Agenda Including Addeds
Civic Works Committee

The 15th Meeting of the Civic Works Committee

October 24, 2023

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, Métis and Inuit 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 C. Rahman (Chair), H. McAlister, P. Cuddy, S. Trosow, P. Van Meerbergen, Mayor J. Morgan

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.

Pages

a. J. Preston – REQUEST FOR DELEGATION STATUS 71

b. W. Lau – REQUEST FOR DELEGATION STATUS

c. (ADDED) M. Sheehan REQUEST FOR DELEGATION STATUS *72*

d. (ADDED) C. Dolphin *73*

e. (ADDED) L. Worsfold *77*

f. (ADDED) P. Moore *78*

4. Items for Direction

5. Deferred Matters/Additional Business

5.1 CWC Deferred Matters List 79

5.2 (ADDED) 11th Report of the Integrated Transportation Community Advisory Committee *80*

6. Confidential

6.1 Personal Matters /Identifiable Individuals

A matter pertaining to identifiable individuals with respect to the 2024 Mayor's New Year's Honour List – "Environment" Category.

7. Adjournment

Environmental Stewardship and Action Community Advisory Committee

Report

11th Meeting of the Environmental Stewardship and Action Community Advisory Committee
October 4, 2023

Attendance

B. Samuels (Chair), B. Amendola, R. Duvernoy, I. ElGhamrawy, A. Ford, M. Griffith, A. Hames, M.A. Hodge, N. Serour, L. Vuong and A. Whittingham and H. Lysynski (Committee Clerk)

ABSENT: C. Hunsberger, C. Mettler and A. Pert

ALSO PRESENT: M. Fabro, E. Skalski and J. Stanford

The meeting was called to order at 3:03 PM; it being noted that B. Amendola, R. Duvernoy, I. ElGhamrawy, A. Ford, M. Griffith, A. Hames, M.A. Hodge, N. Serour, L. Vuong and A. Whittingham were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 9th Report of the Environmental Stewardship and Action Community Advisory Committee

That it BE NOTED that the 9th Report of the Environmental Stewardship and Action Community Advisory Committee, from its meeting held on August 2, 2023, was received.

3.2 Green Bin and Collection Program Changes

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a general discussion and received the staff report and staff presentation dated August 15, 2023 entitled "Green Bin and Collection Program Changes".

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 REQUEST FOR DELEGATION STATUS - A. Johnson - Diesel and Vegetation

That it BE NOTED that the communication from A. Johnson, with respect to vegetation and diesel zoning as climate change strategies in London was received; it being noted that the Environmental Stewardship and Action Community Advisory Committee heard a verbal presentation from A. Johnson, with respect to these matters.

5.2 Notice of Application - 764, 772, 774 Crumlin Sideroad

That it BE NOTED that the Notice of Planning Application and Notice of Public Meeting dated August 1, 2023 relating to the properties located at 764, 772 and 774 Crumlin Sideroad, was received.

5.3 Public Education - Yard and Lot Maintenance By-law

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee (ESACAC) held a general discussion related to the Yard and Lot Maintenance By-law; it being noted that the ESACAC is developing educational materials with respect to these matters.

5.4 Bird Friendly Brochure - Preventing Window Collisions

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee received the Bird Friendly Brochure "Preventing Window Collisions" and will distribute the brochure community-wide.

5.5 Fishing Line Receptacles

That the Civic Administration BE REQUESTED to attend or provide a written communication to the November 1, 2023 Environmental Stewardship and Action Community Advisory Committee meeting to provide an update on fishing line receptacles.

5.6 ESACAC Survey Results Discussion

That the start time of the Environmental Stewardship and Action Community Advisory Committee BE CHANGED from 3:00 PM to 4:30 PM on the first Wednesday of the month; it being noted that a majority of members selected this time.

6. Confidential

That the Environmental Stewardship and Action Community Advisory Committee convened in Closed Session for the purpose of undertaking the following:

6.1 Personal Matter/Identifiable Individual
A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2024 Mayor's New Year's Honour List.

The Environmental Stewardship and Action Community Advisory Committee convened in Closed Session from 4:26 PM to 4:46 PM.

7. Adjournment

The meeting adjourned at 4:46 PM.

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure
Subject: **SS-2023-261 Single Source Procurement Operation & Maintenance of Landfill Gas Collection and Flaring System W12A Landfill Site**
Date: **October 24, 2023**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure,

a) Approval **BE GIVEN** to exercise the single source provisions of section 14.4 (d) & (e) of the Procurement of Goods and Services Policy for the operation and maintenance of the landfill gas collection and flaring system at the W12A Landfill Site in accordance with the proposal submitted by Comcor Environmental Limited, for a cost greater than $50,000 per year, for a two-year term;
b) The single source annual estimated price of $150,530 (plus HST) in submitted by Comcor Environmental Limited **BE ACCEPTED** to continue to provide operation and maintenance services of the landfill gas collection and flaring system services at the W12A Landfill Site in accordance with the terms and condition outlined in contract record C17-009 and applicable revisions;
c) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this work; and
d) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval.

Executive Summary

Landfill gas collection and flaring systems are the predominant engineering control mechanism that controls odour and Greenhouse Gas emissions (GHG emissions) from landfill sites. The landfill gas collection and flaring system at the W12A Landfill is a requirement of the Environmental Compliance Approval (ECA) to operate the landfill.

Comcor Environmental Limited (Comcor) currently provides services to operate and maintain the existing landfill gas collection and flaring system at the W12A Landfill Site in accordance with the terms and conditions of Contract Record C17-009 (C17-009) as revised. Civic Administration undertook the necessary administrative acts to establish C17-009 after RFP16-59 was administratively awarded to Comcor in accordance with Section 8.10 Irregular Result of the Procurement of Goods and Services Policy. The term of C17-009 was for five years with two option years at the sole discretion of the City of London (City). Both option years have been exercised by the City with the last year expiring January 31, 2024.

Comcor provides consulting engineer services, such as but not limited to landfill gas collection and flaring system design, contract administration and construction oversight as well as operation and maintenance of landfill gas collection and flaring systems installed at landfill sites.

Comcor is the engineer of record for the existing landfill gas flaring system which was commissioned in 2003 and has provided consulting engineer services for the design, contract administration and construction oversight for each of the landfill gas collection system expansions that have occurred at W12A since 2003. In addition, Comcor has provided operation and maintenance services for the landfill gas collection and flaring

system since it has been commissioned and subsequently expanded at the W12A Landfill Site. Comcor is also part of the engineering design team responsible for the design and Ministry of the Environment, Conservation and Parks (MECP) approval of the engineering control systems for the proposed expanded W12A Landfill Site.

Given Comcor's longstanding and detailed involvement with the existing landfill gas collection flaring system and their involvement with the MECP approved larger landfill gas flaring station, this report seeks approval from Committee and Council to exercise the single source provisions of section 14.4 (d) & (e) of the Procurement of Goods and Services Policy to extend an additional two year award of C17-009 to Comcor for the annual estimated cost of $150,530 plus HST. Approval for this extension is being sought for the following reasons:

- Awarding an additional two-year extension will ensure that the new larger landfill gas flaring station once commissioned is operated efficiently with minimal down time;

- The landfill gas collection and flaring system is the predominant engineering control system that limits odour and GHG emissions at W12A; and

- Awarding and additional two-year extension is expected to allow for the initial portion of the new landfill gas collection systems as part of the expanded W12A Landfill Site to be integrated into the existing extended system and limit the potential for odour and GHG emissions as the system will be operated by the engineering designer and historical operator.

The estimated annual operating cost can be accommodated within the base budget of the upcoming proposed 2024-2027 Multi-Year Budget. The estimated annual price is $39,680 more than the current price as a result of:

- A significant increase in the amount of landfill gas collection system infrastructure has occurred since 2018 (year two of existing contract), including 25 vertical landfill gas extraction wells, three drain traps, three flow control assemblies, two maintenance hole connections and four horizontal landfill gas collectors which has significantly increased the time required to complete monthly monitoring rounds; and

- Portions of the landfill gas collection system infrastructure have required more frequent maintenance and/or trouble shooting which has required an increase in number of confined space entries that were not originally anticipated.

Linkage to the Corporate Strategic Plan

Municipal Council continues to recognize the importance of waste management and the need for a more sustainable and resilient city in the development of its 2023-2027 Strategic Plan for the City of London. Specifically, London's efforts in waste management address the following Areas of Focus; Climate Action and Sustainable Growth and Well-Run City.

On April 23, 2019, the following was approved by Municipal Council with respect to climate change:

> Therefore, a climate emergency be declared by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change.

On April 12, 2022, Municipal Council approved the Climate Emergency Action Plan which includes Area of Focus 5, Transforming Consumption and Waste as Part of the Circular Economy.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Relevant reports that can be found at www.london.ca under Council meetings include:

- Award of Construction Administration Services, Landfill Gas Flaring Facility Replacement at the W12A landfill Site (March 21, 2023, meeting of the Civic Works Committee (CWC), Item #2.12)
- Award of Engineering Services to Complete Environmental Protection Act and Other Approvals for the Proposed Expansion of W12A landfill (January 11, 2022, meeting of the CWC, Item #2.2)
- Award of Consulting Services for Detailed Design and Tendering for a New Landfill Gas Flaring Station (March 2, 2021, meeting of CWC, Item #2.9)

1.2 Landfill Gas Collection and Flaring System Operations

All landfills in Ontario of a certain size are required by regulation to have a landfill gas collection and flaring system. W12A is subject to this requirement. Landfill gas generated at landfills is a product of the anaerobic decomposition of waste materials that have been landfilled. In general, landfill gas consists of approximately 50% methane and approximately 50% carbon dioxide as well as a trace amount of other gas such as ammonia, nitrogen, and hydrogen sulfide, etc. Methane and carbon dioxide are both odourless; however both are GHGs with methane having a much larger warming potential than carbon dioxide. The trace gases have the potential to generate odour.

The landfill gas collection and flaring system at W12A is a network of landfill gas extraction wells (both vertical and horizontal) that are installed as the areas of the landfill are completed. Temporary horizontal wells are installed in partially completed areas and permanent vertical wells are installed in areas that have been filled and capped completely. Once installed the wells are connected to a system of piping that applies a vacuum and draws the landfill gas that has been captured to the flaring station where the landfill gas is combusted.

GHG emission reductions are achieved by converting the methane content of the landfill gas to carbon dioxide by combustion. Similarly, odour emissions are controlled by combustion of the trace gases present in the landfill gas.

In general, landfill gas collection and flaring system operations of Contract Record C17-009 consist of the following:

- Monitoring of the landfill gas collection system which generally consists of in-field monitoring of the landfill gas extraction wells and the piping network including drain traps and flow control assemblies etc.;
- Monitoring of the landfill gas flaring system. This involves both in-field monitoring and remote monitoring (web hosting) of the flaring system that combusts the collected landfill gas, as well as re-starts of the system as required;
- Completing routine (minor) maintenance and repairs to the system to a threshold value $500 on a monthly basis;
- Managing system data:
- Undertaking an annual surface emission survey; and
- Assisting with regulatory reporting requirements.

1.3 Comcor Experience and Knowledge of W12A Landfill Gas Collection and Flaring System

Comcor provides consulting engineer services such as but not limited to design, contract administration and construction oversight for the installation, expansion, and replacement of landfill gas collection systems. In addition to consulting engineer services Comcor also provides operations and maintenance services for landfill gas collection and flaring systems once they are installed. Comcor is an industry leader in the field of landfill gas management and provides similar services to those provided to the City of London to a number Ontario and Canadian municipalities as outlined on the table below.

Landfill Site Name	Municipality/Authority	Start of Service Year	Current Contract Term Limit
Kitchener Landfill (closed)	Regional Municipality of Waterloo	1999	No (on-going no term)
Essex landfill	Essex-Windsor Solid Waste Authority	2009	No (on-going no term)
Glanbrook Landfill	City of Hamilton	2008	No (on-going no term)
Oxford Landfill	County of Oxford	2010	Yes (2023)
Halton Landfill	Regional Municipality of Halton	2007	Yes (3-year renewals)
Former Vaughan Landfill	City of Vaughan	2016	Yes (extension to 2025)
Humberstone Landfill	Regional Municipality of Niagara	2017	Yes (extensions to 2025)
Trail Road Landfill	City of Ottawa	2006	No (on-going no term)
Mohawk Landfill	City of Brantford	2021	Yes (2025)
Lindsay/Ops Landfill	City of Kawartha Lakes	2012	Yes (2027)
Merrick Landfill	City of North Bay	2021	Yes (2024)
Cornwall WDS	City of Cornwall	2010 to present	Yes (3-year renewals)
Ottawa Valley Waste Recovery Centre	Municipal Partnership (City of Pembroke, and several other municipalities)	2016	No (on-going no term)
Tom Howe Landfill	County of Haldimand	1998	No (on-going no term)
Sault Ste. Marie Landfill	City of Sault Ste. Marie	2016	No (on-going no term)
Brady Road Landfill	City of Winnipeg	2013	Yes (extensions to 2033)
Coquitlam Landfill	Metro Vancouver	2021	Yes (2025)
Eastview landfill	City of Brandon	2010	Yes
Red Deer Waste Management Facility	City of Red Deer	2019	No (on-going no term)
Vancouver Landfill	City of Vancouver	2022	Yes (2024)

Comcor is the engineer of record for the existing landfill gas flaring system at the W12A Landfill Site, which was commissioned in 2003 and has provided consulting engineer services for the design, contract administration and construction oversight services to the City of London for each of the landfill gas collection system expansions that have occurred at W12A since 2003. In addition, Comcor has provided operation and maintenance services for the landfill gas collection and flaring system since it has been commissioned and subsequently expanded at the W12A Landfill Site.

2.0 Discussion and Considerations

2.1 Environmental Assessment (EA) for the Proposed Expansion of the W12A Landfill and Replacement Existing Landfill Gas Flaring Station

The City has submitted an EA for the proposed expansion of the W12A Landfill Site to the MECP for the approval by the Minister. Comcor is part of the engineering design team responsible for the design and MECP approval of the engineering control systems for the proposed expanded W12A Landfill Site. Comcor's specific area of responsibility is for design of a new landfill gas flaring station and landfill gas collection system to accommodate the increased landfill gas flows from the proposed expanded landfill.

To manage greater than expected landfill gas flows from the existing W12A Landfill Site with the additional benefits of greater odour control and GHG emission reduction and in anticipation of approval of the EA by the Minister, Committee and Council approved submission of an application to the MECP to construct a replacement landfill gas flaring station with sufficient volumetric capacity to manage the current landfill gas flows and those from the proposed expanded landfill.

Comcor is the engineer of record for the larger landfill gas flaring station which was approved for construction by the MECP in November 2022. The Tender (RFT-2023-029) for the construction of the larger flaring station was administratively awarded to E.S. Fox in June 2023. Comcor was approved by Committee and Council to provide contract administration and construction oversight services for the larger flaring station.

2.2 Rationale for Award of Additional Two-Year Extension to Comcor

Given Comcor's longstanding and detailed involvement with the existing landfill gas collection flaring system and their involvement with the MECP approved larger landfill gas flaring station an additional two-year extension of C17-009 to Comcor is being recommended for the following reasons.

- Awarding an additional two-year extension will ensure that the new larger landfill gas flaring station once commissioned is operated efficiently with minimal down time as Comcor is the designer of the flaring station and has extensive knowledge and experience operating and maintaining the extended landfill gas collection system at W12A.

- The landfill gas collection and flaring system is the predominant engineering control system that limits odour and GHG emissions at W12A. Ensuring the new larger flare station once commissioned operates with minimal downtime is in the City's best interest as the W12A Landfill is under increased scrutiny to control odour by neighbours and interested parties involved in the EA.

- Awarding and additional two-year extension is expected to allow for the initial portion of the new landfill gas collection systems as part of the expanded W12A Landfill Site to be integrated into the existing extended system and limit the potential for odour and GHG emissions as the system will be operated by the engineering designer and historical operator.

2.3 Procurement Process

In accordance with Section 14.4 (d) & (e) of the Procurement of Goods and Services Policy (14.0 Non-Competitive Purchases):

> d. There is a need for compatibility with goods and/or services previously acquired or the required goods and/or services will be additional to similar goods and/or services being supplied under an existing contract (i.e. contract extension or renewal);
> e. The required goods and/or services are to be supplied by a particular supplier(s) having special knowledge, skills, expertise or experience;

Civic Administration is recommending Comcor be awarded an additional two-year extension to C17-009 Operation and Maintenance of Landfill Gas Collection and Flaring System W12A Landfill Site for the estimated annual price of $150,530 (excluding HST).

3.0 Financial Impact/Considerations

3.1 Operating Budget

The estimated annual price of $150,530 (excluding HST) in accordance with the proposal from Comcor to continue to provide landfill gas collection and flaring system operation and maintenance services for an additional two-year extension can be accommodated within the base budget of the upcoming proposed 2024-2027 Multi-Year Budget. The estimated annual price is $39,680 more than the current price. The increased price is associated with the following items:

- A significant increase in the amount of landfill gas collection system infrastructure has occurred since 2018 (year two of existing contract), including 25 vertical landfill gas extraction wells, three drain traps, three flow control assemblies, two maintenance hole connections and four horizontal landfill gas collectors which has significantly increased the time required to complete monthly monitoring rounds.

- Portions of the landfill gas collection system infrastructure have required more frequent maintenance and/or trouble shooting which has required an increase in number of confined space entries that were not originally anticipated. Each confined space entry requires confined space entry protocol be followed which includes specialized equipment and a minimum of three fully trained technicians.

Conclusion

Comcor is the engineer of record for the existing landfill gas collection and flaring system installed at the W12A Landfill Site. Comcor has provided operation and maintenance services for the existing system since it was commissioned. Comcor is an experienced industry leader and provides similar services to several Ontario and Canadian municipalities.

Approving an additional two-year extension of C17-009 to Comcor will allow for the most efficient replacement of the existing landfill gas flaring station and is expected to decrease the potential for additional odour and GHG emissions from W12A during the process.

Prepared by:	**Mike Losee, B.SC** **Division Manager, Waste Management**
Submitted by:	**Jay Stanford, MA, MPA** **Director, Climate Change, Environment & Waste Management**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment and Infrastructur**

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: **Kensington Bridge**
Environmental Study Report, Notice of Completion
Date: **October 24, 2023**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the Kensington Bridge Municipal Class Schedule C Environmental Assessment:

a) The Kensington Bridge Environmental Assessment Study **BE ACCEPTED**;

b) A Notice of Study Completion for the Project **BE FILED** with the Municipal Clerk; and,

c) The Environmental Study Report **BE PLACED** on the public record for a 30-day review period.

Executive Summary

Purpose

This report provides an overview of the Municipal Class Environmental Assessment (EA) process that was completed and seeks direction to finalize the Environmental Study Report (ESR) and provide it for the necessary 30-day public review period. The bridge is displaying structural deterioration needs. The age of the bridge requires that an EA is required to determine the solution. The EA identifies that a rehabilitation of the Kensington Bridge is the preferred alternative to address the structural deterioration and service life of the structure.

Context

Constructed in 1930, the Kensington Bridge is a three-span steel modified Warren pony-truss structure with an exposed concrete deck. The bridge currently accommodates two eastbound lanes of traffic and two pedestrian sidewalks on Riverside Drive over the North Branch of the Thames River, as well as a bi-directional cycle track located on the south side of the bridge.

Kensington Bridge is in an area of London with significant cultural heritage value and interest. The bridge is designated under Part V of the Ontario Heritage Act and is a gateway structure between the Blackfriars/Petersville Heritage Conservation District to the west and the Downtown London Heritage Conservation District to the east.

The City has completed an EA to address the structural deterioration and service life of Kensington Bridge. The entire planning process has been documented in an Environmental Study Report, to identify, evaluate and determine the best long-term solution and design concept for Kensington Bridge. The implementation of the bridge renewal is tentatively planned for 2028.

The study area is centred around Riverside Drive / Dundas Street from Wharncliffe Road North to Ridout Street North as illustrated in Figure 1. The primary focus of the study is centred in the immediate area around Kensington Bridge.

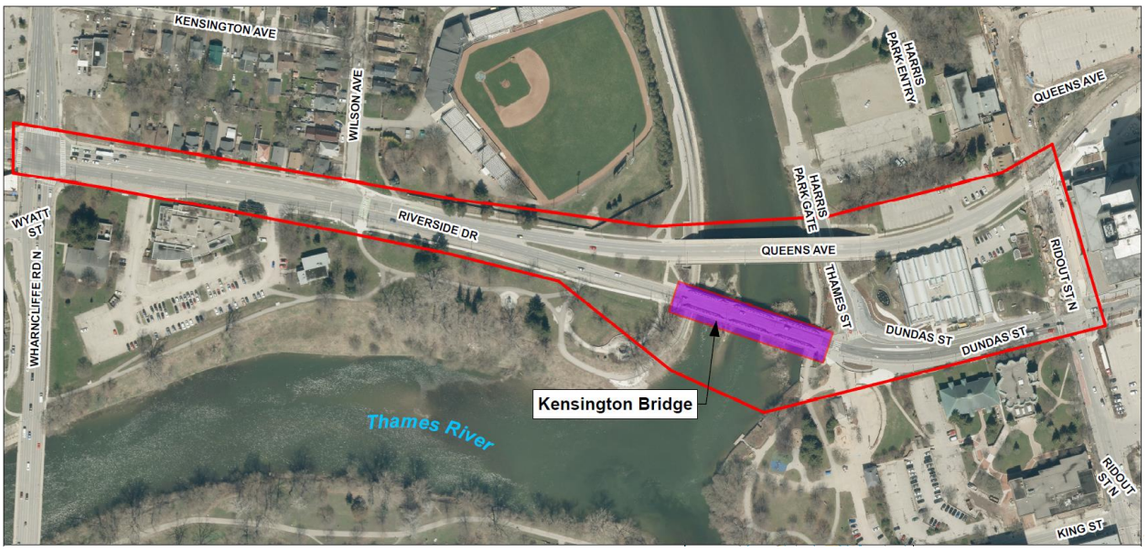


Figure 1: Study Area

Linkage to the Corporate Strategic Plan

Municipal Council's Strategic Plan identifies "Mobility and Transportation" as a strategic area of focus. This report supports the Strategic Plan by identifying the building of infrastructure that provides safe, integrated, connected, reliable and efficient transportation choices.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – September 21, 2021 – Kensington Bridge – Class C Environmental Assessment Appointment of Consulting Engineer

2.0 Discussion and Considerations

2.1 Study Description

The Kensington Bridge EA was carried out in accordance with Schedule C of the Municipal Class Environmental Assessment (Class EA) requirements. The Class EA process is approved under the Ontario Environmental Assessment Act and outlines the process whereby municipalities can comply with the requirements of the Act.

The Class EA study has satisfied the requirements of the Ontario Environmental Assessment Act by providing a comprehensive, environmentally sound planning process with public participation. The Environmental Study Report (ESR) documents the process followed to determine the recommended undertaking and the environmentally significant aspects of the planning, design, and construction of the proposed improvements. It describes the problem being addressed, the existing social, natural and cultural environmental considerations, the planning and design alternatives that were considered, and a description of the recommended alternative.

The ESR also identifies environmental effects and proposed mitigation measures, commitments to further work, and consultation associated with the implementation of the project. To view a copy of the full draft ESR, follow the link: https://getinvolved.london.ca/kensingtonbridge

2.2 Problem and Opportunity Statement

Phase I of the Municipal Class EA (MCEA) process involved the identification of the problem and opportunity statement. The problems and opportunities for the Kensington Bridge EA are provided below:

Problems:

- To address the ongoing maintenance issues with the bridge and achieve an additional service life objective of 50 years, it is necessary to complete the bridge deck replacement, steel recoating and other major repairs.
- The Thames Valley Parkway passes below the east and west spans of the bridge, with height clearances of 2.5 m to 4.0 m.
- The bridge meets the criteria to merit heritage designation under the Ontario Heritage Act and is currently designated under Part V of the Ontario Heritage Act as part of Blackfriars / Petersville Heritage Conservation District.

Opportunities:

- To identify the preferred solution for the replacement or rehabilitation of Kensington Bridge through supporting background studies, field investigations and a systematic evaluation process.
- Gather feedback from public, area community partners, agencies and Indigenous communities allowing the sharing of ideas and information.
- Coordinate any bridge work with planned improvements to the Thames Valley Parkway and other adjacent projects.

2.3 Alternative Planning Solutions

Phase II of the MCEA process includes an inventory of the existing socio-economic, cultural and natural environments, and technical considerations to identify alternative solutions to address the problem/opportunity statement. The following three alternative solutions were developed for Kensington Bridge:

- **Alternative 1: Do Nothing** – this alternative provides a basis to which other alternative planning solutions can be compared.

- **Alternative 2: Rehabilitate the Existing Structure** – this alternative involves completing the recommended works to achieve a minimum of 50-year service life objective.

- **Alternative 3: Replace the Existing Structure** – this alternative involves replacing the structure with a new bridge:
    - Alternative 3a – Replace the structure on the existing alignment.
    - Alternative 3b – Replace the structure on a new alignment.

Alternative solutions were identified and evaluated based on their ability to reduce impacts associated with socio-economic, cultural environment, natural environment, technical environment, and cost.

Through the evaluation of the above listed alternatives, **Alternative 2** was recommended to be carried forward to Phase III of the EA Study.

2.4 Alternative Design Concepts

Following confirmation of the preferred planning solution, the next stage of the Municipal Class EA process is to determine design alternatives to feasibly implement the recommendation.

Together with a base scope of rehabilitation to address condition issues on the structure, three design alternatives were formulated based on general considerations that included:

- Provide a reliable and Bridge Code compliant bridge structure suitable for a remaining service life of 50 years.
- Upgrade and increase safety related components such as the pedestrian and bridge railing systems.
- Preserve and maintain heritage features and structural attributes of the existing bridge.
- Promote construction efficiencies, where possible, to reduce costs, construction schedule and impacts to the public.

In addition to the base scope of bridge rehabilitation (to address general deterioration and structural deficiencies), three alternative design concepts were considered:

- Pedestrian Railing System Alternatives.
- Bridge Barrier System Alternatives.
- Decorative Gateway Pillar Alternatives.

Pedestrian Railing System Design Concepts

To facilitate the repairs and to ensure the railing meets current safety standards of modern design codes, two design concepts were identified for the design of the Pedestrian Railing System:

Design Concept PR1: Rehabilitate and reuse the existing railing system.

Design Concept PR2: Replacement of the existing railing with a replicated / sympathetic design approach.

Design Concept PR2 is recommended.

Bridge Barrier System Concepts

Kensington Bridge does not have any type of bridge barrier system to protect the truss structure and motorists from vehicle impacts. Provision of a bridge barrier was deemed necessary on the north side only. Protection of the south truss line is proposed with a raised cycle lane and 2.4 m wide buffer between vehicle traffic lane and truss itself.

As part of the rehabilitation design, three bridge barrier system concepts were identified for review:

Design Concept BB1: **Do Nothing** – Maintain the status quo and do not implement a bridge barrier system as part of the rehabilitation. The structure will not be provided with additional protection from vehicle impacts.

Design Concept BB2: **Construct a concrete parapet wall** – A concrete parapet wall would be constructed along the north curb line (between the traffic lane and truss structure) for protection against impacts. The parapet wall arrangement would be a crashed tested design and consist of a solid reinforced concrete wall to a height of 800 mm above the top of asphalt pavement.

Design Concept BB3: **Construct a metal tube rail system** – A metal tube barrier would be constructed along the north curb line (between the traffic lane and truss structure) for protection against impacts. The metal tube barrier would meet crash test standards and consist of an open two steel tube system to a height of approximately 815 mm above the top of asphalt pavement.

Design Concept BB3 is recommended.

Pillar Design Concepts
The original Kensington Bridge arrangement featured distinctive concrete and stone pillars located on the four corners and aligned with the truss. The pillars featured the bridge name and date of construction. Due to safety concerns, general deterioration and hazards from falling debris, the pillars were removed in 2006. While the pillars were not designated as a heritage attribute of the bridge, the pillars were a unique and interesting feature of the bridge. Sympathetic reconstruction of the pillars would provide an aesthetic feature to the bridge and area, and a gateway feature leading into the downtown. As part of the rehabilitation design, three pillar design concepts were identified for review.

Design Concept P1: **Do Nothing** – Maintain the status quo, no pillars would be constructed.

Design Concept P2: **Construct Sympathetic Pillars at the west end of the bridge in alignment with the truss –** Two new pillars would be constructed on the west side of the bridge in alignment with the truss similar to the original location**.** Given the existing pedestrian crossover, potential sight line obstructions and general available space on the east end of the bridge, only pillars on the west side are proposed.

Design Concept P3: **Construct Sympathetic Pillars at the west end of the bridge, close to the bridge and outside of the sidewalk –** Two new pillars would be constructed on the west side of the bridge positioned farther to the west and on the outside of the sidewalk on the north and south sides of the bridge. Similar to Design Concept P2, new pillars are proposed for the west side only.

Design Concept P3 is recommended.

2.5 Recommended Alternative

The existing overall bridge width will be maintained with a proposed cross-sectional width of 15.56 m. The proposed cross-section of the rehabilitated bridge is summarized in Figure 2.

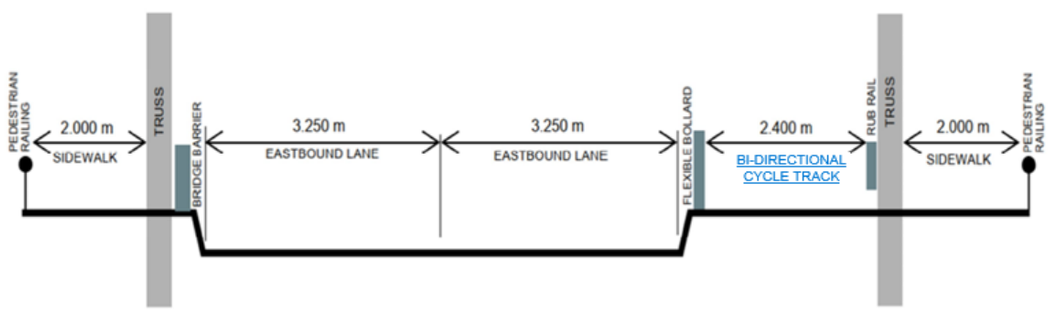


Figure 2: Proposed Rehabilitated Bridge Cross Section

Bridge Cross Section

The cross-section dimensions are similar to the existing layout and are dictated by the existing total width of the bridge. The overall cross sectional bridge width of 15.56 m includes space for the barrier systems (bridge barrier and rub rail), cycle lane buffers, flexible bollard delineators, pedestrian railings and the truss structure projecting through the deck.

Pedestrian Railing System

The existing railing system will be removed and replaced with a sympathetic replication of the original system. The new railing will be designed to replicate the existing aesthetic appeal such that the cultural heritage value of the bridge is conserved.

The railing design will be patterned from the original 1929 design drawings and maintain a very similar aesthetic with the existing railing. Although a full review of details and

connections is required during detailed design, some potential modifications will include a smaller diameter continuous top rail, an intermediate vertical post connected to the sidewalk slab (between existing post locations which are connected to the floor beams) and general member connection methods. The height of the railing will be 1.07 m above the sidewalk surface and railing openings will not exceed 100 mm in accordance with the Bridge Code.

Bridge Barrier System

A crash tested bridge barrier system is proposed for the north side of the bridge adjacent to the travel lanes. In particular, a steel tube system will be designed and anchored into the sidewalk curb.

The two-tube system will provide protection for the structure / vehicles from collisions with the truss structure and will transition to a steel beam guide rail on the northwest approach of the bridge.

West End Pillars

New pillars will be constructed on the west end of the bridge (north and south sides) and positioned on the outside of the clear sidewalk width. Design for the new pillars will be visually similar to the original pillars and include a name and date stone.

Although there is no existing information, the sizing of the pillars will replicate to the best extent possible the original sizing. Overall size, height and material selection will be reviewed during detailed design in consultation with City Heritage staff.

Bridge Lighting

The existing two light standards located over the piers and between the trusses will be removed and replaced with new poles. Four poles are proposed in the locations of the original poles including the current two pole positions. These will align with the symmetry of the bridge and enhance the lighting of the bridge. The lighting design will meet current standards.

Despite the loss of the original sleeves of the lamp posts, decorative lamp posts are proposed to be sympathetic to the current posts. A review of decorative pole bases will be undertaken during detailed design regarding the feasibly of replicating the existing pole base in some manner. The opportunity to reinstall a decorative base, arm and light fixture is a positive opportunity and mitigates the direct adverse impact of removing this existing heritage attribute. Consultation with City Heritage staff will be completed during detailed design and as part of the heritage alteration permit process.

Active Transportation

Beyond the bridge, there are no proposed changes to bicycle facilities. With the overall constrained bridge width, the proposed rehabilitation efforts will maintain a bi-directional cycle track width of 2.4 m, conforming to the requirements of the Ontario Traffic Manual, Book 18. Additional protection for the cycle track is proposed over the current arrangement by placing the bicycle facilities on a raised sidewalk curb with a buffer from the driving lane and delineating with flexible bollards along the edge. An additional separation width of 300 mm from the rub rail is also proposed adjacent to the truss. Alternate arrangements for enhanced protection measures will be reviewed during detailed design.

All sidewalk facilities on the bridge will be maintained and connected with sidewalks to the east and west sides of the bridge. The clear width of the cantilevered sidewalks on both sides of the bridge will be marginally increased from 1.83 m to 2.0 m.

The current Thames Valley Parkway vertical clearances underneath the east and west ends of the bridge meet the minimum requirements of 2.5 m of Ontario Traffic Manual,

Book 18. Raising the bridge superstructure was considered to increase the vertical clearance; however, significant approach work would be required for the recently reconstructed sections of Dundas Street and Harris Park Gate. The cost of such an undertaking would also be significant to complete bridge jacking, temporary supports, substructure modifications and east approach reconstruction. There are no operational concerns with the current clearance and users of this section of the pathway also traverse other lower vertical clearances such as the King Street Footbridge, located just south of Kensington Bridge. Additional hazard and warning signage is recommended.

No other changes are proposed to the Thames Valley Parkway below the east and west spans of Kensington Bridge as part of bridge rehabilitation. Other area studies may provide upgrades to the Thames Valley Parkway. This work would generally require coordination with bridge rehabilitation.

Localized closures of the pathway at Kensington Bridge will require full and temporary closures of the pathway system during construction.

3.0 Financial Impact/Consideration

3.1 Preliminary Cost Estimates

Preliminary cost estimates were developed for the recommended design concept. The cost estimate breaks down the project into various parameters such as roadways, underground infrastructure, bridge work and electrical. The preliminary capital cost of implementation is estimated to be approximately $9.1 M with contingencies applied. The final cost estimate will be further refined during detailed design based on the design details and construction and material cost variations between now and the construction year. Preliminary cost estimates for Kensington Bridge are shown in Table 1 below.

Table 1: Preliminary Construction Costs (2023 dollars)

Item	Cost
Road Work	$440,000
Electrical and Utility Work	$300,000
Landscaping	$150,000
Bridge Work	$5,325,000
Miscellaneous	$295,000
Subtotal	**$6,510,000**
Construction Contingency (10%)	$651,000
Total Estimated Capital Value	**$7,161,000**
Engineering (Detailed Design/Construction) (12%)	$859,000
Contingency of Preliminary Estimate (15%)	$1,074,000
Total Preliminary Project Estimate (rounded)	**$9,100,000**

The project is proposed to be funded from the annual capital budget account for the lifecycle renewal of bridges.

4.0 Key Issues and Considerations

4.1 Property Impacts

There are no requirements for property acquisition related to the preferred design alternative of rehabilitation.

4.2 Traffic Management

Due to the complications and challenges with staging rehabilitation work on a truss structure, staging traffic on the bridge itself during construction is not feasible.

It is recommended that eastbound Riverside Drive traffic be reduced to one lane and be diverted onto Queens Avenue, using the Queen's Bridge to cross the Thames River. The Riverside Drive eastbound lanes traffic would be closed from west of the bridge on Riverside Drive, to the east side of the bridge at Ridout Street North. Eastbound traffic on Riverside Drive would be diverted onto Queens Avenue, to southbound on Ridout Street, and connect at the Dundas Street / Ridout Street intersection. Westbound traffic would be maintained on Queens Avenue, while conveying two-way traffic over Queen's Bridge. The Queen's Bridge is scheduled for rehabilitation in 2026 and planned to be completed prior to the Kensington Bridge rehabilitation.

A single lane eastbound detour onto the Queens Bridge represents a reduced overall impact to eastbound traffic compared to a longer detour scenario and is recommended for the rehabilitation of Kensington Bridge. This traffic management approach has been implemented in the past.

4.3 Access Management

The shipping / receiving dock at Museum London currently requires one lane of Queens Avenue when receiving large deliveries for exhibits. With this section of Queens Avenue becoming a temporary two-way street, closing one lane of traffic for long periods of time to receive deliveries will cause traffic and safety concerns. Through initial consultation with Museum London, some proposed methods were discussed and should be explored. These include, but are not limited to:

- Using flag persons to direct traffic during deliveries;
- Schedule deliveries during late evenings or other times of low traffic to reduce traffic disruptions; and,
- Schedule museum exhibits that use onsite stored displays during the time of construction.

During detailed design and prior to construction, further consultation with Museum London will be required to facilitate safe delivery of exhibits.

4.4 Climate Change

The City of London's "Climate Emergency Action Plan" was finalized in April 2022 which outlines the City's plan to achieve three main goals:

- Net-zero community greenhouse gas emissions by 2050;
- Improved resilience to climate change impacts; and,
- Bring everyone along (e.g., individuals, households, businesses, neighbourhoods).

Although this project has a relatively small footprint and the climate change impacts can be considered relatively minor, it does not preclude consideration. Removal of any naturalized vegetation in the study area can result in a reduction carbon sequestration capacity which has been taken into consideration for this study. The main consideration for this project would be potential greenhouse gas emissions related to alternative solutions, including construction methods and duration and the overall improvements to active transportation facilities which produce positive benefits to air quality and climate change effects by reducing automobile reliance. As such greenhouse gas emissions were considered in the evaluation of alternative solutions and improving active transportation facilities such as improved bicycle lanes, and sidewalks has been considered and incorporated into the design alternatives for this study.

Further, the City declared a climate emergency on April 23, 2019 for the purposes of naming, framing, and deepening its commitment to protecting its economy, ecosystems and its communities from climate change. The guidelines in the City's Climate

Emergency Action Plan for transportation planning states that “transportation planning accounts for the movement of people and goods. In an ideal world, you would minimize the interactions between the two. However, the reality is that a city’s transportation network often must serve both needs at the same time. An energy-efficient transportation system is one that provides several competitive choices for the movement of people and goods.” The City of London has also created the Climate Emergency Action Plan Tool, which is a questionnaire regarding climate change and the types of effects that a project will have on it. The tool has been applied to the project and further opportunities to address climate change in terms of mitigation for greenhouse gas emissions and resiliency will be considered during the design phase.

4.5 Public and Agency Consultation

The involvement of the community, such as residents, agencies, community partners, Indigenous communities, and others who may be potentially affected by a project, is an integral part of the Municipal Class Environmental Assessment process.

A Notice of Study Commencement was issued on March 17, 2022. The study team received correspondence from the public and agencies indicating their interest in the study and requesting to be kept informed.

The following area Indigenous communities were notified of the study commencement and public information centres with opportunities to provide input and identify any issues or concerns: Aamjiwanaang First Nation, Bkejwanong (Walepole Island), Cladwell First Nation, Chippewas of Kettle and Stony Point, Chippewas of the Thames First Nation, Oneida Nation of the Thames, Elunaapeewii Lahkeewiit (Delaware Nation or Moravian of the Thames), Munsee-Delaware Nation, and Haudenosaunee Development Institute. No comments or concerns were received from any of the consulted Indigenous communities.

The first Public Information Centre was held on June 8, 2022 in a virtual format with a formal presentation followed by a ‘question-and-answer’ period. The purpose of Public Information Centre No. 1 was to share study findings to date and gather comments on the problem and opportunity statement, existing conditions, alternative planning solutions and the evaluation of the recommended solution.

The second Public Information Centre was held on March 2, 2023 in a virtual format with a format presentation followed by a ‘question-and-answer’ period. The purpose of Public Information Centre No. 2 was to share study findings to date and gather comments on the evaluation of design alternatives, the recommended design alternative and next steps.

Project information was presented to the following City of London Advisory Committees for feedback: Integrated Transportation Community Advisory Committee, Ecological Community Advisory Committee and the Community Advisory Committee on Planning.

During the upcoming 30-day public review, the Environmental Study Report (ESR) will be made available on the City of London website, at City Hall, and at the Central Library. The ESR is also available on the City’s website: https://getinvolved.london.ca/kensingtonbridge and the Environmental Study Report Executive Summary is attached as Appendix A. As per Ministry of the Environment, Conservation and Parks’ (MECP) request, the draft ESR has been submitted for their technical review

If a member of the public choses, they may make a request to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (ie. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (ie. require further studies). These requests will be considered only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Indigenous and treaty rights.

4.6 Implementation

Construction timing is tentatively scheduled for 2028 and shall be coordinated with the construction timing of upcoming major projects such as the Labatt siphon replacement, West London Dyke sanitary trunk sewer replacement, Queen's Bridge rehabilitation, and the West London Dyke.

With a detoured traffic staging arrangement, the duration of construction for the bridge rehabilitation is estimated to be 26 weeks. An early construction contract award is recommended to enable a construction start in April of the construction year. The completion of construction should be targeted for the end of October in the same year.

More consideration and construction timing estimates will be completed during detailed design to confirm the required schedule.

Conclusion

Rehabilitation of the Kensington Bridge is required to address the structural deterioration and service life of Kensington Bridge. A Municipal Class Environmental Assessment (EA) study was undertaken to confirm the preferred long-term solution in accordance with Schedule C of the Municipal Class Environmental Assessment process. The draft ESR has been uploaded to the project webpage and will be reviewed by the MECP prior to posting for the final public review. The implementation of the bridge renewal is tentatively planned for 2028.

Consultation was a key component of this study. The Class EA was prepared with consultation with Indigenous Communities, the public, advisory committees, agencies, utilities, and property owners in proximity to the study. Further consultation will occur during the detail design process. Pending Council acceptance, a Notice of Study Completion will be filed, and the ESR will be placed on public record for a 30-day review period. Interested parties and the public are encouraged to provide input and comments regarding the study during this time. Accommodation will be made for those requiring hard copy review. Requests for a higher level of study or conditions may be submitted to the MECP based on impacts to constitutionally protected Indigenous and treaty rights.

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 – Environmental Study Report Executive Summary

cc: Integrated Transportation Community Advisory Committee
John Pucchio, AECOM Canada Ltd
Karl Grabowski, City of London
Andrew Denomme, City of London

Appendix A – Environmental Study Report Executive Summary

The City of London (the City), through their consultant AECOM Canada Ltd. (AECOM) has completed a Municipal Class Environmental Assessment Study to address the structural deterioration and service life of Kensington Bridge. The entire planning process has been documented in this Environmental Study Report, to identify, evaluate and determine the best long-term alternative solution and design concept for Kensington Bridge. This bridge Municipal Class Environmental Assessment Study (also known hereafter as the or "Study" and "Project") is classified as a Schedule 'C' project in the Municipal Engineers Association Municipal Class Environmental Assessment Manual (October 2000, as amended in 2007, 2011, and 2015).

Study Area

The Study Area is centred around Riverside Drive / Dundas Street from Wharncliffe Road North to Ridout Street North as illustrated in **Figure ES-1**. The primary focus of the Study is centred in the immediate area around Kensington Bridge.

Problem and Opportunity Statement

The problems and opportunities for Kensington Bridge Environmental Assessment are given below:

Problems:

- To address ongoing maintenance issues with the bridge and achieve an additional service life objective of 50 years, it is necessary to complete the deck replacement, steel recoating and other major repairs.
- The Thames Valley Parkway passes below the east and west spans of the bridge, with height clearances of 2.5 m to 4.0 m.
- The bridge meets the criteria to merit heritage designation under the Ontario Heritage Act and is currently designated under Part V of the Ontario Heritage Act as part of Blackfriars / Petersville Heritage Conservation District.

Opportunities:

- To identify the preferred solution for the replacement or rehabilitation of Kensington Bridge through supporting background studies, field investigations and a systematic qualitative evaluation process.
- Gather feedback from public, area community partners, agencies and Indigenous communities allowing the sharing of ideas.
- Coordinate any bridge work with planned improvements to the Thames Valley Parkway.

Alternative Planning Solutions

For the purposes of the Kensington Bridge Municipal Class Environmental Assessment (MCEA), planning solutions to the undertaking included:

Alternative 1: Do Nothing – this alternative provides a basis to which other alternative planning solutions can be compared.

Alternative 2: Rehabilitate the Existing Structure – this alternative involves completing the recommended works to achieve a minimum of 50-year service life objective.

Alternative 3: Replace the Existing Structure – this alternative involves replacing the structure with a new bridge:

- **Alternative 3a** – Replace the structure on the existing alignment

- **Alternative 3b** – Replace the structure on a new alignment.

The above identified alternative solutions were screened against the problem and opportunity statement as outlined in **Section 4** of this Report, with the recommended planning solution being **Alternative 2: Rehabilitate the Existing Structure**.

Alternative Design Concepts to address the Recommended Planning Solution

Following confirmation of the preferred planning solution, the next stage of the Municipal Class EA process is to determine design alternatives to feasibly implement the recommendation.

Together with a base scope of rehabilitation to address condition issues on the structure, three design alternatives were formulated based on general considerations that included:

- Provide a reliable and Bridge Code compliant bridge structure suitable for a remaining service life of 50 years.
- Upgrade and increase safety related components such as pedestrian and bridge railing systems.
- Preserve and maintain heritage features and structural attributes of the existing bridge.
- Promote construction efficiencies, where possible, to reduce costs, construction schedule and impacts to the public.

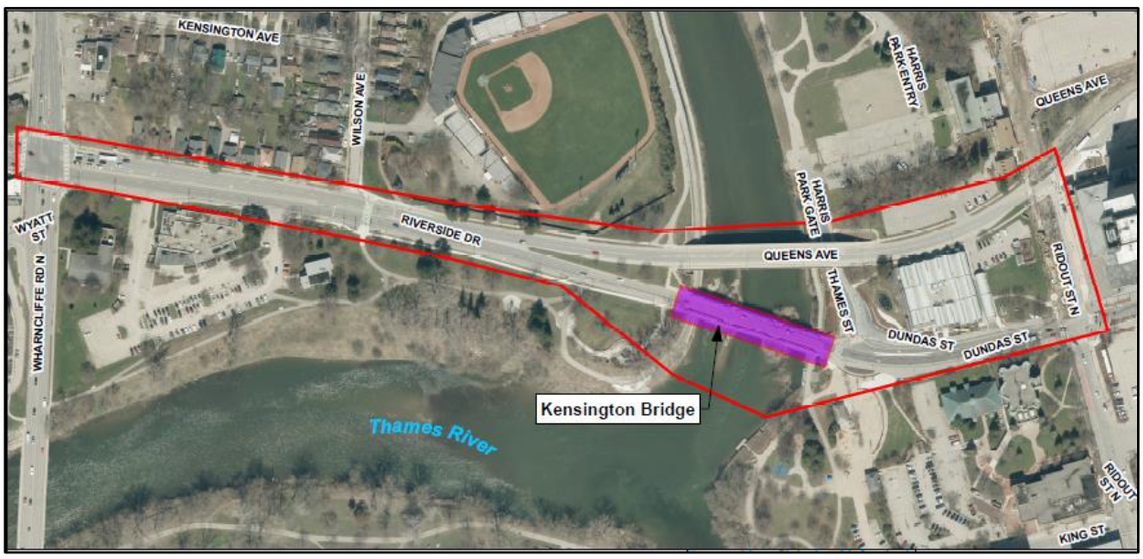


Figure ES-1: Study Area

In addition to the base scope of bridge rehabilitation (to address general deterioration and structural deficiencies), three alternative design concepts were considered:

- Pedestrian Railing System Alternatives.
- Bridge Barrier System Alternatives.
- Decorative Gateway Pillar Alternatives.

Pedestrian Railing System Design Concepts

To facilitate the repairs and to ensure the railing meets current safety standards of modern design codes, two (2) design concepts were identified for the design of the Pedestrian Railing System.

Design Concept PR1: Rehabilitate and reuse the existing railing system.

Design Concept PR2: Replacement of the existing railing with a replicated / sympathetic design approach. **Recommended**

Bridge Barrier System Concepts

Kensington Bridge does not have any type of bridge barrier system to protect the truss structure and motorists from vehicle impacts. Provision of a bridge barrier was deemed necessary on the north side only. Protection of the south truss line is proposed with a raised cycle lane and 2.4 m wide buffer between vehicle traffic lane and truss itself. As part of the rehabilitation design, three (3) bridge barrier system concepts were identified for review.

Design Concept BB1: Do Nothing – Maintain the status quo and do not implement a bridge barrier system as part of the rehabilitation. The structure will not be provided with additional protection from vehicle impacts.

Design Concept BB2 – Construct a concrete parapet wall – A concrete parapet wall would be constructed along the north curb line (between the traffic lane and truss structure) for protection against impacts. The parapet wall arrangement would be a crashed tested design and consist of a solid reinforced concrete wall to a height of 800 mm above the top of asphalt pavement.

Design Concept BB3 – Construct a metal tube rail system – A metal tube barrier would be constructed along the north curb line (between the traffic lane and truss structure) for protection against impacts. The metal tube barrier would meet crash test standards and consist of an open two steel tube system to a height of approximately 815 mm above the top of asphalt pavement. **Recommended**

Pillar Design Concepts

The original Kensington Bridge arrangement featured distinctive concrete and stone pillars located on the four corners and aligned with the truss. The pillars featured the bridge name and date of construction. Due to safety concerns, general deterioration and hazards from falling debris, all pillars were removed in 2006. While the pillars were not designated as a heritage attribute of the bridge, the pillars were a unique and interesting feature of the bridge. Sympathetic reconstruction of the pillars would provide an aesthetic feature to the bridge and area, and a gateway feature leading into the downtown. As part of the rehabilitation design, three (3) pillar design concepts were identified for review.

Design Concept P1 – Do Nothing – Maintain the status quo, no pillars would be constructed.

Design Concept P2 – Construct Sympathetic Pillars at the west end of the bridge in alignment with the truss – Two (2) new pillars would be constructed on the west side of the bridge in alignment with the truss similar to the original location**.** Given the existing pedestrian crossover, potential sight line obstructions and general available space on the east end of the bridge, only pillars on the west side are proposed.

Design Concept P3 – Construct Sympathetic Pillars at the west end of the bridge, close to the bridge and outside of the sidewalk – Two (2) new pillars would be constructed on the west side of the bridge positioned farther to the west and on the outside of the sidewalk on the north and south sides of the bridge. Similar to Design Concept P2, new pillars are proposed for the west side only. **Recommended**

Recommended Kensington Bridge Rehabilitation Project Description

The existing overall bridge width will be maintained with a proposed cross sectional width of 15.56 m. The proposed cross-section of the rehabilitated bridge is summarized in **Table ES-1** and illustrated in **Figure ES-2.**

Bridge Cross Section
In general, the eastbound lanes widths increase from the existing 3.00 m to 3.25 m to correspond closer to City standard. Pedestrian sidewalk widths slightly increase from

1.83 m to 2.00 m. The bi-directional cycle track width of 2.40 m remains the same as existing. The buffer width between the traffic lanes and cycle track will be maximized recognizing the overall width constraints. A buffer width will also be provided adjacent to the rub rail. The buffer widths and treatments including the use of flexible bollards will be finalized during detail design. A raised cycle track with barrier curb is proposed to provide additional protection. This arrangement will be further reviewed during detailed design.

Table ES-1: Proposed Bridge Cross Section

Bridge Component	Existing Width (m)	Proposed Width (m)
North Sidewalk	1.83	2.00
East Bound Lane (north side)	3.00	3.25
East Bound Lane (south side)	3.00	3.25
Two-Way Cycle Track (south side)	2.40	2.40
South side Sidewalk	1.83	2.00

The overall cross sectional bridge width of 15.56 m includes space for the barrier systems (bridge barrier and rub rail), flexible bollard delineator barrier, pedestrian railings and truss structure (projecting through the deck).

As mentioned previously, a base scope of rehabilitation work is required to address conditional and structural deficiencies on the bridge itself. Refer to **Section 9.2** of the main report for detailed summary of the base scope rehabilitation work.

Pedestrian Railing System

The existing railing system will be removed and replaced with a sympathetic replication of the original system. The new railing will be designed to replicate the existing aesthetic appeal such that the cultural heritage value of the bridge is conserved. The railing design will be patterned from the original 1929 design drawings and maintain a very similar aesthetic with the existing railing. Although a full review of details and connections is required during detailed design, some potential modifications will include a smaller diameter continuous top rail, an intermediate vertical post connected to the sidewalk slab (between existing post locations which are connected to the floor beams) and general member connection methods. The height of the railing will be 1.07 m above the sidewalk surface and railing openings will not exceed 100 mm in accordance with the Bridge Code.

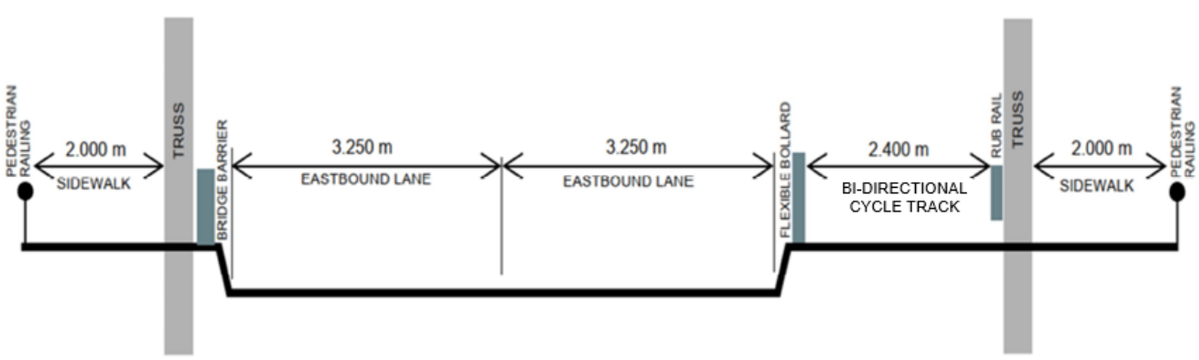
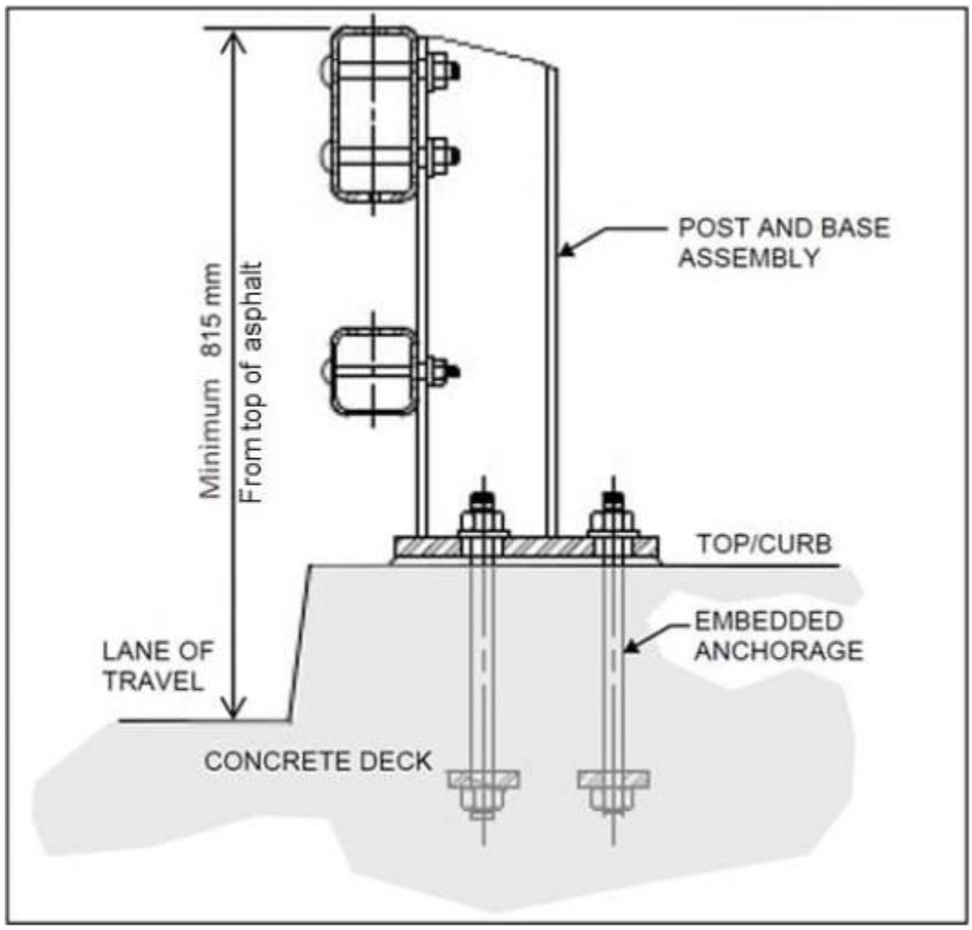


Figure ES-2: Proposed Rehabilitated Bridge Cross Section

Bridge Barrier System
A crash tested bridge barrier system is proposed for the north side of the bridge adjacent to the travel lanes. In particular, a steel tube system anchored into the sidewalk curb (similar to the system shown in **Figure ES-3)** is recommended.

Figure ES-3: Bridge Barrier System

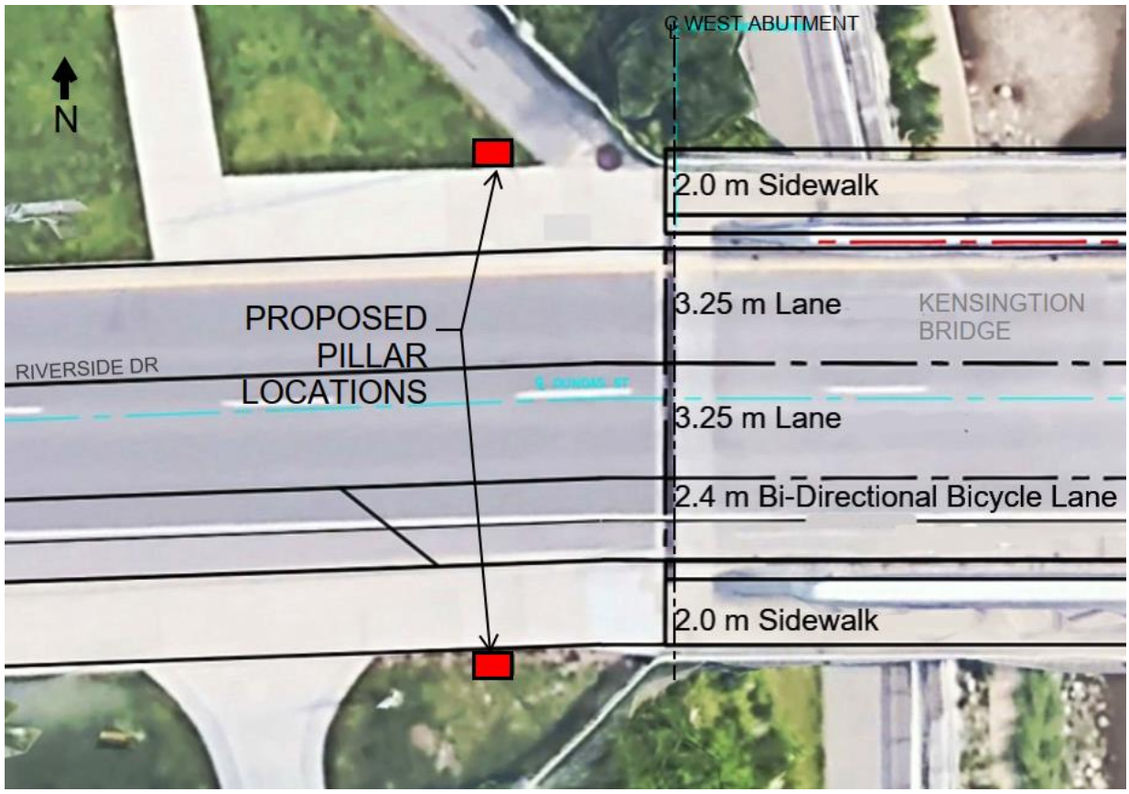


The two-tube system will provide protection for the structure / vehicles from collisions with the truss structure and will transition to a steel beam guide rail on the northwest approach of the bridge.

West End Pillars
New pillars will be constructed on the west end of the bridge (north and south sides) and positioned on the outside of the clear sidewalk width. Design for the new pillars will be visually similar to the original pillars and include a name and date stone.
Although there is no existing information, the sizing of the pillars will replicate to the best extent possible the original sizing. Overall size / height and material selection will be reviewed during detailed design in consultation with City Heritage staff.

The pillars will be supported on a reinforced concrete spread footing placed at a depth of 1.2 m (below the frost level). The pillars will be located approximately 6.5 m west of the existing bridge abutment as shown in **Figure ES-4**.

Figure ES-4: West End Pillar Locations



Bridge Lighting

The existing two light standards located over the piers and between the trusses will be removed and replaced with new poles. Four poles are proposed in the locations of the original poles (including the current two pole positions). These will align with the symmetry of the bridge and enhance the lighting of the bridge.

Despite the loss of the original sleeves of the lamp posts, decorative lamp posts are proposed to be sympathetic to the current posts. A review of decorative pole bases will be undertaken during detailed design for off-the-shelf type bases as well as the feasibly of replicating the existing pole base in some manner. The bracket arms and lighting are to be upgraded up to current standards. The opportunity to reinstall a decorative base, arm and light fixture is a positive opportunity and mitigates the direct adverse impact of removing this existing heritage attribute. Consultation with City Heritage staff will be completed during detailed design and as part of the heritage alteration permit process. The new fixtures will be LED and dark sky compliant in accordance with City standards. Pedestrian level lighting on the back side of the new poles can be considered during detailed design..

Active Transportation

Beyond the bridge, there are no proposed changes to bicycle facilities. With the over all constrained bridge width, the proposed rehabilitation efforts will maintain a bi-directional cycle track width of 2.4 m, conforming to the minimum requirements of the Ontario Traffic Manual, Book 18. Additional protection for cycle track is proposed over the current arrangement by placing the bicycle facilities on a raised sidewalk curb with delineating flexible bollards along the edge. An additional separation width of 300 mm with rub rail is also proposed adjacent to the truss itself. Alternate arrangements for enhanced protection measures will be reviewed during detailed design.

All sidewalk facilities will be maintained and connected with sidewalks to the east and west sides of the bridge. The clear width of the cantilevered sidewalks on both side of the bridge will be marginally increased from 1.83 m to 2.0 m.

The current Thames Valley Parkway vertical clearances underneath the east and west ends of the bridge meet the minimum requirements of 2.5 m of Ontario Traffic Manual, Book 18. Raising a portion of the bridge superstructure was considered; however, significant approach work would be required for the recently reconstructed sections of Dundas Street and Harris Park Gate. The cost of such an undertaking would also be costly to complete bridge jacking, temporary supports, substructure modifications and east approach reconstruction. There are no operational concerns with the current clearance and users of this section of the pathway also must navigate other lower vertical clearances such as King Street Footbridge, located just south of Kensington Bridge. Additional hazard and warning signage is recommended.

No other changes are proposed to the Thames Valley Parkway below the east and west spans of Kensington Bridge as part of bridge rehabilitation. Other area studies may provide general upgrade to the Thames Valley Parkway. This work would generally require coordination with bridge rehabilitation.

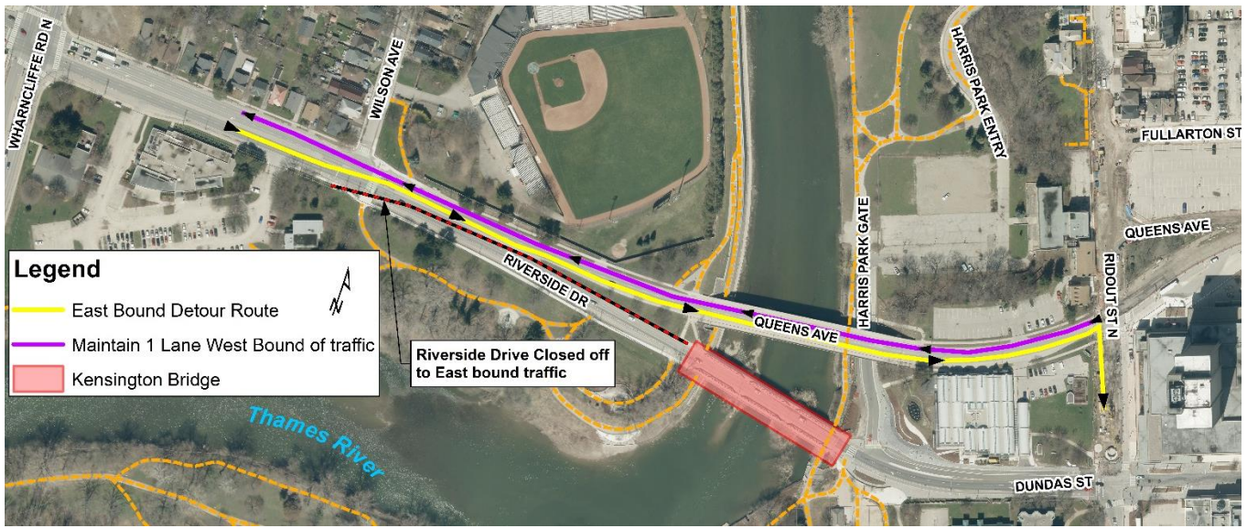
Localized closures of the pathway at Kensington Bridge will require full and temporary closures of the pathway system during construction.

Traffic Management

Due to the complications and challenges with staging rehabilitation work on a truss structure, staging traffic on the bridge itself during construction is not feasible.
It is recommended that eastbound Riverside Drive traffic be reduced to one lane and be diverted onto Queens Avenue, using the Queen's Bridge to cross the Thames River. Eastbound traffic would be closed from west of the bridge on Riverside Drive, to the east side of the bridge at Ridout Street North. Eastbound traffic on Riverside Drive would be diverted onto the Queens Avenue, to southbound on Ridout Street, and connecting at the Dundas Street / Ridout Street intersection. Westbound traffic would be maintained on Queens Avenue, while conveying two-way traffic over Queen's Bridge. The Queen's Bridge is scheduled for rehabilitation in 2026 and will be completed prior to the Kensington Bridge rehabilitation.

A single lane eastbound detour onto the Queen's Bridge represents a reduced overall impact to eastbound traffic compared to a longer detour scenario and is recommended for the rehabilitation of Kensington Bridge. This traffic management approach has been implemented in the past. The proposed staging is illustrated in **Figure ES-5**.

Figure ES-5: Proposed Detour Route



Property Requirements and Impacts

There are no requirements for property acquisition related to the preferred design alternative of rehabilitation.

The shipping / receiving dock at Museum London currently requires one lane of Queens Avenue when receiving large deliveries for exhibits. With this section of Queens Avenue becoming a temporary two-way street, closing one lane of traffic for long periods of time to receive deliveries will cause traffic and safety concerns. During detailed design and prior to construction, consultation with Museum London will be required to facilitate safe delivery of exhibits. Through initial consultation with Museum London, some proposed methods were discussed and should be explored. These include, but are not limited to:

- Using flag persons to direct traffic during deliveries.
- Schedule deliveries during late evenings to reduce traffic disruptions.
- Museum schedule exhibits that use onsite stored displays during construction, limiting the number of deliveries.

Preliminary Construction Schedule

With a detoured traffic staging arrangement, the duration of construction for the bridge rehabilitation is estimated to be 26 weeks. An early construction contract award is recommended to enable a construction start in April of the construction year. The completion of construction should be targeted for the end of October in the same year.

More consideration and construction timing estimates will be completed during detailed design to confirm the required schedule.

Preliminary Cost Estimate

A preliminary construction cost estimate (in 2023 dollars) has been prepared and is included in **Appendix C.2**

The total preliminary construction cost estimate for this project is **$9.1 Million** including contingencies but excluding HST, as shown in **Table ES-5**.

Table ES-5: Preliminary Construction Costs (2023 dollars)

Item	Total Cost
Road Work	$440,000
Electrical and Utility Work	$300,000
Landscaping	$150,000
Bridge Work	$5,325,000
Miscellaneous	$295,000
Subtotal	**$6,510,000**
Construction Contingency (10%)	$651,000
Total Estimated Capital Value	**$7,161,000**
Engineering (Detailed Design/Construction) (12%)	$859,000
Contingency of Preliminary Estimate (15%)	$1,074,000
Total Preliminary Project Estimate (rounded)	**$9,100,000**

Project Coordination

There are several area projects and studies at some stage of completion including:

- City of London, Erosion Study.
- City of London, Labatt Siphon Replacement.
- City of London, West London Dyke Sanitary Trunk Sewer Replacement.
- City of London, Queen’s Bridge Rehabilitation.
- Upper Thames River Conservation Authority, West London Dyke project.

Although impacts of the planned improvements to related area projects are likely to be minimal, coordination is required with the rehabilitation of Kensington Bridge.

Summary and Conclusion

The Environmental Study Report outlines the process required to ensure that the planning process and proposed recommended solutions / design concepts meet the requirements of the Environmental Assessment Act. The Municipal Class Environmental Assessment planning process has not identified any significant environmental concerns that cannot be addressed by incorporating established mitigation measures during construction.

The proposed project improvements resolve the problem and opportunity statement identified in this report. A preliminary evaluation of potential impacts has been included in the evaluation, which indicates minor and predictable impacts that can be addressed by recommended mitigation measures as presented in Section 11. The proposed mitigation measures will further be developed at the detailed design stage and will form commitments that will be adhered to by the City of London. Appropriate public notification and opportunity for comment was provided and no comments were received that could not adequately be addressed.

Subject to receiving Municipal Class Environmental Assessment clearance following the 30-day review period, the City of London can start the detailed design and permitting-approvals phase, eventually proceeding to construction as outlined in this Environmental Study Report.

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: **October 24, 2023**

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 7, 2023, for the purpose of amending the Traffic and Parking By-law (PS-114).

Linkage to the Corporate Strategic Plan

Municipal Council's new Strategic Plan identifies Mobility and Transportation as a strategic area of focus. This report also supports the Strategic Plan through the strategic focus area of Wellbeing and Safety by creating safe, vibrant, and healthy neighbourhoods by improving traffic safety with lower speed limits.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

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

1.2 Purpose of this Report

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

2.0 Discussion and Considerations

The amendments in the following section are proposed.

2.1 PS-114 Traffic and Parking By-law Monthly Parking Permit Update

The PS-114 Traffic and Parking By-law requires updates to the Monthly Parking Permit section to reflect changes to the municipal parking lot display of permits, types of permits (digital or physical monthly parking permit) and method of payment.

2.2 Rate of Speed

The intersection of Sunningdale Road E and Clarke Road is scheduled for an intersection rebuild which includes a full traffic signal, and the addition of left turn lanes for all four legs of the intersection. As part of this project, it is recommended to reduce the speed limit on Sunningdale Road E, east of Clarke Road from 80 km/h to 60 km/h.

2.3 Area Speed Limits

In 2020, the City launched the first of 13 phases of the Area Speed Limit program, installing approximately 1,100 40 km/h area speed limit signs. This 13th phase is the final phase of the Area Speed Limit program, which includes recommending following five Area Speed Limit zones as the final implementation of this city-wide program:

- The North area bounded by Wonderland Road N, the north City Limit, Highbury Road N, Sunningdale Road E and Sunningdale Road W except the following: Richmond Street from Sunningdale Road E to the north City Limit at 60 km/h; Adelaide Street N from Sunningdale Road E to 150 m north of Sunningdale Road E at 60 km/h and Adelaide Street N from 150 m north of Sunningdale Road E to the north City Limit at 80 km/h;

- The North-West area bounded by the west City Limit, Gainsborough Road, Hyde Park Road and Canadian National Railway;

- The South-West area bounded by Westdel Bourne, Southdale Road W, Colonel Talbot Road and Longwoods Road;

- The West area bounded by the west City Limit, Thames River-Oxford Street, Commissioners Road W and Halls Mill Road - Except Oxford Street W at 60 km/h between Commissioners Road W and Thames River; and

- The West area bounded by Westdel Bourne, Elviage Drive, Woodhull Road, Oxford Street W, Westdel Bourne, Byron Baseline Road, Boler Road, Southdale Road W and Westdel Bourne.

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

Conclusion

Amendments are required to PS-114 Traffic and Parking By-law and to Schedule 24 (Rate of Speed) and Schedule 25 (Area Speed Limits) to implement the above changes. Included in this is the last phase of the Area Speed Limit program that is converting all Neighbourhood Streets and Neighbourhood Connectors to a 40 km/h speed limit.

Prepared by:	**Ted Koza, 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**

Attached: Appendix A – 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. Traffic And Parking By-law Definitions

Traffic and Parking By-law Definitions is hereby amended by **deleting** the definition of reserved parking space and **replaced** with the following**:**

“reserved parking space” means any reserved space for parking in a metered off-street Municipal parking lot designated in section 56, identified by a sign displaying Restricted Parking – Monthly Permit Holders Only;

2. Part 2 of By-law PS-114 be amended by deleting section 58 (1) in its entirety and replacing it with the following:

Lawful Use of Space

58. (1) Upon completion of the work mentioned in section 57 and the installation of the meters, no person shall park a motor vehicle on any Municipal Parking Lot except in a parking space, and upon parking the said motor vehicle the operator thereof shall pay a fee therefor forthwith by depositing payment into the parking meter controlling the parking space occupied, or by making a payment through a City approved mobile payment application, or by making payment for a monthly parking permit through a City approved method of payment, for the vehicle occupying such space as identified by the vehicle’s license plate.

3. Part 2 of By-law PS-114 be amended by deleting section 60 in its entirety and replacing it with the following:

Monthly Parking Permits

60. (1) The Deputy City Manager or person designated by the Deputy City Manager is hereby authorized and directed to provide monthly parking permits, for each metered off-street Municipal parking lot mentioned in section 56. The user of the permit agrees to the following conditions of using the permit, and the permit may be revoked if the conditions are not met:

(a) that the permit is issued on a per month basis for one specific lot at a rate set by the Deputy City Manager or a person designated by the

Deputy City Manager with no obligation on the City to renew the permit for a further month;

(b) that, where the City provides a permit to display in the vehicle, the permit shall be displayed hanging from the inside rear-view mirror with the permit facing the front of the vehicle;

(c) that the permit is only valid for the specific lot identified at time of purchase of the permit and is not transferable to any other lot; and

(d) that the permit is only valid for the licence plated vehicle(s) identified by the purchaser at the time of purchase of the permit and all licence plate(s) must have ownership(s) registered to the same address and are not transferable.

(2) If the user of a permit has a valid parking permit and is compliant with the conditions described in sub-section (1), the vehicle is permitted to park in the specified parking lot for which the permit was purchased.

(3) Where the City provides a permit to display in the vehicle, no person who uses the monthly parking permit shall park a vehicle on a municipal parking lot without displaying the parking permit issued for that specific parking lot as described in sub-section (1)(a) and (1)(b) of this section herein.

(4) No person shall park or permit to be parked a vehicle in a reserved parking space unless there is a monthly parking permit corresponding to the vehicle's license plate for the specific spot.

4. 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
Deadman's Road	Westdel Bourne	Homewood Lane	60 km/h
Homewood Lane	North end of Street	Longwoods Road	60 km/h
Kilbourne Road	Longwoods Road	Colonel Talbot Road	60 km/h
Pack Road	Homewood Lane	Bostwick Road	60 km/h
Sunningdale Road E	A point 200 m east of Highbury Avenue N	East end of street	80 km/h

1-Street	2-From	3-To	4-Maximum Rate of Speed
Sunningdale Road E	A point 200 m east of Highbury Avenue N	East end of street	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

Sunningdale Road E	A point 200 m east of Highbury Avenue N	Clarke Road	80 km/h
Sunningdale Road E	Clarke Road	East limit of Sunningdale Road E	60 km/h

5. Area Speed Limits

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

1-Area Limit	2-Maximum Rate of Speed
Adelaide Street N – North City Limit – Highbury Road N – Sunningdale Road E	40 km/h
Commissioners Road W - Oxford Street W - Thames River- -Boler Road - Halls Mill Road	40 km/h
Richmond Street – North City Limit – Adelaide Street N – Sunningdale Road E	40 km/h
West City Limit – Gainsborough Road – Hyde Park Road – Canadian National Railway	40 km/h
West City Limit- Thames River-Oxford Street W	40 km/h
Westdel Bourne – Byron Baseline Road – Boler Road - Southdale Road W	40 km/h
Westdel Bourne - Southdale Road W - Colonel Talbot Road - Longwoods Road	40 km/h
Wonderland Road N – North City Limit – Richmond Street – Sunningdale Road W	40 km/h
Woodhull Road – Gideon Drive - Oxford Street W – Westdel Bourne – Elviage Drive	40 km/h
Woodhull Road – Oxford Street W - Gideon Drive	40 km/h

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

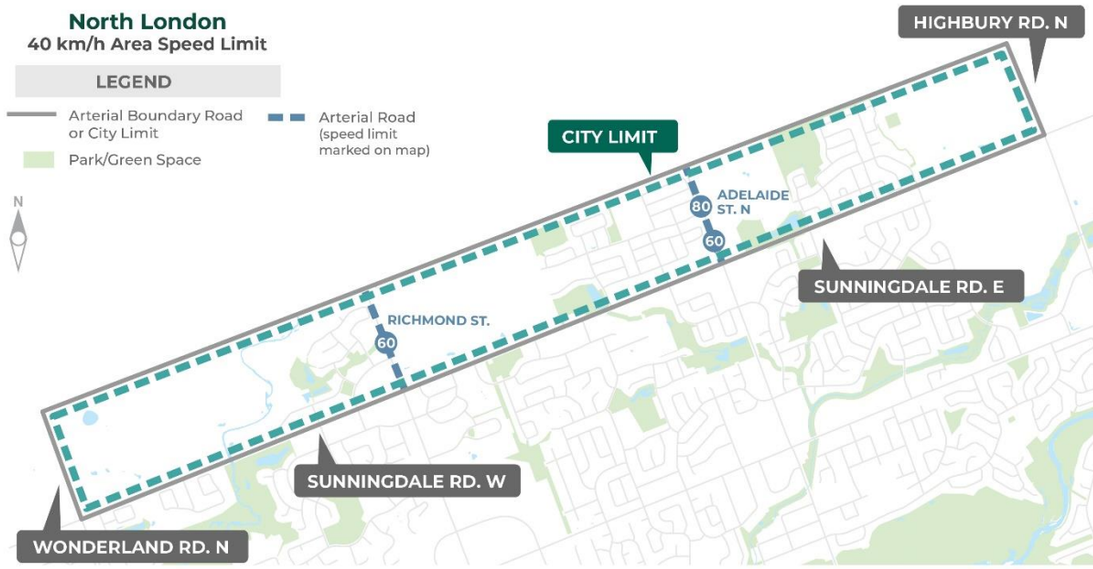
PASSED in Open Council on November 7, 2023.

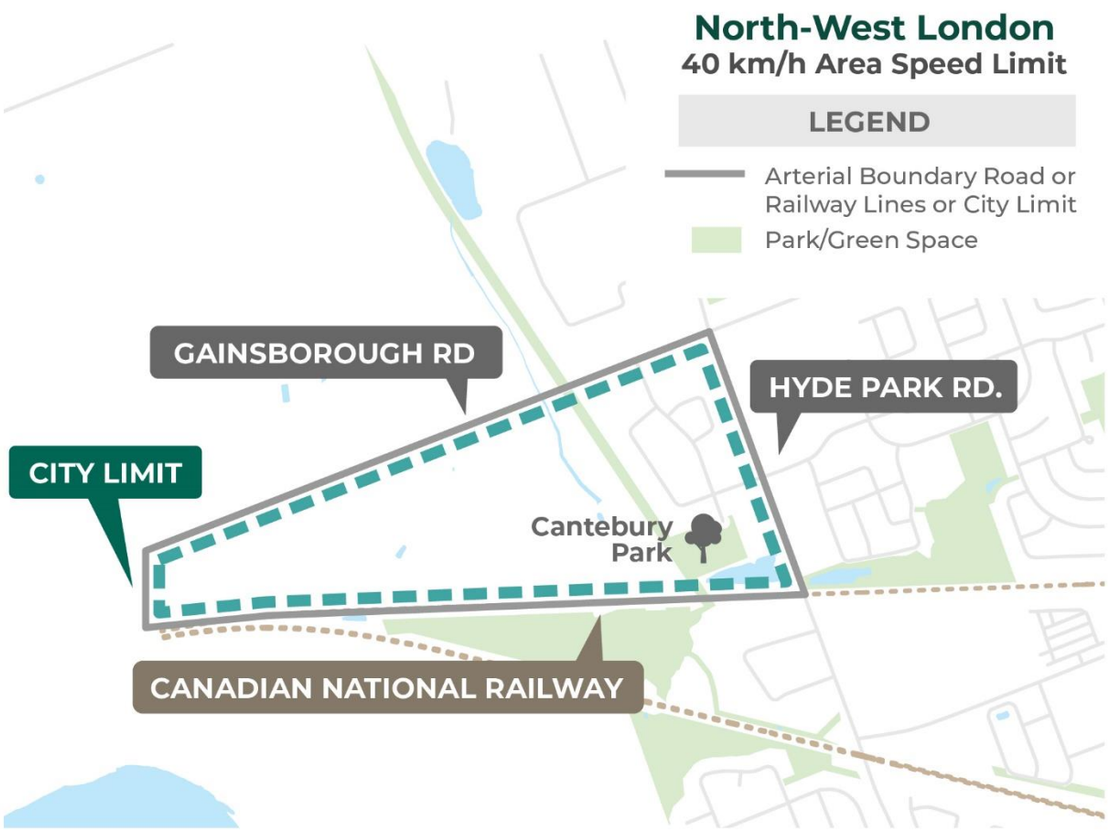
Josh Morgan
Mayor

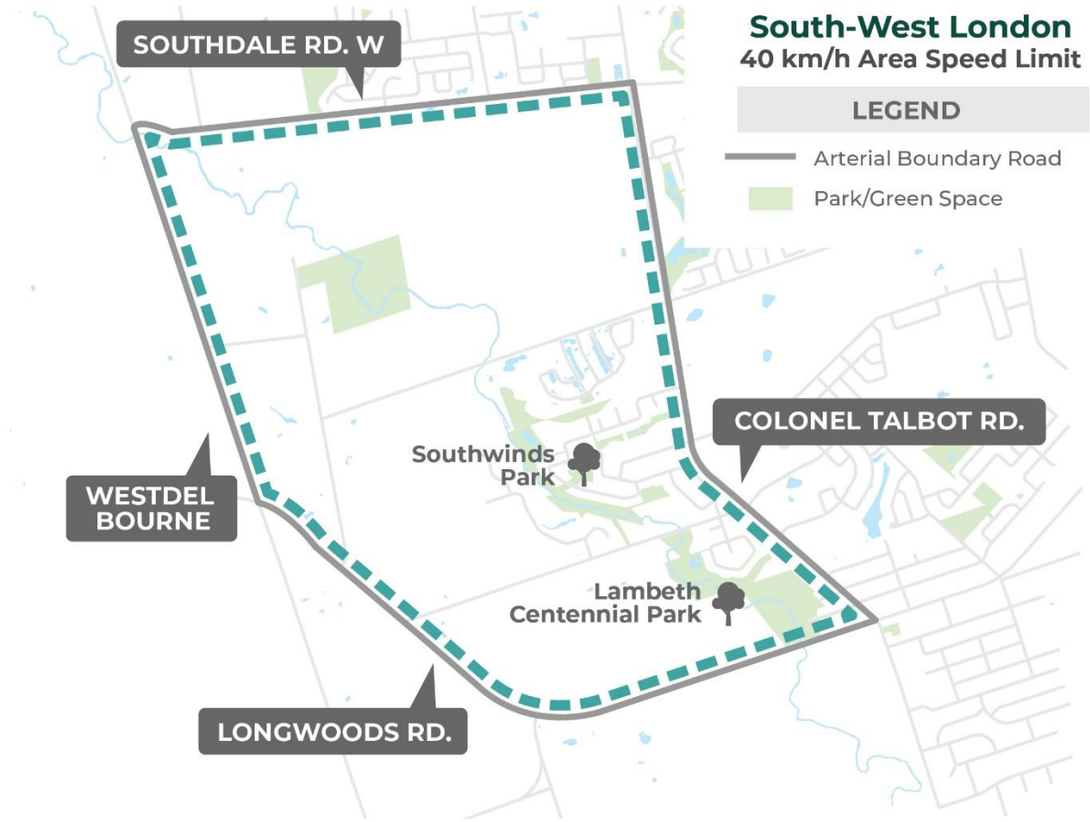
Michael Schulthess
City Clerk

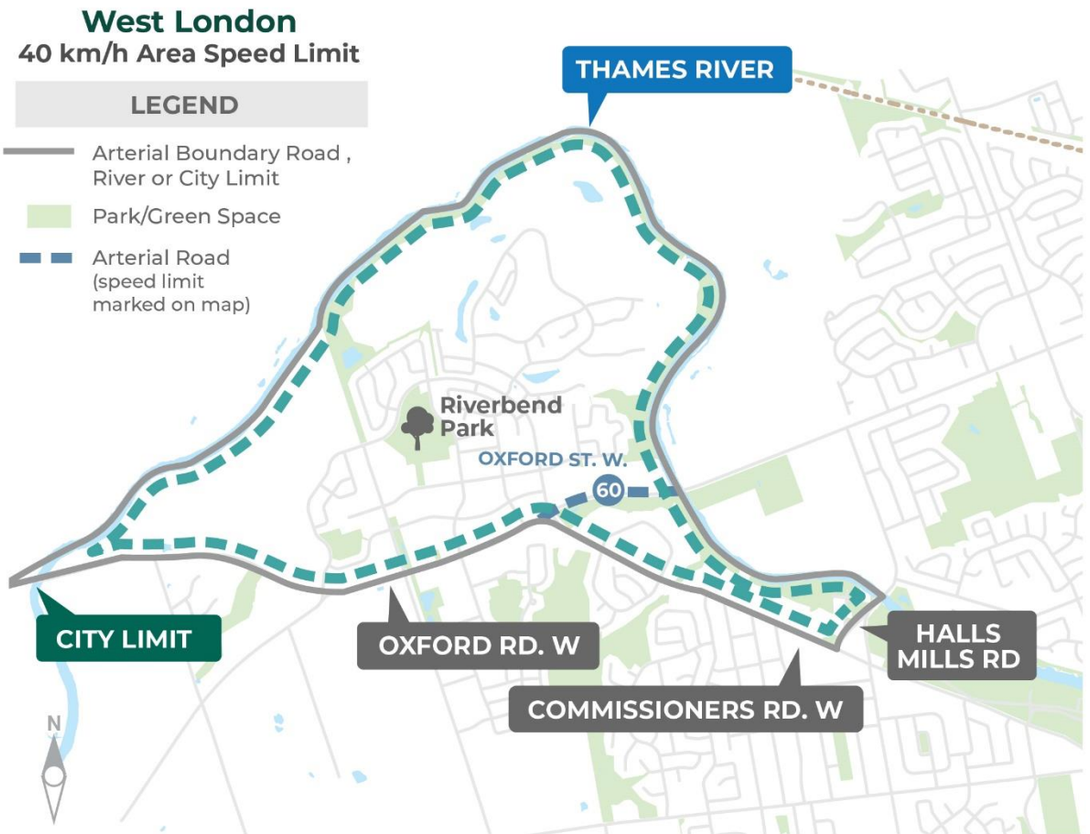
First Reading – November 7, 2023
Second Reading – November 7, 2023
Third Reading – November 7, 2023

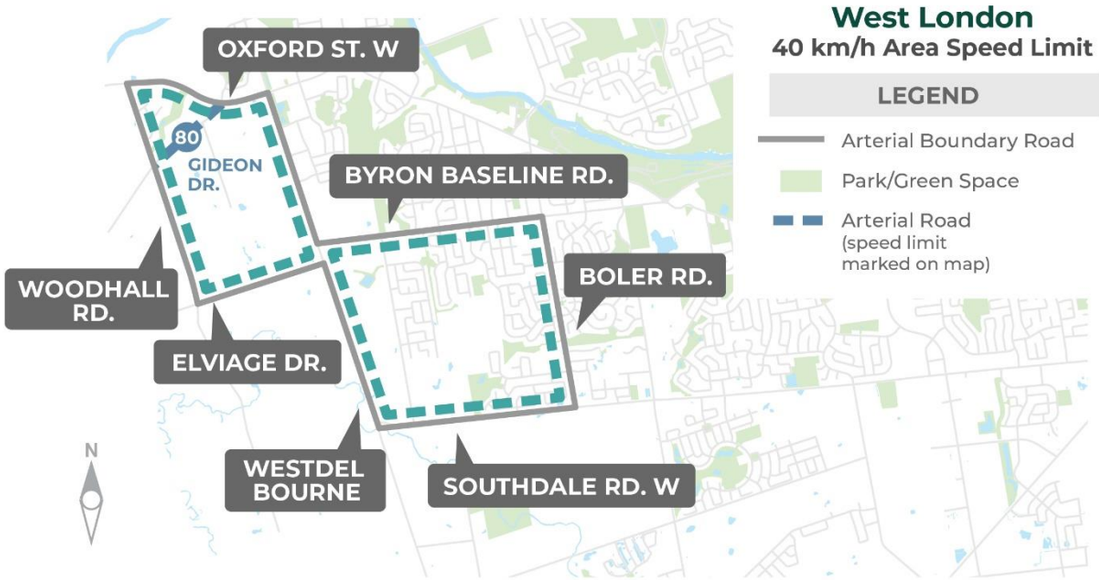
APPENDIX B: Area Speed Limit Zones






South-West London
40 km/h Area Speed Limit
LEGEND
Arterial Boundary Road
Park/Green Space
SOUTHDALE RD. W
COLONEL TALBOT RD.
WESTDEL BOURNE
Southwinds Park
Lambeth Centennial Park
LONGWOODS RD.


West London
40 km/h Area Speed Limit
LEGEND
Arterial Boundary Road , River or City Limit
Park/Green Space
Arterial Road (speed limit marked on map)
THAMES RIVER
Riverbend Park
OXFORD ST. W.
60
CITY LIMIT
OXFORD RD. W
HALLS MILLS RD
COMMISSIONERS RD. W
N


West London
40 km/h Area Speed Limit
LEGEND
Arterial Boundary Road
Park/Green Space
Arterial Road
(speed limit
marked on map)
OXFORD ST. W
80
GIDEON
DR.
BYRON BASELINE RD.
BOLER RD.
WOODHALL
RD.
ELVIAGE DR.
WESTDEL
BOURNE
SOUTHDALE RD. W
N

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: **Mobility Master Plan 2050 Mode Share Target**
Date: **October 24, 2023**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, Option 3 as described herein **BE APPROVED** as the 2050 mode share target for the development of the Mobility Master Plan.

Background

Purpose

The purpose of this report is to recommend approval of a final 2050 mode share target for the development of the Mobility Master Plan (MMP). The recommendation is supported by an evaluation of the mode share target options and an overview of the associated feedback received from the community.

Context

The creation of the MMP is in the second of three phases which is focussed on exploring solutions and making connections. The London Plan identifies that a Transportation Master Plan may be prepared and updated regularly to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. This is particularly prudent now with London's rapid growth and in light of the Climate Emergency Action Plan (CEAP).

The Council-approved vision for the MMP is rooted in providing people with more choices for how they move around London. Key considerations are safety, sustainability, equity, efficiency and affordability. The plan is being created using a thorough consultation process, technical analysis, and consideration of The London Plan, Council's Strategic Plan and associated initiatives such as the CEAP.

All mode share options identify a shift towards more walking, cycling and transit mobility to contribute to the project vision. This report recommends Option 3, with the largest mode share change, as the mode share target to inform the recommendations of the MMP.

Linkage to the Corporate Strategic Plan

The completion of the MMP is specifically identified in the new Strategic Plan within the Mobility and Transportation Area of Focus as a strategy to increase access to sustainable mobility options. The completion and implementation of the MMP will advance and support numerous strategies under several Areas of Focus including Wellbeing and Safety, Climate Action and Sustainable Growth, Economic Growth, Culture and Prosperity, Housing and Homelessness and a Safe London for Women, Girls and Gender-Diverse and Trans People.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- November 2, 2021, Civic Works Committee, Initiation of the Mobility Master Plan Development
- March 1, 2022, Civic Works Committee, Mobility Master Plan Appointment of Consultant
- April 20, 2022, Civic Works Committee, Appointment of Transportation and Mobility Big Data Provider – Irregular Result
- November 29, 2022, Civic Works Committee, Mobility Master Plan Update
- July 18, 2023, Civic Works Committee, Mobility Master Plan Update: Strategies, Mode Share Target Options and Project Evaluations Frameworks

2.0 Discussion and Considerations

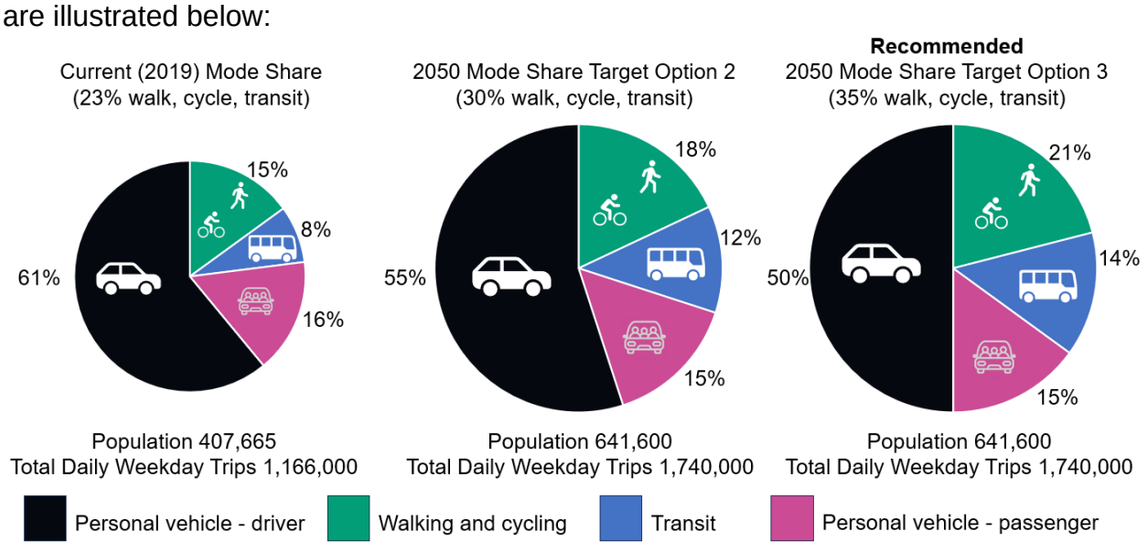
2.1 2050 Mode Share Target Options

Mode share is the percentage of person-trips moving through the city by one mode (i.e. using transit) relative to the total number of person-trips made by all modes (i.e. walking and cycling, using transit, driving, and as a passenger in a personal vehicle). The MMP is proposing to use weekday mode share targets, which means that the targets are based on all trips throughout the entire day, during the week.

Mode share is an important metric which helps inform pressures on the mobility system and how cities should invest in mobility infrastructure and create policies and programs. For future planning, the total number of people trips that the mobility system needs to accommodate will be determined based on forecasted population and employment growth. Mode share determines what percentage of those trips will be by each mode and the capacity needs of each type of mobility infrastructure. The MMP requires a mode share target for London to inform the creation of the plan.

To achieve the vision of the MMP and provide Londoners more viable options for how they move around, a balanced approach to supporting all types of mobility is required, which will be determined by mode share. Three 2050 mode share target options with increasing shares of walking, cycling and transit trips were developed for consideration. The options identified combined mode shares of walking, cycling and transit of 25%, 30% and 35%. On July 26, 2023, Council provided direction to remove Option 1 (25% walk, cycle, transit).

London's current (2019) mode share and 2050 target Options 2 and 3 for weekday trips are illustrated below:



Note that Options 2 and 3 include an increase in the actual number of trips taken as a passenger in a personal vehicle (e.g. carpooling) although the percentage remains similar to 2019.

Both Options 2 and 3 represent a transition towards a more sustainable mode share and will help move London towards achieving the vision of the MMP and of The London Plan. The development of the mode share target options was informed by comparisons of actual mode shares in other communities of varying size and built form, and in consideration of future trends and what level of sustainable mode shift is possible. A comparison of London's current mode share with other municipalities is summarized in Table 1.

Table 1: Current mode share in London and other municipalities

Mode	Personal vehicle - driver	Personal vehicle - passenger	Transit	Walking and Cycling	**Total walk, cycle, transit**
London					
Current (2019)	61%	16%	8%	15%	**23%**
Other municipalities					
Ottawa ON (2011) *	67%		21%	11%	**32%**
Guelph ON (2016)	80%		9%	11%	**20%**
Hamilton ON (2018) *	67%**	n/a	7%	5%	**12%**
Victoria BC (2017) *	56%	16%	8%	19%	**27%**
Calgary AB (2018)	74%		8%	18%	**26%**
Halifax Regional Municipality NS (2018) *	74%		6%	16%	**22%**
Winnipeg MB (2016) *	82%		9%	7%	**16%**

* Some mode share totals do not add up to 100% due to the inclusion of an "Other" category.
** Referenced as single occupancy vehicle in report

One of the key directions of The London Plan is to place a new emphasis on creating attractive mobility choices. The MMP is rooted in providing more choice and this includes making walking, cycling and transit more viable to support safe, affordable, and healthy communities. Consistent with this focus, many other jurisdictions have set more aspirational walk, cycle and transit mode shares. For example, Ottawa's Official Plan calls for a 50% walk, cycle, transit and carpool mode share which is consistent with London's mode share target Option 3.

2.2 Land Use Considerations

Higher intensification results in higher concentrations of people and jobs and helps increase the utilization of each hour of transit service (making a more cost-effective service) and makes travel distances walkable and bikeable for more people. Higher density communities also result in shorter trips that are more adaptable to walking and cycling in combination with transit. Lower density communities require more transit service hours and higher operating costs to achieve the same level of required transit ridership along with bolder incentives to shift to active transportation.

The current intensification target in The London Plan is 45% of new units to be located within the built area boundary. To achieve Option 2, an intensification rate of 50-60% may be a required. To achieve Option 3, an intensification rate of 60-70% may be required. The City is currently undertaking a land needs study, which includes a review of The London Plan policies related to land supply, such as the intensification rate. Following selection of a final mode share target for the MMP, a sensitivity analysis will be completed to better understand how land use impacts mobility choices in London. Results of the MMP modelling and analysis will be made available to help inform updates to The London Plan.

2.3 Evaluation based on the Guiding Principles

Council approved the Guiding Principles in December 2022 as the framework for the MMP decision-making process. An evaluation of the 2050 mode share target options based on the Guiding Principles has been prepared.

Environmentally sustainable

Mode share directly impacts London's ability to meet its climate goals. About 43% of London's greenhouse gas (GHG) emissions are generated by transportation including personal vehicles, commercial fleet vehicles, and goods movement. As per CEAP, London is striving for net-zero emission by 2050 as well as an interim target to reduce community-wide emissions by 55% below 2005 levels by 2030. As of 2022, community-wide emissions were 24% below 2005 levels.

Between 2019 and 2050 there is a forecasted 58% increase in population and 49% increase in the number of trips taken in London daily (daily trips are expected to grow slower than population based on an expected continuation of some level of working from home). Compared to 2019, Option 2 will result in approximately 35% more daily trips by personal vehicle (as a driver or as a passenger) and Option 3 will result in a lesser increase of approximately 26%. Fewer personal vehicle trips support a greater reduction in greenhouse gas emissions, air pollution and noise pollution.

The adoption of electric vehicles (EVs) is part of the solution, but not the complete solution. The production of EVs also has an environmental footprint and EVs still represent vehicles on the road that contribute to congestion and parking land use demands, that can have a negative influence on the public space and road safety. An auto-dominated public space particularly hinders the use of walking and cycling due to vulnerable road user safety concerns and a deteriorating experience.

The current pace of EV adoption in London is slower than the overall pace in Ontario and Canada as a whole. This is an important consideration given the need for significant near-term emission reductions needed to reach the 2030 emission reduction targets as well as the net-zero emissions goal for 2050, highlighting the importance of shifting more trips to walking, cycling, taking transit, and carpooling.

Equitable

Option 2 calls for a reliable and connected transit network and Option 3 calls for an even more extensive one. Both options will enable more people to participate in city life including work, school, and recreation regardless of age, income or ability with Option 3 having more equity benefit[a]. In London, data from 2016 indicated that about 13% of households currently do not have access to a car[b].

Walking, cycling and transit can be more cost-effective choices for individuals but are less feasible and attractive in a transportation network dominated by personal vehicles. A lack of affordable, safe, reliable, and efficient mobility options is a barrier to many in accessing and maintaining a job, childcare, education, health care, groceries and other everyday needs.

Financially sustainable

To achieve Option 2, the 2050 transit system will need to accommodate twice the number of daily transit trips compared with today. To achieve Option 3 more than twice

[a] Litman, T. (2022). *Evaluating Transportation Equity: Guidance for Incorporating Distributional Impacts in Transport Planning*. ITE Journal, Vo. 92/4. Retrieved from https://vtpi.org/Litman_ITEJ_Equity_Apr2022.pdf

[b] 2016 Household Travel Survey

the number of daily transit trips will need to be accommodated. Both options will require a significant investment in transit and more so with Option 3.

Compared to current trends, in which London would expect 49% more daily trips by personal vehicle in 2050, Option 2 correlates to approximately 35% more daily trips by personal vehicle and Option 3 a lesser increase of approximately 26%. Investment in road capacity improvements will be required for both options to help manage road congestion with more capital investment required for Option 2.

Investments in cycling and walking infrastructure will also be required for both options with more active transportation investment required for Option 3.

From an individual resident perspective, a more connected cycling and walking network and more frequent and reliable transit provides Londoners with more viable options for how they choose to move around the city. The cost for an individual to own and maintain an average compact car is currently about $9,500 a year[c]. Currently, an unlimited ridership bus pass costs $95 a month[d] which amounts to $1,140 a year. To own and maintain a bicycle costs approximately $300 a year[e]. Both Option 2 and 3 will make it easier for people to choose to walk, cycle and take transit for more trips which helps make moving around the city more affordable.

Healthy and safe

Attractive neighbourhoods include liveable streets that are safe, welcoming to all ages, comfortable for a variety of travel choices, and supportive of healthier lifestyles. The volume of traffic on neighbourhood streets is one of many factors that influences how liveable a community is. City staff constantly receive concerns from the community about traffic speed and the volume of vehicles. Option 2 helps minimize the growth of additional vehicles on the road compared with today which improves quality of life for residents and safety for all road users. Option 3 helps further minimize the number of additional vehicles in the future.

Being physically active at any age has many physical and mental health benefits. While both options will encourage more walking, cycling and transit use in support of improved physical and mental health, Option 3 will involve more supportive policies, programs and connected active transportation infrastructure.

Integrated, connected and efficient

Within the context of population growth, Option 2 will result in approximately 35% more daily trips by personal vehicle. Option 3 will result in a lesser increase of approximately 26% and therefore require less associated infrastructure investment. Investment in road capacity improvements will be required for both options to help manage road congestion. Road congestion may be relatively similar for both options.

Both options will support London's role as a regional transportation hub by supporting key connections such as the VIA Station, London Airport, regional public transportation systems and goods movement corridors.

Both options will improve transit travel time competitiveness with driving a personal vehicle. Option 3 will improve transit travel time competitiveness for more trips.

Both options will prioritize important goods movement corridors.

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[c] *CAA provides real picture of annual Driving Costs*. CAA National. Retrieved from CAA provides real picture of annual Driving Costs - CAA National

[d] London Transit. Fares. Retrieved from Fares – London Transit Commission

[e] Litman, T (2002). *Transportation Cost Estimates*. Victoria Transport Policy Institute. Retrieved from tce.pdf (vtpi.org)

2.4 Community Feedback

Feedback continues to be received from Londoners on a wide variety of issues and opportunities related to how they move around the city.

Between May 2023 and October 2023, staff attended 11 large community events and festivals speaking with Londoners and collecting their feedback. Presentations and discussions about the MMP also continued with the Integrated Transportation Community Advisory Committee and various organizations to collect their comments. These opportunities are continuing into the fall and winter.

As the plan's development continues, the consultation questions staff are asking are also evolving. A new mode share feedback form has begun to be used. It describes a future based on mode share Option 2 and Option 3 and asks people to share their preference. As of October 13, 2023, 219 participants had provided the following responses:

- 11% prefer Option 2 (30% walk, cycle, transit)
- 82% prefer Option 3 (35% walk, cycle, transit)
- 7% were not sure

Participants also provided the following responses with respect to the level of aspiration associated with the Option 2 and 3 mode shift to more walking, cycling and transit:

- 69% felt the mode share target options were not aspirational enough
- 18% felt the mode share target options were the right level of aspiration
- 10% felt the mode share target options were too aspirational
- 3% were not sure

Another feedback form that is being used in Phase 2 includes a question which asks people to share what top three priorities they feel would help improve mobility in London. As of October 13, 2023, 732 participants selected the following as one of their top three priorities for improving mobility in London:

- 65% selected improving the frequency, convenience, reliability, and coverage of public transit services
- 57% selected making walking, rolling, and cycling attractive mobility options to meet daily needs
- 36% selected encouraging mixed-use development to help provide everyday needs closer to home
- 27% selected making travel to and from London and the surrounding area easier
- 25% selected improving the condition of infrastructure (e.g., filling in potholes, repairing sidewalks)
- 23% selected managing traffic congestion by improving roadway capacity for vehicles
- 18% selected improving road safety
- 13% selected encouraging and/or providing more shared mobility options (e.g., bike share, car share, kick-style e-scooter share, carpooling etc.)
- 12% selected "Other" and provided additional comments
- 7% selected managing vehicles making deliveries in denser parts of the city (e.g., providing designated delivery zones by the curb, promoting the use of cargo e-bikes and other small vehicles for deliveries, etc.)

Feedback and responses continue to be collected, and analysis of Phase 2 engagement findings is on-going. It is important to note that on-line feedback should not be viewed as random (survey) sampling. This method of feedback represents an opportunity to categorize input from those that are aware of the opportunity to engage and share their feedback.

2.5 Recommended Mode Share Target for 2050

Considering the criteria associated with the guiding principles and comparing the benefits associated with both options, Option 3 is the recommended mode share target to support achieving the vision of the MMP. This option is also supported through feedback received during the consultation process which identifies a strong desire for more walking, cycling and transit in the future. Option 3 aims for a higher walking, cycling and transit mode share which will reduce greenhouse gas emissions, help manage road congestion, improve physical and mental health for Londoners and provide a more equitable network across the city.

London's ability to achieve either option is most directly influenced by land use and transit investment. A higher intensification rate supports a more sustainable mobility system. The capacity of existing servicing in some key areas of the city such as the downtown is a consideration for future infrastructure planning. Due to the significant population growth forecasted, significant investments are required in transit, as well as walking and cycling infrastructure to achieve a more sustainable mode share. The MMP will support growth and continue to provide infrastructure for all modes, however Option 3 will provide more Londoners with more viable choices for moving around.

There are many factors and assumptions about the future which are incorporated into forecasted travel needs including anticipated population and employment growth. There are also many external factors with the potential to change whether, when, where, why and how people travel. These external factors can be considered 'disruptors' such as Connected and Automated Vehicles (CAVs), micro-mobility (e-bikes and e-scooters), work-from-home trends and home delivery services. Assumptions related to these 'disruptors' are built into the modelling and forecasting, and sensitivity analysis will be completed, however it isn't feasible to account for all possible future scenarios. For this reason and others, the MMP will be reviewed and updated on a regular basis (approximately every 10 years), consistent with The London Plan policy. Progress towards the mode share target and re-evaluation of an appropriate mode share target will be considered at that time.

2.6 Next Steps

Confirmation of the 2050 mode share target will allow the project team to determine the extent of cycling, transit and vehicle infrastructure needs based on forecasted capacity needs by mode. The mode share target will also influence associated programs and policy setting. Potential projects which will then be evaluated based on the project evaluation frameworks. Once projects are identified for each individual mode using the project evaluation frameworks, they will be combined into one integrated multi-modal network. A public engagement event is anticipated in early 2024 to share with the community the proposed plans for each mode.

Consultation is integral to achieving a plan that Londoners can support. Therefore, the project schedule is being adapted to accommodate meaningful consultation in advance of key decisions points. The third and final phase of the project will continue throughout 2024 and will include the development of an implementation plan informed by continued community consultation, project prioritization and project cost estimates.

Conclusion

The MMP final mode share target will guide the development of infrastructure, programs and policy creation. The mode share target options were created considering existing mode shares in London, the city's current mobility systems, built form and growth patterns. All options were created with intent to improve sustainability and contribute to the Council-approved project vision by increasing the share of walk, cycling and transit trips. Comparators from other cities of varying sizes and built form also informed the range of options and the extent to which this sustainable mode shift can be achieved. Option 3, the most aspirational of the developed options in terms of increasing sustainable mode share, is recommended for Council approval. This recommendation aligns with the consultation feedback received.

The project team will continue to progress the development of the MMP using a thorough consultation process, technical analysis, and consideration of The London Plan, Council's Strategic Plan and associated initiatives such as CEAP. Approval of the mode share target will enable the project team to advance the technical modelling for the identification of infrastructure, program and policy needs to support London's rapid growth. Phase 2 consultation will continue with the identification on the recommended modal networks in early 2024.

Prepared by:	**Sarah Grady, P. Eng, Traffic and Transportation Engineer**
Prepared by:	**Andrew Sercombe, Senior Communications Specialist**
Prepared by:	**Garfield Dales, P. Eng., Division Manager, Transportation Planning & Design**
Submitted by:	**Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure**

cc: Mobility Master Plan Internal Steering Committee
Integrated Transportation Community Advisory Committee

MMP Mode Share Target

Feedback and comments on October 24, 2023 Master Mobility Plan 2050 Mode Share Target Report to Civic Works Committee
Prepared by the Integrated Transportation Community Advisory Committee (ITCAC)

October 2023

Summary

- Proposed mode share target is not supported by ITCAC or public survey
  - Target is not ambitious enough
- ITCAC input and recommendations not adequately considered
- Insufficient analysis
  - Limited analysis of current and future travel patterns
  - No analysis of feasibility of mode substitution, e.g. cycling instead of driving for short trips
  - No analysis of London as a 15 minute city
  - Insufficient references to best practices and research studies
- Weak justification for targets
  - Similar to existing mode shares at other cities (e.g. Ottawa 2011)
  - Unsupported claim that achieving target will require increased densification
  - Unsupported assumption that current mode share cannot be easily changed
- No evidence that Option 3 will meet London's Climate Emergency Action Plan objectives

ITCAC Recommendations

- Council should refer this report back to the MPP Project Team for further study.
- Council should direct the MMP Project Team to establish a range of MMP Mode Share Targets, at least one of which will actually support the achievement of London’s Climate Emergency Objectives
- Council should direct the MMP Project Team to consult with the ITCAC MMP Sub Committee prior to tabling any future MMP reports to the Civic Works Committee

Introduction and Background

- ITCAC mandate is to provide input and advice to CWC regarding MMP
- ITCAC had no input in establishing mode share targets in the first MMP report
- ITCAC provided detailed comments and feedback in response to the first report. In particular, ITCAC argued that the mode share targets were not sufficiently ambitious, and that much more ambitious targets are feasible. Detailed rationale and recommendations were provided.
- MMP staff prepared a final report with mode share targets for approval by CWC. This report was not presented to ITCAC. There is no evidence that ITCAC input was considered.

Mode share target is not ambitious

- Option 3 mode share is very close to the mode share for Ottawa in 2011
- Option 3 is justified as being comparable to the mode share in Ottawa's master plan
  - So Ottawa is planning status quo?
- Option 3 mode share targets are similar to existing mode share in several comparator cities now
- The report implies that Option 3 is very ambitious, and will be difficult to achieve
- However, it is only an incremental change to current mode share
- No evidence that Option 3 will meet London's Climate Emergency Action Plan objectives

There is support for more ambitious targets

- ITCAC recommends much more ambitious targets
- 81% of survey participants preferred Option 3 as the most ambitious option offered
- 69% of survey participants felt that Option 3 is not ambitious enough
- Top priorities identified by public survey were
  - Improving transit performance (65%)
  - Encouraging active transportation (57%)

Inadequate research

- No references to existing best practices, e.g. Amsterdam, 15-minute cities, etc.
- No references to relevant research studies
- Limited discussion of emerging trends and technologies and their potential impact on urban mobility

Missing analysis

- No evident analysis of current trip distances, trip types (purpose)
  - The 2016 travel survey provides a wealth of information that is not discussed
  - In particular, the majority of trips are within cycling distance but only a small number are made by bike
  - This suggests that cycling mode share could be increased significantly
- No evident analysis of whether most Londoners already live in a 15-min city.
  - It is already clear from the trip survey, and from analysing the London map, that many if not most Londoners live within a 15 min walk or bike of many if not most amenities including shopping, services, health care, recreation, and employment
- In fact, the report claims that the Option 3 mode share targets can only be reached by further urban densification!

Forecasting future travel patterns

- A model has been developed but it has not been used to estimate future scenarios incorporating various “disruptors”
- The model should be used to estimate a range of scenarios to establish
  - Worst case (business as usual, current situation)
  - Best case
  - Most likely
- The model should estimate overall future travel patterns including
  - Frequency of trips
  - Distribution of trip distances and travel times
  - Total annual travel distance
  - Distribution of trip type/purpose, e.g. commuting, shopping, socializing, etc.
  - Feasibility of different modes for different trip types, distance, purpose

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: **Planned Rebuild of Incinerator Systems at Greenway Wastewater Treatment Plant – Procurement Approvals**
Date: **October 24, 2023**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the upcoming renewal and emergency repairs of the incinerator at the Greenway Wastewater Treatment Plant:

a) Replacement fluidizing blower and repair of the existing blower **BE AWARDED** to Gardner Denver Nash LLC for the total price of $273,587.00 USD (estimated at $375,000.00 CDN) excluding HST, in accordance with Section 12.2 (b) of the City of London's Procurement of Goods and Services Policy;

b) the supply of expansion joints **BE AWARDED** to Senior Flexonics Canada for the total price of $615,000.00 excluding HST, in accordance with Section 12.2 (b) of the City of London's Procurement of Goods and Services Policy;

c) the purchase orders issued for emergency repairs to the incinerator and related systems at Greenway Wastewater Treatment Plant under Section 14.2 of the City of London's Procurement of Goods and Services Policy at a projected total price of $99,086.00 excluding HST, **BE CONFIRMED**; and

d) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A'; and

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

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

Executive Summary

This report seeks Council approval for the procurement of goods and services to facilitate the upcoming renewal of the sludge incineration process at Greenway Wastewater Treatment Plant.

Incineration is the final process in the disposal of waste solids generated at London's five wastewater treatment plants. Administration is developing plans for its replacement within fifteen years, but the functionality of the existing incinerator must be maintained until the new system is ready for operation. Continued functionality requires a complete rebuild, which is expected to bridge the gap until the new solids disposal strategy is in place. The unique nature of the project and long lead times associated with some components warrants non-standard procurement in some instances.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following outcome:

- Climate Action and Sustainable Growth
    - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Civic Works Committee, March 21, 2023 – Planned Rebuild of Incinerator Systems at Greenway Wastewater Treatment Plant – Single Source

Civic Works Committee, October 4, 2022 – Emergency Repair of Incinerator Systems at Greenway Wastewater Treatment Plant.

Civic Works Committee, June 18, 2019 – Single Source Procurement – Greenway Reheater

Civic Works Committee, May 26, 2014 – Single Source Purchase of Pre-Heater Heat Exchanger and Re-Heater Heat Exchanger at Greenway Wastewater Treatment Centre

2.0 Discussion and Considerations

2.1 Sludge Incineration at Greenway WWTP

The Greenway Wastewater Treatment Plant is the City's largest treatment plant. It is also the location of a centralized solids handling facility that processes the waste sludge removed from wastewater at all five City wastewater treatment plants in preparation for disposal. This final stage of the treatment process is essential for the safe and effective operation of the treatment facilities to ensure the protection of public health and the environment.

There is no standby or spare incinerator at Greenway. If the incinerator is out of service, it requires Greenway Operations to utilize alternative methods for disposal at costs of $60,000 per week or more. These alternate methods may not always be able to keep up with process demands which can lead to plant upsets.

Given the essential nature of the incinerator, a full asset renewal was planned. Design for this renewal is underway, with construction planned for summer 2024.

2.3 Procurement Process

Through the design process, certain items were identified for pre-purchase because of either long lead times or a need for compatibility with existing systems. These items are listed below, along with the method of procurement and the requested approval:

i. Fluidizing Blower Single Source – The blower is responsible for providing combustion air to the incinerator and is a critical component of the system. The current blower is original to the incinerator and is at its expected end of life. Staff have sourced a replacement blower identical to the existing. The intent is to purchase and install the new blower and then have the same vendor re-build the existing blower to retain as a spare. Staff will also utilize an existing stock of motors installed in other areas as spares rather than purchasing a new motor. These measures substantially reduce the capital cost required. Because of a need to match the existing blower, approval from Council is sought to undertake the sole source purchase of a new blower and repair of the existing blower from Gardner Denver Nash LLC for a total cost of $273,587.00 USD (estimated at $375,000 CDN), excluding HST, in accordance with article 14.4.d of the Procurement of Goods and Services policy: "There is a need for compatibility with goods previously acquired." The estimated cost for this purchase was previously reported to Council as $600,000.

ii. Expansion Joints Irregular Result – Expansion joints are installed throughout the incinerator duct system to accommodate the significant expansion and contraction that results when increasing or lowering the operating temperature to over 800C. Previous experience with routine failures of fabric style expansion joints prompted staff to pursue the purchase of metal-bellows expansion joints, offering much better reliability but with higher purchase costs up front. A Request for Tenders was issued, but only one supplier submitted a bid resulting in an irregular result per article 8.10.b of the Procurement of Goods and Services policy. The bid was opened, and staff are requesting approval to award to Senior Flexonics Canada for the total tendered price of $615,000.00, excluding HST. The estimated cost for this purchase was previously reported to Council as $500,000, but was based on preliminary dimensional information that changed for some of the joints, increasing the cost.

2.5 Ongoing Emergency Replacement

Notwithstanding the preceding discussion regarding the planned refurbishment of the incinerator system, the deterioration of expansion joints in the current incinerator duct system necessitated replacement in the short term. The purchases of the replacement expansion joints and installation were initiated under the emergency procurement provisions (article 14.2) of the Procurement of Goods and Services policy, as indicated to Council in March. The full impact of the measures taken to repair the duct are as follows:

- Purchase of replacement expansion joints: $64,165.00 plus HST from Sudbury International Engineered Products Ltd.

- Supply of services to repair duct and install new expansion joints: $34,921.00 plus HST by Lordon Limited.

3.0 Financial Impact/Considerations

Sources of funding have been identified for the procurements identified in this report, and funding for the overall renewal will be monitored and re-evaluated as part of the 2024-2027 Multi-Year Budget development process, including a full review of potential funding sources to mitigate any budgetary shortfall, if any.

Conclusion

Sludge incineration is an essential part of the City's wastewater solids disposal strategy. Unplanned shut-downs are costly and increase the level of operational risk to wastewater treatment processes. A renewal of the incinerator and all associated systems is required in order to maintain operations. Civic administration is recommending the award of a single-source purchase of a replacement fluidizing blower and repair of the existing blower to Gardner Denver Nash LLC for a total cost of $273,587.00 USD (estimated at $375,000 CDN), and the award of an irregular tender result for the purchase of expansion joints to Senior Flexonics Canada for the total of $615,000.00, all prices excluding HST.

Further, a previously initiated emergency procurement for supply and installation of replacement fabric-style expansion joints was concluded for a total cost of $99,086.00 plus HST.

Prepared by:	**Kirby Oudekerk, MPA, P.Eng.** **Division Manager, Wastewater Treatment Operations**
Submitted by:	**Ashley Rammeloo, MMSc., P. Eng.** **Director, Water, Wastewater and Stormwater**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**

Appendix ‘A’ Source of Financing

cc: Steve Mollon, Senior Manager, Procurement and Supply
Jason Davies, Manager III, Financial Planning and Policy
Zeina Nsair, Financial Business Administrator, Finance and Corporate Services

Appendix "A"

#23204
October 24, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: Planned Rebuild of Incinerator Systems at Greenway Wastewater Treatment Plant - Procurement Approvals
(Subledger FS23GW01)
Capital Project ES3080 - Greenway Incinerator Refurbishment
Gardner Denver Nash LLC - $375,000.00 ($273,587.00 USD) (excluding HST)
Senior Flexonics Canada - $615,000.00 (excluding HST)
Sudbury International Engineered Products Ltd. - $64,165.00 (excluding HST)
Lordon Limited - $34,921.00 (excluding HST)

Finance Supports Report on the Sources of Financing:
Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	**Approved Budget**	**Committed To Date**	**This Submission**	**Balance for Future Work**
Engineering	2,190,684	2,190,684	0	0
Construction	6,149,374	6,113,838	35,536	0
City Related Expenses	607,501	607,501	0	0
Vehicles and Equipment	5,113,907	3,376,914	1,072,718	664,275
Total Expenditures	$14,061,466	$12,288,937	$1,108,254	$664,275
Sources of Financing				
Capital Sewer Rates	3,445,422	3,445,422	0	0
Debenture By-law No. W.-5590-307	1,812,530	40,001	1,108,254	664,275
Drawdown from Sewage Works Renewal Reserve Fund	8,803,514	8,803,514	0	0
Total Financing	$14,061,466	$12,288,937	$1,108,254	$664,275

Financial Note:	**Gardner Denver Nash**	**Senior Flexonics**	**Sudbury International**	**Lordon**
Contract Price	375,000	615,000	64,165	34,921
Add: HST @13%	48,750	79,950	8,341	4,540
Total Contract Price Including Taxes	423,750	694,950	72,506	39,461
Less: HST Rebate	-42,150	-69,126	-7,212	-3,925
Net Contract Price	$381,600	$625,824	$65,294	$35,536

Financial Note Continued:	**Total**
Contract Price	1,089,086
Add: HST @13%	141,581
Total Contract Price Including Taxes	1,230,667
Less: HST Rebate	-122,413
Net Contract Price	$1,108,254

Jason Davies
Manager of Financial Planning & Policy

lp

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: **Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Equipment Preselection**
Date: **October 24, 2023**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the pre-selection of key equipment for the Climate Change Resiliency projects at Adelaide and Greenway Wastewater Treatment Plants:

a) the supply of an equalization tank **BE AWARDED** to Greatario Engineered Storage Systems for the total price of $889,887.00 excluding HST, in accordance with Section 12.2 (b) of the City of London's Procurement of Goods and Services Policy;
b) the supply of vertical propeller pumps equipment **BE AWARDED** to Sulzer Pumps (Canada) Inc. for the total price of $1,515,821.37 including contingency but excluding HST, in accordance with Section 12.2 (b) of the City of London's Procurement of Goods and Services Policy;
c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A'; and
d) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.
e) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

Executive Summary

The purpose of this report is to seek approval to purchase an Equalization Tank (EQ Tank) for the Adelaide Wastewater Treatment Plant and effluent pump equipment for both Greenway and Adelaide Wastewater Treatment Plants as part of the construction of flood protection measures, funded in part through the federal Disaster Mitigation and Adaptation Fund. Effluent pumps are required as part of flood protection, and flow equalization is also an important part of overflow mitigation during high river events at Adelaide. Pre-selection of this key equipment reduces the overall construction period, ensures that the design is optimized for the equipment that will be supplied and standardizes across facilities where possible.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following outcome:

- London is one of the greenest and most resilient cities in Canada in alignment with the Council-declared climate emergency and the Climate Emergency Action Plan.
    - London is more resilient and better prepared for the impacts of a changing climate.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Consulting Fees Value Increase. Civic Works Committee. August 15, 2023.

Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Geotechnical Consultant Award. Civic Works Committee. April 12, 2023.

Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Detailed Design Consultant Award. Civic Works Committee. October 4, 2022.

Greenway WWTP Climate Change Resilience Class EA – Notice of Completion. Civic Works Committee. April 20, 2022.

Adelaide WWTP Climate Change Resilience Class EA – Notice of Completion. Civic Works Committee. April 20, 2022.

Disaster Mitigation and Adaptation Fund – Contribution Agreement. Civic Works Committee. March 29, 2022.

Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Class Environmental Assessment Consultant Award. Civic Works Committee. March 2, 2021.

Climate Emergency Action Plan – Update. Civic Works Committee. August 11, 2020.

Adelaide Wastewater Treatment Plant Upgrades Consultant Award. Civic Works Committee. May 26, 2020.

2.0 Discussion and Considerations

2.1 Project Description

The Greenway Wastewater Treatment Plant, located at 109 Greenside Avenue, is the City's largest plant and treats approximately 60% of the wastewater produced in London. The Adelaide Wastewater Treatment Plant, located at 1157 Adelaide Street North, treats approximately 15% of London's wastewater. With climate change, the City of London and other communities are experiencing more frequent and intense wet weather events, which increases the potential for flooding. Both Greenway and Adelaide are in locations that would be impacted by flood of the Thames River. Through the federal Disaster Mitigation and Adaptation program, the City has secured funding to construct flood protection measures at the Greenway and Adelaide Wastewater Treatment plants to protect against floods up-to and including a 1 in 250-year storm event. The flood protection systems, once complete, will improve asset resilience, enhance treatment capabilities during flood events, and enhance the safety of plant staff during those events.

To date, the City has completed an Environmental Assessment at each site and has retained CIMA Canada Inc. to complete the detailed design at each plant, with the completion of detailed design scheduled for the end of 2023. The purchased equipment will advance the design of the projects and will provide valuable information to the design such as dimensions and power requirements. This will also expedite manufacturing in order to reduce the overall construction period and meet Federal funding timelines.

2.2 Procurement Process

With variability across different manufacturers with respect to lengthy manufacturing time, and with a desire to advance the detailed design based on known equipment layout, materials of construction, etc. it was determined that a Request for Proposals (RFP) was the appropriate means by which to select a preferred supplier for the new Adelaide EQ Tank.

Two (2) Proponents submitted proposals in response to the RFP. A review panel, made up of representatives from the Wastewater Treatment Operations, Consulting Engineer (CIMA + Canada Inc) and the Procurement & Supply Division, reviewed all proposals to ensure compliance with the technical requirements. The proposal from Greatario Engineered Storage Systems received the highest score. The total cost of their proposal was $889,887.00 plus HST.

Greatario Engineered Storage Systems has extensive experience in the storage tank industry. Overall, their proposal met all the key project requirements, and their staff are qualified to undertake the required design, supply and construction.

Given the similar variability across different pump manufacturers with respect to capacity, dimensions, layout materials of construction, etc. it was determined that a Request for Proposals was also the appropriate means by which to select a preferred supplier for the new Greenway and Adelaide Effluent Pump Station pumps.

Four (4) Proponents submitted proposals in response to the RFP. One (1) Proponent was disqualified from the RFP process due to non-compliance with City terms. A review panel, made up of representatives from the Wastewater Treatment Operations, Consulting Engineer (CIMA + Canada Inc) and Procurement & Supply Divisions, reviewed the remaining proposals to ensure compliance with the technical requirements. the proposal from Sulzer Pumps (Canada) Inc. received the highest score. The total cost of their proposal was $1,515,821.37 plus HST.

Sulzer Pumps (Canada) Inc. has extensive experience in the pump industry. Overall, their proposal met all the key project requirements, and their staff are qualified to undertake the required design and supply.

3.0 Financial Impact/Considerations

The detailed source of financing is in included in Appendix A of this report. The City share of each purchase is 60%, with the remaining 40% available to be recovered through the federal Disaster Mitigation and Adaptation Fund.

Conclusion

The Greenway and Adelaide Flood Protection projects are significant undertakings with a high level of complexity that provides essential protection against climate change for the existing treatment facilities. Pre-selection of the equipment described in this report will provide the Consultant’s design team with critical design information which reduces complexity at the time of tender and construction. It also initiates manufacturing for components with long lead times, avoiding potential delays and additional costs during construction.

It is recommended that the purchase of the EQ Tank for the Adelaide WWTP from Greatario Engineered Storage Systems in the amount of $889,887.00 plus HST be approved.

In addition, it is recommended that the purchase of the Submersible Propeller Pumps for Greenway and Adelaide WWTPs from Sulzer Pumps (Canada) Inc. in the amount of $1,515,821.37 plus HST be approved.

Prepared by:	**Kirby Oudekerk, MPA, P.Eng.** **Division Manager, Wastewater Treatment Operations**
Submitted by:	**Ashley Rammeloo, MMSc., P. Eng.** **Director, Water, Wastewater and Stormwater**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**

Appendix ‘A’ Source of Financing

cc: Steve Mollon, Senior Manager, Procurement and Supply
Jason Davies, Manager III, Financial Planning and Policy
Zeina Nsair, Financial Business Administrator, Finance and Corporate Services

Appendix "A"

#23203
October 24, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Equipment Preselection
Capital Project ES3230 - DMAF Greenway WWTP Flood Protection (Subledger FS210001)
Capital Project ES3231 - DMAF Adelaide WWTP Flood Protection (Subledger FS220002)
Greatario Engineered Storage Systems - $889,887.00 (excluding HST)
Sulzer Pumps (Canada) Inc. - $1,515,821.37 (excluding HST)

Finance Supports Report on the Sources of Financing:
Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	**Approved Budget**	**Committed To Date**	**This Submission**	**Balance for Future Work**
ES3230 - DMAF Greenway WWTP Flood Protection				
Engineering	1,430,397	1,430,397	0	0
Construction	18,190,908	0	0	18,190,908
City Related Expenses	3,200	3,200	0	0
Vehicles and Equipment	1,230,535	0	1,230,535	0
ES3230 Total	20,855,040	1,433,597	1,230,535	18,190,908
ES3231 - DMAF Adelaide WWTP Flood Protection				
Engineering	1,728,984	1,728,984	0	0
City Related Expenses	3,107	3,107	0	0
Vehicles and Equipment	1,217,513	0	1,217,513	0
ES3231 Total	2,949,604	1,732,091	1,217,513	0
Total Expenditures	$23,804,644	$3,165,688	$2,448,048	$18,190,908
Sources of Financing				
ES3230 - DMAF Greenway WWTP Flood Protection				
Drawdown from Sewage Works Renewal Reserve Fund	12,513,024	860,158	738,321	10,914,545
Federal DMAF Funding	8,342,016	573,439	492,214	7,276,363
ES3230 Total	20,855,040	1,433,597	1,230,535	18,190,908
ES3231 - DMAF Adelaide WWTP Flood Protection				
Drawdown from Sewage Works Renewal Reserve Fund	1,769,762	1,039,255	730,508	0
Federal DMAF Funding	1,179,842	692,836	487,005	0
ES3231 Total	2,949,604	1,732,091	1,217,513	0
Total Financing	$23,804,644	$3,165,688	$2,448,048	$18,190,908

Financial Note:	**ES3230 (Sulzer)**	**ES3231 (Sulzer)**	**ES3231 (Greatario)**	**Total**
Contract Price	$1,209,252	$306,569	$889,887	$2,405,708
Add: HST @13%	157,203	39,854	115,685	312,742
Total Contract Price Including Taxes	1,366,455	346,423	1,005,572	2,718,450
Less: HST Rebate	-135,920	-34,458	-100,024	-270,402
Net Contract Price	$1,230,535	$311,965	$905,548	$2,448,048

Jason Davies
Manager of Financial Planning & Policy

lp

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: **Oxford Wastewater Treatment Plant Membrane Replacement Consultant Award**
Date: **October 24, 2023**

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 Preliminary & Detailed Design of the Oxford WWTP Membrane Equipment Replacement:

a) CIMA Canada Inc. **BE APPOINTED** Design Consulting Engineers in the amount of $325,000.00, including 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

This report recommends that CIMA Canada Inc. be appointed to carry out design consulting services for the replacement of the Ultrafiltration (UF) membrane filtration equipment at the Oxford Wastewater Treatment Plant.

The current membrane equipment at the Oxford WWTP was installed in 2008 and is at the end of its lifecycle. The new membrane equipment is expected to have a larger capacity, allowing it to treat more wastewater than the existing system and restoring the plant's full treatment capacity.

The design consultant recommended for award in this report will provide preliminary and detailed design services to replace the end-of-life filtration system but will also consider including the ability for future expansion of the system to meet the needs of the growing population in London.

Linkage to the Corporate Strategic Plan

This project supports the 2023-2027 Strategic Plan through Climate Action and Sustainable Growth:

- Waterways, wetlands, watersheds, and natural areas are protected and enhanced.
- London is more resilient and better prepared for the impacts of a changing climate.
- Infrastructure is built, maintained, and secured to support future growth and protect the environment.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

2.0 Discussion and Considerations

2.1 Project Description

The Oxford Wastewater Treatment Plant, located at 1450 Oxford Street W provides wastewater treatment for the West end of the City of London. It services neighbourhoods such as River Bend, Byron, Oakridge, Hyde Park, Fox Hollow, Talbot, and more.

The City is undertaking the selection of a Consultant to provide engineering services for the preliminary and detailed design of a replacement Ultrafiltration (UF) Membrane Equipment at the Oxford Wastewater Treatment Plant (WWTP). The current membrane equipment at the Oxford WWTP was installed in 2008 and is approaching the end of its lifecycle. Equipment being replaced includes the membranes, cassettes (brackets that hold the membranes in place) and permeate pumps (pumps that pull wastewater through the filter membranes).

The Oxford WWTP is comprised of 2 sections, Sections 1 and 2. The UF System is located in Section 2 of the plant. Section 1 has been offline since 2008 and there are no plans to restore it back to operation in its current configuration. Instead, Section 2 will be upgraded to account for the lost capacity of 3.63 Million Litres per Day (MLD) from Section 1 plus allowances for future plant capacity expansion. Other plant upgrades may be required in addition to membrane capacity to achieve higher capacity. The original UF system rated design capacity is 13.62 MLD (Annual Average Flow), and 34.1 MLD (Peak Hour Flow). The intended new design capacity will be 17.25 MLD (Annual Average Flow), and 41 MLD (Peak Hour Flow).

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 invited consulting engineering firms to submit proposals for this assignment. Proposals were submitted from the following consultants:

- Associated Engineering (Ont.) Ltd.
- CIMA Canada Inc.
- R.V. Anderson Associates Limited
- Stantec Consulting Ltd.

Each proposal was reviewed and scored by a panel composed of Environment & Infrastructure staff. CIMA Canada Inc.'s proposal received the highest weighted score among the proposals received. The total fee estimate was $325,000.00 including a staff-applied contingency, excluding HST, to complete the assignment.

2.3 Schedule and Budget Implications

The design phase of this assignment is scheduled to be complete and ready for construction tendering by the end of 2024 and construction is expected to be complete by the end of 2025.

Funds are available in the Wastewater Treatment Operations Division's capital budget to support this assignment as identified in the Sources of Financing, attached as Appendix 'A'.

Conclusion

CIMA Canada Inc. was found to provide the best value to the City through the RFP selection process for consulting services for the Oxford WWTP Membrane Equipment Replacement project. The CIMA Canada 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 CIMA Canada Inc. be awarded this assignment.

Prepared by:	**Kirby Oudekerk, MPA, P.Eng.** **Division Manager, Wastewater Treatment Operations**
Submitted by:	**Ashley Rammeloo, MMSc., P. Eng.** **Director, Water, Wastewater and Stormwater**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**

Appendix 'A' Source of Financing

cc: Steve Mollon, Senior Manager, Procurement and Supply
Jason Davies, Manager III, Financial Planning and Policy
Zeina Nsair, Financial Business Administrator, Finance and Corporate Services

Appendix "A"

#23205
October 24, 2023
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: Oxford Wastewater Treatment Plant Membrane Replacement Consultant Award
(Subledger FS23OX01)
Capital Project ES508423 - WWTP Optimization & Renewal
CIMA Canada Inc. - $325,000.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastrucutre. The detailed source of financing is:

Estimated Expenditures	**Approved Budget**	**Committed To Date**	**This Submission**	**Balance for Future Work**
Engineering	394,687	63,967	330,720	0
Construction	1,470,668	1,038,142	0	432,526
City Related Expenses	37,449	37,449	0	0
Vehicles and Equipment	1,088,016	1,088,016	0	0
Contingency	15,657	0	0	15,657
Total Expenditures	$3,006,477	$2,227,574	$330,720	$448,183
Sources of Financing				
Drawdown from Sewage Works Renewal Reserve Fund	3,006,477	2,227,574	330,720	448,183
Total Financing	$3,006,477	$2,227,574	$330,720	$448,183

Financial Note:

Contract Price	$325,000
Add: HST @13%	42,250
Total Contract Price Including Taxes	367,250
Less: HST Rebate	-36,530
Net Contract Price	$330,720

Jason Davies
Manager of Financial Planning & Policy

mp

450 Highbury Avenue N.,
London, Ontario, N5W 5L2
Telephone: 519-451-1340
Fax: 519-451-4411

October 11, 2023

Chair and Members
Civic Works Committee

Re: London Transit's 2022 Annual Report

At the August 30, 2023 meeting, the Commission received a communication outlining Municipal Council's motion with respect to London Transit's 2022 Annual Report as set out below.

b) *the London Transit 2022 Annual Report BE REFERRED back to the London Transit Commission to:*

   i) *re-evaluate the grading components of the report identified by the Municipal Council, with respect to the grading of the key elements of the evaluation; and,*

   ii) *submit a revised report to the Civic Works Committee at a future meeting;*

In light of this referral, the Commission re-visited the 2022 Annual Report which utilizes the following criteria when grading performance against each of the Business Plan's Strategic Outcomes.

London Transit Commission Annual Report Grading Criteria

Grade	Criteria
Excellent	All initiatives set out in the Business Plan under the objective have been successfully achieved
Good	Progress toward completion of all initiatives under the objective is consistent with expectations in the Business Plan
Satisfactory	Progress toward completion of all initiatives under the objective is slower than expectations in the Business Plan
Needs Improvement	Significant focus needs to be directed at the initiatives under the objective

When considering the grades provided, the Commission recognized that they were measured against progress on the initiatives included in the Business Plan while also giving consideration to the ongoing issues associated with operating a transit system through a pandemic, which in many cases necessitated deviation from specific initiatives.

Transit riders and employees were required to wear masks on board public transit services until June 11, 2022 at which time the Provincial order was lifted. While transit riders began to return to regular travel patterns, so to was the expectation of increased service levels. Unfortunately, the ability of the organization to respond with increased service levels to better match the increased demand was significantly hampered due to a combination of supply chain and labour market issues.

While recruitment and on-boarding for the Operator position ran relatively smoothly throughout 2022, the vacancies in the Fleet and Facilities department proved more difficult to fill. This, coupled with a higher rate of short term absences throughout the year, resulted in difficulties completing the work assigned to each shift in order to ensure bus availability for service each day. Adding to this difficulty was the delay in receipt of the

2022 replacement bus order, which resulted in the need to maintain 17 buses longer than anticipated. In a number of cases, the decision was made to park the buses scheduled for retirement rather than perform costly repairs however, this approach negatively affected the total fleet availability. The aforementioned impacts resulted in the inability to increase service levels in 2022.

In reconsidering the grades applied to the Strategic Outcomes in the Annual Report, the Commission paid particular attention to the criteria associated with each grade and discussed the progress toward each outcome in light of the pandemic-related issues that continued to impact the organization. The table below represents the grades that were confirmed by the Commission subsequent to reconsideration, noting none of the grades have been altered.

London Transit Commission 2022 Annual Report
Strategic Outcome Grades

Strategic Outcome	Grade	Comments
An integrated, affordable and valued mobility choice	Satisfactory	While service levels were not able to meet demand through 2022, efforts were focused on ensuring that service provided was reliable.
Demonstrated fiscal accountability	Good	Notwithstanding significant price escalation on key budget items including fuel and bus prices, budgets were managed within the Commission's resources.
Being open, transparent and understood	Good	Continued use of communication tools such as social media and Commission website to ensure up to date information was available for all stakeholders.
Effective utilization of infrastructure	Good	Capital programs continued as planned through 2022 noting some modifications were required due to significant inflationary pressures.
An engaged, diverse and respectful workplace	Good	Overall priority centered on ensuring the health and safety of all employees (including psychological health)

Specific to the "Integrated, affordable and valued mobility choice" outcome, the Commission agreed that the grade of "satisfactory" was appropriately assigned in the 2022 Annual Report. As set out above, the criteria associated with the "satisfactory" grade recognizes that progress toward this objective was slower than the expectations in the Business Plan. While the Commission recognizes that service levels needed to be increased during this period, the fact that they were not, was not the result of a lack of attention to the objective rather it was the result of numerous factors out of the organization's control.

Representatives from the Commission will be in attendance at the meeting should members of the Civic Works Committee wish to discuss this further.

Sheryl Rooth
Chair

Hi Jerri-Joanne,

Sorry about that! Wendy Lau and I are each requesting delegation status at CWC after the presentation by the LTC. We would each like an opportunity to provide further comments on the commission's annual report presentation, the lack of clearer timelines on achieving the CWC endorsed action items we presented in early 2023, and the need for a greater focus on accessibility for both specialized and conventional transit systems.

Thank you,

Jeff Preston, PhD
Associate Professor, Disability Studies
King's University College @ Western University

Hi,

My name is Melissa Sheehan.

I am writing to request delegation status for the October 22nd meeting of the CWC for item 3.1 (LTC'S 2022 annual financial report) and I will do my best to keep my delegation under the 5 minute maximum. I may ask for an extension if needed, but will keep it as minimal of one as possible.

I attended the last LTC meeting, where I found out more about their intentions and position on the asks included in the financial report. As much as I can understand and respect where they are coming from, I still feel a vital part of the overall conversation was lacking and underrepresented in said report.

I think a rider's perspective, especially one on social assistance and who is among the most vulnerable, who depends on the service, was not properly represented on this report, and as such, a rider's perspective on the impacts of their asks in said report is severely lacking in this conversation, and I would like an opportunity to share that insight and input with the committee before their budget is approved by Council.

Thank you for your time and consideration.

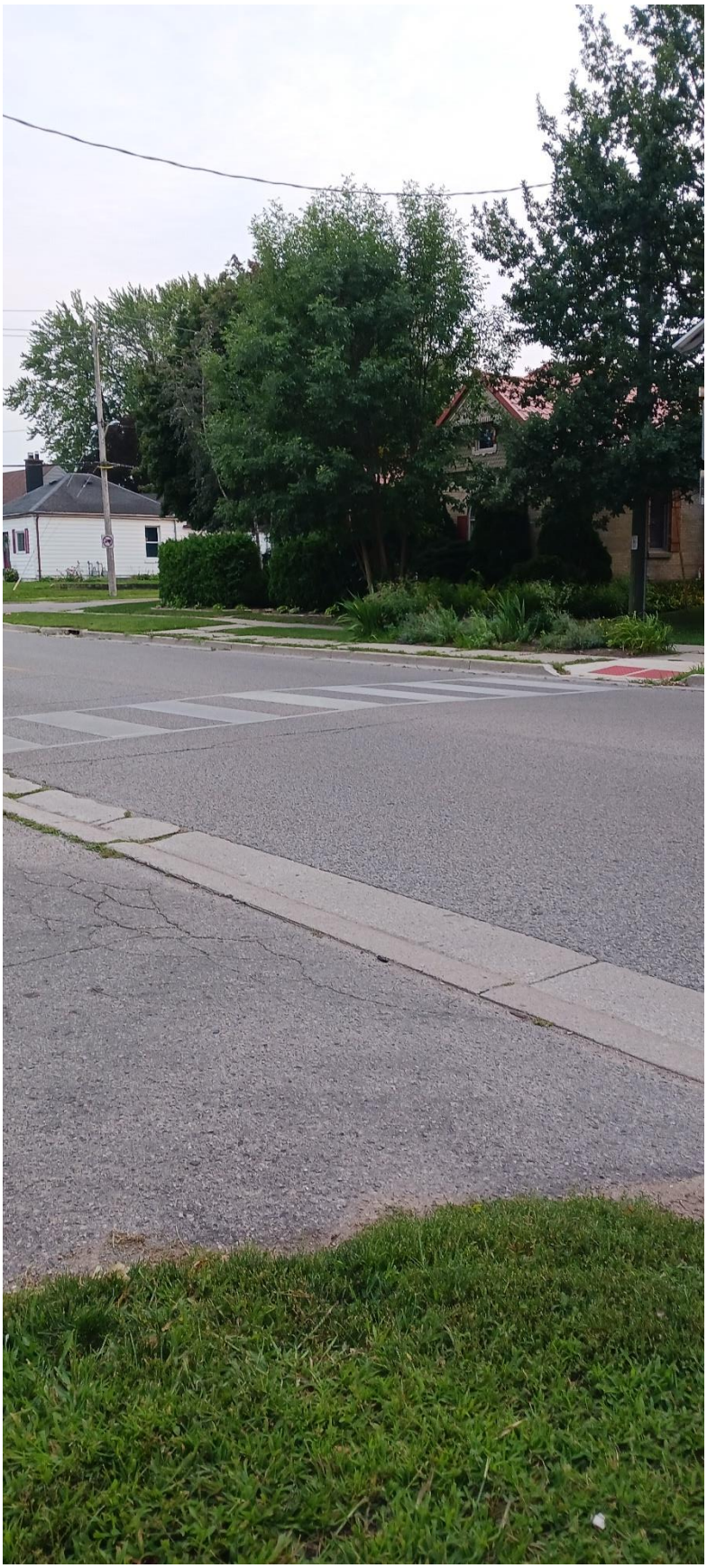
You have my permission to include this in the added agenda for this meeting as well.

Sincerely,

Melissa Sheehan

To whom it may concern:
I wrote to Mr. Lewis and Mr Pribil about the bus stop on Hale Street.
It was moved 2 months ago with no previous notification.
I live in a senior apt building.
There are tenants who use walkers and wheelchairs.
Where the stop is now you have to cross two streets. I have included pictures.
[redacted] at LTC has the petition I did in the building. She will not change her mind.
Where the original bus stop was, there is a crosswalk. It was very convenient for the tenants of the building and neighborhood.

You have my permission to make this public
Cindy Dolphin
The first photo. New bus stop with tree
Second photo the 2 streets we have to cross
Third photo is the original bus stop where
Cement pad is located.




519-451-1347 www.ltconline
NO

To City Hall

My name is Liza Worsfold I have been a para client for a long time now. I have been involved with my own advocacy work for myself for years. Let me tell you about some of the issues I have with transit, when you have to spend about two hours on the phone to get a ride for a medical appointment and then you can not get the ride afterward, so you have to cancel your specialized appointment.

Recently, I have been on the city news due to the treatment of myself and my certified service dog has received from some drivers, from yelling at me and my dog, refusing to hold my dog's leash when I get down with the lift. I remember one instance with a driver where he dropped me off at my location I asked him to bring my dog and hold his leash well dropping me off because we were in the middle of the parking lot. While he was putting me on the ramp we were being hong at by another vehicle, at which time he ran down and did not bother taking my dog down. I asked my dog to follow him, I was not assuming the driver would go over to the taxi cab car punch the window, and start using obscene language, leaving me and my dog in the middle of a parking lot, while I was stuck up on the lift unable to get down and grab my dog, In all I think it is very unprofessional. I Called and complained and spoke to a person by the name of [redacted] it was not the driver's responsibility to control my dog. he told me I told him I would fight this he told me you go ahead and try so that afternoon I went to the news with the argument it was like carrying down a walker, my dog is an assistive device when he is working and I won the argument.

Another story, I have for you that happened to me a couple of weeks ago in of two days being a driver weaving in and out of traffic to get to the location on time I feel if there were more funding put into these buses it would help the drivers and they would not drive so insanely

I had drivers start lowering the lift without me on the lift or just about to get on and the front of my wheelchair in dangling, I have vision issues so I can not see the lift very well, when this happens I feel that they are daydreaming or getting distracted in some way, which then puts me again at a safety risk.

In the same week I had a driver almost fall asleep at the wheel while driving me to work to the point where he had to slam on the break so he would not hit a car or go through a light I don't feel like the drivers do not get a decent break at all

There is much more I could speak about para but these are just full of my stories

To hear that their self-assessment was satisfactory I have to strongly disagree. If I was able to drive I would.' the safety of transit is questionable. We trust the drivers to get us to our location safely. Right now I do not feel safe.

These issues have to start from the bottom of the office to the complaint line all the way up to the highest person.
Change had to happen and it has to happen soon before something drastic happens to one of us.
we have to start somewhere and why not hear from the people who use the transit the most

Again, I can not go and say I am satisfied with their self-assessment I have to again strongly disagree with this ruling.

Concerned rider and disabled advocate
Liza Worsfold

Today I got refused by a paratransit driver who this is the fourth time he said that he is refusing because I had one bag and my purse on my wheelchair tray and holding it also he sat there 15 mins while yellow jacket flying at my face laughing when I call paratransit he asked who I was calling he said LTC I said yes then he took off paratransit told there was no supervisor I asked to talk to so he transferred to consumer services who transferred to [redacted] which voice mail so had to take green taxi to my appointment which I was late it seems when we have some serious issues or complaints we get passed around this happens too many times today I was unabled to talk to a real person causing anxiety not knowing I will be refused when finished work

1) Bus number [redacted] this is the 5th complaint I have called in on this same driver for the same thing telling me I am not to have any bags
2) Then bus number [redacted] made comment after picking me from my appointment to take me to the fair for why I had so many bags when all I had is my purse and reuseable bag with my lunch , epipen book, coat for work he told me there is a limit and I should only have one or none

With these rules causing us not to be allowed necessities such groceries on the bus

Penny Moore

DEFERRED MATTERS

CIVIC WORKS COMMITTEE

as at October 13, 2023

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
1.	**Garbage and Recycling Collection and Next Steps** That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps: ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.	January 10, 2017	Q3, 2023	K. Scherr J. Stanford	
2.	**Updates - 60% Waste Diversion Action Plan Including Green Bin Program** d) the Civic Administration BE DIRECTED to: i) continue to prioritize work activities and actions that also contribute to the work of the London Community Recovery Network; and, ii) submit a report to the Civic Works Committee by June 2021 that outlines advantages, disadvantages, and implementation scenarios for various waste reduction and reuse initiatives, including but not limited to, reducing the container limit, examining the use of clear bags for garbage, mandatory recycling by-laws, reward and incentive systems, and additional user fees.	November 17, 2020	Q4, 2023	K. Scherr J. Stanford	

Integrated Transportation Community Advisory Committee Report

The 11th Meeting of the Integrated Transportation Community Advisory Committee
October 18, 2023

Attendance

T. Khan (Chair), R. Buchal, E. Eady, A. Husain, A. Issa, T. Kerr, S. Leitch, V. Lubrano, D. Luthra, M. Malekzadeh, A. Pfeffer, E. Poirier, J. Vareka and J. Bunn (Acting Committee Clerk)

ABSENT: D. Foster and A. Santiago

ALSO PRESENT: Councillor S. Trosow; G. Dales, A. Denomme, S. Funk, D. MacRae, J. Michaud, A. Miller, B. Somers and J. Stanford

The meeting was called to order at 3:00 PM; it being noted that R. Buchal, E. Eady, A. Husain, A. Issa, T. Kerr, S. Leitch, M. Malekzadeh, A. Pfeffer and J. Vareka were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Dundas Street Streetscape Master Plan

That it BE NOTED that the presentation, dated October 18, 2023, from K. Preston, Dillon Consulting, as appended to the Agenda, with respect to the Dundas Street - Argyle Streetscape Master Plan, was received.

3. Consent

3.1 10th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 10th Report of the Integrated Transportation Community Advisory Committee, from its meeting held on September 20, 2023, was received.

3.2 Municipal Council Resolution – 9th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the Municipal Council Resolution, from its meeting held on September 26, 2023, with respect to the 9th Report of the Integrated Transportation Community Advisory Committee, was received.

3.3 Notice of Revised Planning Application – Zoning By-law Amendment – 200 Albert Street

That it BE NOTED that the Notice of Revised Planning Application, dated September 13, 2023, from N. Pasato, Senior Planner, with respect to a Zoning By-law Amendment related to the property located at 200 Albert Street, was received.

3.4 Joining the Smart Commute Program

That it BE NOTED that the staff report, dated October 4, 2023, with respect to Joining the Smart Commute Program, was received.

4. Sub-Committees and Working Groups

4.1 (ADDED) Active Transportation Sub-Committee Presentation

That it BE NOTED that the Cycling Maps and Routes document, as appended to the Added Agenda, from the Active Transportation Sub-Committee, was received.

5. Items for Discussion

5.1 (ADDED) Delegation at Civic Works Committee

That delegation status BE REQUESTED for the Civic Works Committee meeting being held on October 24, 2023 with respect to the Mobility Master Plan 2050 Mode Share Target item; it being noted that R. Buchal will be in attendance to give the delegation.

6. Deferred Matters/Additional Business

6.1 (ADDED) Notice of Public Update Meeting Colonel Talbot Road 2-Lane Upgrade

That it BE NOTED that the Notice of Public Update Meeting, from D. Hall, Program Manager, Active Transportation, with respect to the Colonel Talbot Road 2-Lane Upgrade, was received.

6.2 (ADDED) Notice of Public Update Meeting for Boler Road Cycling Improvements

That it BE NOTED that the Notice of Public Update Meeting, from D. Hall, Program Manager, Active Transportation, with respect to Boler Road Cycling Improvements, was received.

7. Adjournment

The meeting adjourned at 4:52 PM.