanes on:

- Dundas Street
- Highbury Avenue
- Oxford Street East to
Fanshawe College



King Street at Ontario Street (looking west towards Old East Village)



Oxford Street East at Fanshawe College (looking west)



South leg

South of King Street, dedicated
centre-running transit lanes on:

- Wellington Street
- Wellington Road just south of
Bradley Avenue

Mixed traffic lanes on Wellington Road to:

- South turnaround using Holiday
Avenue or park-and-ride on Exeter
Road near Bessemer Road





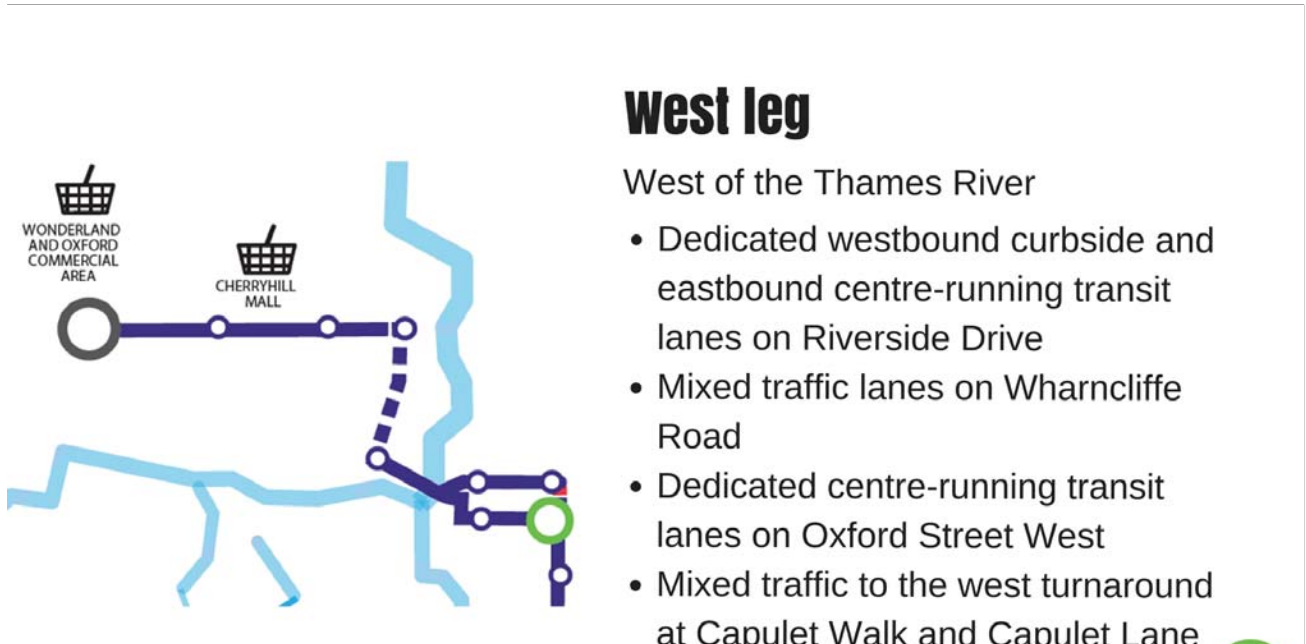
Wellington Road at Commissioners Road (looking north)

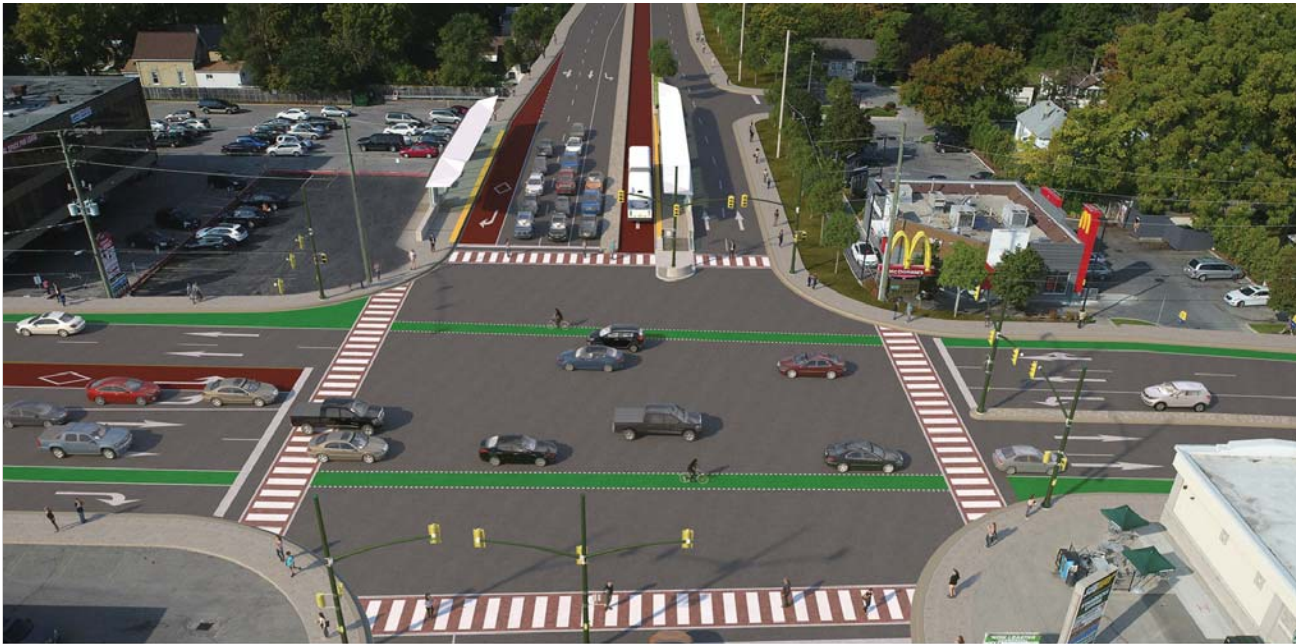


Wellington Road at White Oaks Mall (looking south)



Clark's Bridge, Wellington Road (looking north)





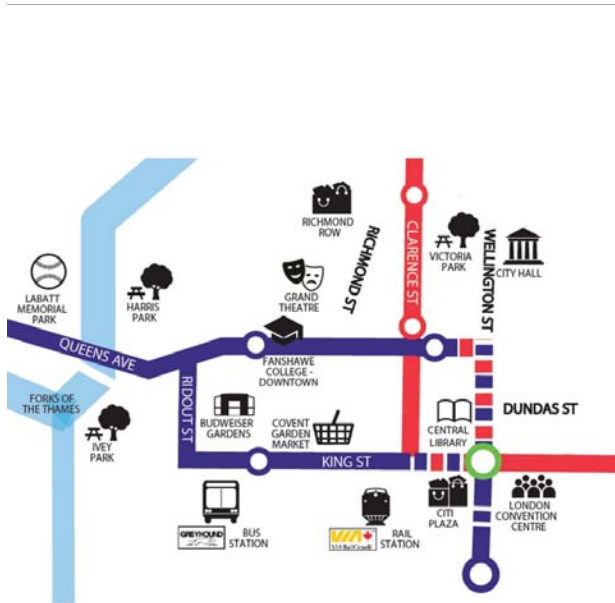
Oxford Street at Wharncliffe Road (looking west)



Oxford Street at Wonderland Road (looking west)



Riverside Drive across Thames River



Downtown Couplet

Dedicated curbside transit lanes on:

- Queens Avenue
- Ridout Street
- Clarence Street
- Wellington Street
- King Street





Richmond Street at Central Avenue (looking north to Richmond Row)



Wellington Street at King Street (looking northwest)



King Street at Talbot Street



capital cost update

- Rapid Transit Master Plan contingency - 50%
Design concepts represent 5-10% design level
- EPR contingency - 25%
Design concepts represent 25-30% design level
- Project capital cost remains within \$500M capital budget
Contingency is reduced as project moves forward

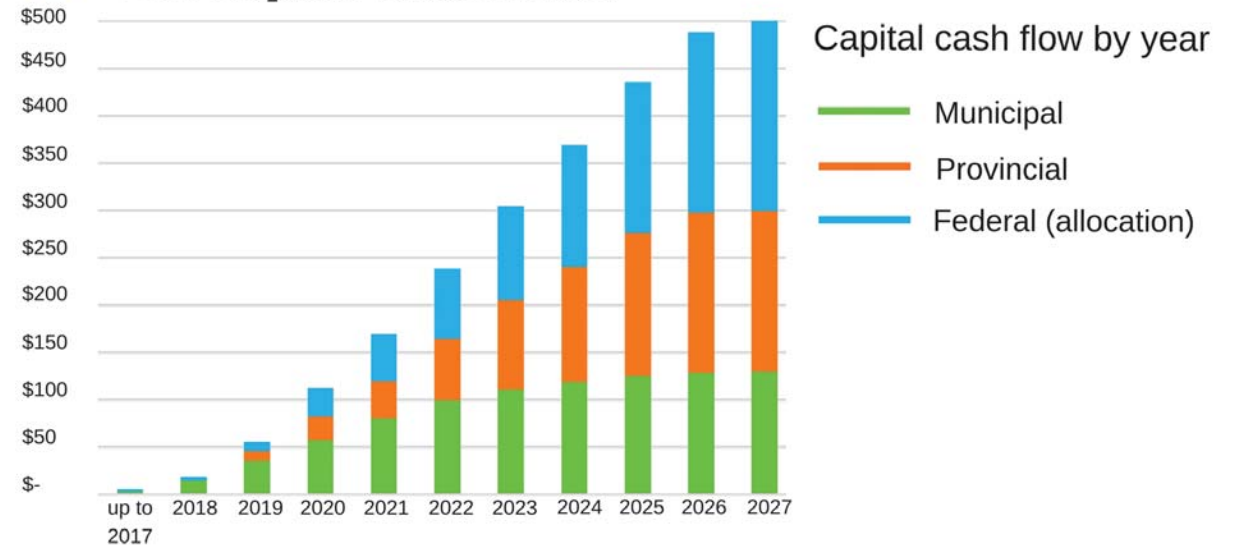


capital cost update

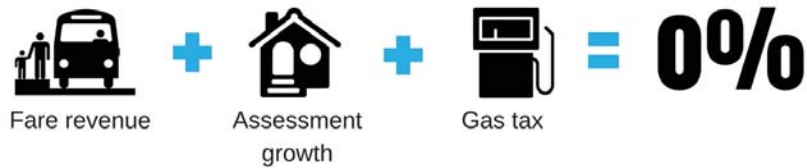
Infrastructure (\$ Millions)	North	South	East	West	Downtown	System Total
Construction Costs (incl. 25% contingency)	\$ 80.5	\$ 63.4	\$ 56.8	\$ 30.0	\$ 15.6	\$ 246.3
Engineering	\$ 11.5	\$ 9.0	\$ 8.2	\$ 4.1	\$ 2.3	\$ 35.1
Project Management						\$ 26.8
Property (incl. contingency: 20% full, 25% partial)	\$ 17.2	\$ 36.5	\$ 16.0	\$ 12.5	\$ 0.3	\$ 82.5
Private Utilities (City component)	\$ 13.6	\$ 7.1	\$ 18.7	\$ 14.7	\$ 8.6	\$ 62.7
Vehicles						\$ 32.4
Maintenance Facility Expansion						\$ 14.2
Total (Nominal\$)	\$ 122.8	\$ 116.0	\$ 99.7	\$ 61.3	\$ 26.8	\$ 500.0



BRT capital cost model



BRT operating cost model



With expected funding from fare revenue, assessment growth and gas tax = **potential for BRT to be funded without tax increase**



Funding partners





Procurement analysis

Seeking Council approval to appoint Infrastructure Ontario to undertake a Procurement Options Analysis and Value for Money Assessment



Next steps

- Transit Project Assessment Process (TPAP)
- TPAP concludes with Minister's decision



questions?





ECONOMIC IMPACT



CONFERENCES OF 2017



Convention/Multi-Day:
 Corporate - 39%
 Association - 29%
 Government - 13%
 Other - 16%

Association Business:
 Medical - 56%
 Agri-Business - 33%
 Education - 11%

TOP CONFERENCES IN 2017



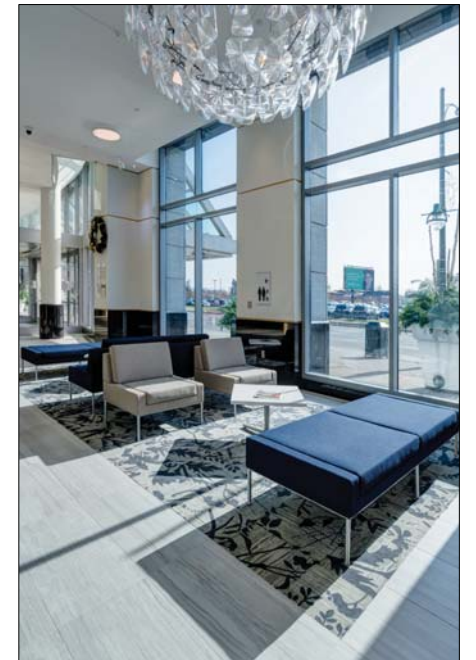
Grain Farmers of Ontario | March 2017 | 600 Delegates



Ontario Pharmacists' Association | June 2017 | 500 Delegates



Ontario Association of Veterinary Technicians | March 2017 | 400 Delegates



FINANCIAL REPORT

