

DEFERRED MATTERS

CIVIC WORKS COMMITTEE

(as of May 15, 2020)

Item 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>	Dec 12/16	Q2 2020	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: b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with: i) a Business Case including a detailed feasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and, ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</p>	Jan 10/17	Q3 2019	K. Scherr J. Stanford	Q2 2020
3.	<p><u>Environmental Assessment</u> That the Managing Director, Environmental and Engineering Services & City Engineer BE REQUESTED to report on the outstanding items that are not addressed during the Environmental Assessment response be followed up through the detailed design phase in its report to the Civic Works Committee.</p>	July 25, 2018	Q2 2019	S. Mathers P. Yeoman	Q2 2020

4.	<p><u>Bike Share System for London - Update and Next Steps</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 potential introduction of bike share to London:</p> <p>that 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	January 2020	K. Scherr	Q2/Q3 2020
5.	<p><u>745-747 Waterloo Street</u></p> <p>That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Y Group Investments and Management Inc., relating to the property located at 745-747 Waterloo Street:</p> <p>b) the Civic Administration BE REQUESTED to review, in consultation with the neighbourhood, the traffic and parking congestion concerns raised by the neighbourhood and to report back at a future Planning and Environment Committee meeting;</p> <p>it being further noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:</p> <ul style="list-style-type: none"> • a communication from B. and J. Baskerville, by e-mail; • a communication from C. Butler, 863 Waterloo Street; and, • a communication from L. Neumann and D. Cummings, Co-Chairs, Piccadilly Area Neighbourhood Association; <p>it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;</p>	Oct 2, 2018	Q2 2020	K. Scherr	

	<p>it being further noted that the Municipal Council approves this application for the following reasons:</p> <ul style="list-style-type: none"> the recommended Zoning By-law Amendment would allow for the reuse of the existing buildings with an expanded range of office conversion uses that are complementary to the continued development of Oxford Street as an Urban Corridor, consistent with The London Plan policies for the subject site. Limiting the requested Zoning By-law Amendment to the existing buildings helps to ensure compatibility with the surrounding heritage resources and also that the requested parking and landscaped area deficiencies would not be perpetuated should the site be redeveloped in the future. While the requested parking deficiency is less than the minimum required by zoning, it is reflective of the existing conditions. By restricting the office conversion uses to the ground floor of the existing building at 745 Waterloo Street and the entirety of the existing building at 747 Waterloo Street (rather than the entirety of both buildings, as requested by the applicant), the parking requirements for the site would be less than the parking requirements for the existing permitted uses. The applicant has indicated a willingness to accept the special provisions limiting the permitted uses to the ground floor of the existing building at 745 Waterloo Street and to the entirety of the existing building at 747 Waterloo Street. 				
6.	<p><u>Best Practices for Investing in Energy Efficiency and GHG Reduction</u></p> <p>That Civic Administration BE REQUESTED to develop a set of guidelines to evaluate efficiency and Greenhouse Gas reduction investments and provide some suggested best practices.</p>	June 18, 2019	Q4 2020	K. Scherr	
7.	<p><u>Area Speed Limit Program</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 implementation of the Area Speed Limit program:</p> <p>a) The proposed by-law, attached as Appendix A BE INTRODUCED at the Municipal Council meeting to be held on March 24, 2020, for the purpose of amending the Traffic and Parking By-law (PS-113);</p> <p>b) The Area Speed Limit Program BE IMPLEMENTED on local and collector streets in neighbourhoods where the London Transit Commission have identified none, limited or low impact to transit service; and,</p> <p>c) Implementation of the Area Speed Limit Program in neighbourhoods where the London Transit Commission have identified as having a medium or high impact to transit service BE DEFERRED until transit impact data from the initial areas is analyzed.</p>	March 10, 2020	TBD	K. Scherr S. Maguire	

8.	<p><u>Parking Changes</u></p> <p>That the following actions be taken with respect to overnight parking restrictions contained in the Traffic and Parking By-law PS-113, as amended and the Administrative Monetary Penalty System By-law, A-54, as amended:</p> <p>a) the Civic Administration BE DIRECTED to bring forward for consideration the following amendments to Traffic and Parking By-law PS-113, as amended:</p> <ul style="list-style-type: none"> i. section 9(1)n) of the By-law be amended to provide for parking on a roadway or shoulder for 18 hours, instead of the current 12 hour restriction; it being noted that this amendment would be brought forward as part of the omnibus review of the By-law; ii. until such time as i. above is in effect, an administrative practice be implemented to provide for warnings to be given to the owner(s) of vehicles who exceed the current 12 hour restriction; and, iii. section 9(3) of the By-law be amended to allow the parking of non-recreational vehicles between April 30th and November 1st of each year, commencing April 30, 2020; <p>b) the Civic Administration BE DIRECTED to include as part of the staff report being brought forward on March 31, 2020 with respect to the Administrative Monetary Penalty System By-law A-54, as amended, an amendment to the By-law to increase parking violation fines by \$5.00 in order to achieve By-law compliance;</p> <p>it being noted that the winter road maintenance program for the City of London aligns with the proposed overnight program noted in a)iii. above; it being further noted that the current additional restrictions with respect to on-street parking in near campus neighbourhoods would remain in effect. (2020-T02)</p>	March 10, 2020	TBD	K. Scherr	
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9.	<p><u>Material Recovery Facility (MRF) Operations</u></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, and with the support of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to the provision of Material Recovery Facility (MRF) Operations services:</p> <p>a) the Civic Administration BE DIRECTED to negotiate a single source agreement for the procurement of MRF Operations services, as per Section 14.4 (d) and (e) of the Procurement of Goods and Services Policy, with Miller Waste Systems Inc. for a term of two years and four months (28 months), with two, one-year extension options at the sole discretion of the City; it being noted that the final contract will be subject to approval by Municipal Council and the Civic Administration will report back on the outcome of the negotiations; and,</p> <p>b) the Mayor BE REQUESTED to advise the Ontario Ministry of the Environment, Conservation and Parks (MECP) and the Association of Municipalities of Ontario (AMO) that The Corporation of the City of London would like to transition the processing and marketing of recyclables to full producer responsibility on January 1, 2023 and would be interested in examining the opportunities of working with producers (industry) on the future role of London's Regional MRF; it being noted that a comprehensive response and rationale as requested by AMO will be provided by June 30, 2020. (2020-E07)</p>	April 15, 2020	TBD	<p>K. Scherr J. Stanford</p> <p>E. Holder A. Thompson</p>	
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