

# Agenda Including Addeds

## Civic Works Committee

The 5th Meeting of the Civic Works Committee

March 19, 2024

9:30 AM

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 A. Hopkins (Chair), J. Pribil, S. Trosow, S. Franke, D. Ferreira

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](mailto:CWC@london.ca) or 519-661-2489 ext. 2425.

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## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

**From:** Anna Lisa Barbon, CPA, CGA  
Deputy City Manager, Finance Supports

**Subject:** SS-2024-090 Single Source Contract - Telematics Services

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports, the following actions **BE TAKEN**:

- a) Approval **BE GIVEN** to exercise the single source provisions of the Procurement of Goods and Services Policy under sections 14.4 (d) and (g) to contract with AdvantageOne Technology Inc. for the supply and delivery of telematic services for a two (2) year contract with an option to renew for two (2) additional two (2) year periods;
- b) Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this contract; and,
- c) 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

The City of London's municipal fleet has 280 active telematics devices employed in various City owned and contracted vehicles. Vehicle telematics play an important role in improving the efficiency and effectiveness of the services we provide to the community. A telematics device captures and communicates vehicle generated data to authorized users through a secure application. The City of London has been using various telematic technologies for more than 15 years to promote safety, improve maintenance planning, reduce corporate risk, contribute towards environmental stewardship, and effectively manage City assets.

In accordance with Sections 14.4 (d) & (g) of the Procurement of Goods and Services Policy, Fleet Services recommends establishing a single source contract with AdvantageOne Technology Inc, given the need to maintain compatibility with the active hardware installed on every vehicle and to take advantage of competitive offerings through a Group Procurement Organization (GPO).

## Linkage to the Corporate Strategic Plan

This recommendation supports the 2023-2027 Strategic Plan in the following areas:

### Well Run City

- Review municipal best practices, identifying gaps and opportunities, and deliver projects that improve performance.

### Climate Action and Sustainable Growth

- Implement the Climate Emergency Action Plan with a focus on actions up to 2027 that will contribute towards achieving 2030 emissions reduction targets.

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

There are no relevant reports available.

### 1.2 Background

Modern vehicle telematics is enabled by installing a wallet sized device that connects to the vehicle's electronic communication network. The device gathers data using GPS, sensors, movement and actions, and engine data to provide authorized users with the information needed to manage safe and effective operations of City assets. Using this data, the City can take actionable steps towards improving driver and road safety, supporting regulatory compliance, fleet maintenance, operational excellence, and civic leadership.

The City of London has been using a variety of automated vehicle location technologies over the past 15 to 20 years, with a main focus on winter operations. Over the years several of the leading products used by Road Operations have transferred ownership, been acquired, and eventually amalgamated with Geotab headquartered in Oakville Ontario. The progressive standardization of telematics software and hardware in our municipal fleet, has resulted in the need for establishing a service contract.

Telematics devices are installed in over 280 City owned and contracted vehicles. Winter operations is the biggest user of telematics services as the Service must track snow clearing routes, and material distribution on roads and sidewalks. There are seven other Services that utilize telematics including: Waste Collections, Fleet, Facilities, Forestry, Wastewater, Water and Sewer Operations.

## 2.0 Discussion and Considerations

From a compatibility perspective there are several savings that substantiate the recommendation to establish a contract with AdvantageOne Technology Inc which will enable the Corporation to maintain the existing hardware. Switching hardware would require labour to remove and replace all 280 units in-service by City mechanics. Keeping the same hardware also eliminates the need for new application training and custom data migration into the Cityworks database. Additionally, the controllers in our existing suite of winter operation sanders and salter units have a fit for purpose harness and are programmed to integrate seamlessly with our current hardware.

The City of London issued a public notification of its intent to use various Group Procurement Organizations on January 2, 2024. The City is a member of Canoe Procurement Group who issued RFP #020221 Fleet Management Technologies with Related Software Solutions, that evaluated competitive proposals from all major telematics providers based on eight categories. The RFP evaluation results ranked Geotab's offering number one against dozens of proposals. To leverage the benefits of a competitive offering through group procurement, Fleet Services is seeking approval to enter into a contract with Geotab's authorized reseller AdvantageOne Technology Inc.

### 2.1 Procurement Process

Fleet Services and Procurement and Supply recommend establishing a single source contract with Geotab authorized reseller AdvantageOne Technology Inc, given the requirements to be compatible with the existing hardware and make use of the competitive procurement opportunity through the Canoe Procurement Group. This recommendation is in accordance with Section 14.4 (d) and (g) of the Procurement of Goods and Services Policy:

- 14.4 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);

- 14.4 g. It is advantageous to the City to acquire the goods or services from a supplier pursuant to the procurement process conducted by another public body or a Group Procurement Organization (GPO);

As per Section 14.5 a) ii) of the Procurement of Goods and Services Policy, Committee and City Council must approve a single source award greater than \$50,000, unless otherwise permitted by the Policy.

Fleet Services, in collaboration with Procurement and Supply will continue to explore group buying opportunities to reduce costs, streamline the purchasing process, allow for standardization of equipment, and ensure operational requirements are met.

### **3.0 Financial Impact**

Across our municipal fleet, the average annual expenditure over the last three-years on telematics was \$88,513 (excluding HST). Fleet Services is anticipating modest increases to the number of assets using telematics given the operational need for the technology has not changed. Data provided by vehicle telematics enables Fleet Services to expand key performance metrics that support fleet composition decisions, reductions in fuel consumption, and ensures asset utilization. Funding for telematics is supported by the respective Services approved operating budgets.

## **Conclusion**

Establishing this contract will result in avoiding unnecessary hardware and application switching costs, maintain continuity with existing operational equipment, and leverage the benefits of a competitive offering through a Group Procurement Organization. In accordance with section 14.4 (d) & (g) of the Procurement of Goods and Services Policy, Fleet Services is requesting approval to establish a single source contract with AdvantageOne Technology Inc. for two (2) years with an option to renew for two (2) additional two (2) year periods.

**Prepared by:** Drew Freeman, M.A., P.Eng.  
Senior Manager, Fleet Services

**Submitted by:** Lynda Stewart  
Director, Fleet and Facilities

**Recommended by:** Anna Lisa Barbon, CPA, CGA  
Deputy City Manager, Finance Supports

cc: Steve Mollon, Senior Manager of Procurement & Supply

## 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:** Award of Consulting Engineering Services for Detailed Design, Tendering Assistance, Construction Oversight and Contract Administration for Expansion of Landfill Gas Collection System W12A Landfill Site

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the approval to hire Comcor Environmental Ltd. for detailed design, tendering assistance, construction oversight, and contract administration consulting services for the expansion of the landfill gas collection system at the W12A Landfill site:

- a) Comcor Environmental Ltd. **BE APPOINTED** to carry out detailed design, tendering assistance, construction oversight, and contract administration consulting services for the expansion of the landfill gas collection system at the W12A Landfill site, in the total amount of \$176,640, including a contingency of \$23,040, excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- b) the financing for the work identified in (a), above, **BE APPROVED** in accordance with the "Sources of Financing Report" attached hereto as Appendix "A";
- c) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this work; and
- d) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

Landfill gas (LFG) collection and flaring systems are the primary odour and greenhouse gas emission control systems employed at landfills. The LFG collection and flaring system at the W12A Landfill began operation on June 30, 2004. The LFG collection system has been expanded several times since then as areas of the W12A Landfill were filled to final elevations. The existing LFG collection and flaring system consists of vertical and horizontal LFG extraction wells that are connected through a network of system piping and associated equipment whereby the LFG being generated within the landfill is collected under vacuum and combusted in the LFG flaring facility.

The existing LFG flaring facility reached volumetric capacity in approximately Q4 of 2020. The existing flaring facility is currently being replaced with a larger LFG flaring facility with a volumetric capacity to accommodate the LFG flows being generated by the current and proposed expanded W12A Landfill. It is anticipated that the larger LFG flaring facility will be commissioned in Q3 2024.

This report seeks approval from Committee and Council to award an engineering consulting services contract to Comcor Environmental Limited (Comcor) for detailed design, tendering assistance, construction oversight, and contract administration in accordance with the Procurement of Goods and Services Policy Section 15.2 g, in section 15.0 Appointment of Professional Consulting Services. The funds required for this award are available within the existing capital budget. It is expected there will be a minor net increase (less than \$10,000) in annual operating costs that can be covered in the base annual operating budget for the W12A Landfill.

## Linkage to the Corporate Strategic Plan

City 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 two following areas of focus: Climate Action and Sustainable Growth and Well-Run City.

The Climate Emergency Action Plan (CEAP) was approved by Council in April 2022 following the declaration of a climate emergency in 2019. CEAP 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](http://www.london.ca) under Council and Committees 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 Consulting Services for Detailed Design and Tendering for a New Landfill Gas Flaring Station (March 2, 2021, meeting of the CWC, Item#2.9)
- Environmental Assessment – Updates and Preferred Method to Expand the W2A Landfill (September 22, 2020, meeting of the CWC, Item #2.11)

#### 1.2 Existing W12A Landfill Gas Collection and Flaring System

The existing LFG collection and flaring system at the W12A Landfill site consists of vertical and horizontal LFG extraction wells installed within the compacted waste materials. The LFG extraction wells are connected to an enclosed LFG flaring facility through a network of piping and associated equipment (e.g., flow control assemblies, drain traps etc.). Vacuum is applied through centrifugal fans (blowers) to the LFG extraction wells to draw the LFG being produced within the landfill to the LFG flaring facility where it is combusted. The landfill gas collection and flaring system is the primary odour control and greenhouse gas emission reduction system employed at the W12A Landfill site.

The LFG collection and flaring system began operation on June 30, 2004, and initially burned approximately 500 standard cubic feet per minute (scfm) of LFG. The amount of LFG that is generated and captured has increased over the years as areas of the landfill reached final elevation and new LFG wells were installed, and the addition of horizontal LFG collectors (starting in 2020) has been employed for additional odour control.

As a result of expanding the capacity to collect LFG and the incorporation of horizontal LFG collectors, the volumetric capacity of the existing LFG flaring facility was reached in approximately Q4 of 2020.

#### 1.3 W12A Landfill Gas Flaring Facility Replacement

To address the volumetric capacity limitation of the existing LFG flaring facility the City applied for and received approval from the Ministry of the Environment, Conservation and Parks (MECP) to replace the existing LFG flaring facility with a larger one in November 2022. The larger LFG flaring facility is sized to manage the LFG production of the existing W12A Landfill and the proposed expanded W12A Landfill.

After receiving MECP approval, a tender for the supply, construction and installation of the replacement, larger LFG flaring facility was released and awarded in accordance with the Procurement of Goods and Services Policy Administrative Approval of Tender Acceptance/Contract Award (AATACA) process in Q2 of 2023. The work associated with this project is currently underway with an anticipated commissioning date of Q3 2024.

## 2.0 Discussion and Considerations

### 2.1 Project Description

The existing LFG collection system in general consists of the following:

- 93 active vertical LFG extraction wells;
- 5 active horizontal LFG extraction wells;
- 25 pumped drain traps; and
- Extended network of header and lateral system piping connecting all the installed and active LFG gas extraction wells.

The expansion of the LFG collection system will include the following:

- Drilling and installation of approximately 35 new LFG extraction wells;
- Extension of main header piping along the north limit of the waste footprint;
- Installation/extension of lateral piping network from header piping network;
- Installation of pumped drain traps, flow control assemblies and associated equipment as determined and required during detailed design work; and
- Repairs to existing system if necessary.

It is anticipated that the expansion of the LFG collection system will be completed shortly after the larger replacement LFG flaring facility is commissioned, thereby providing for an additional enhancement in overall odour control and reduction of greenhouse gas emissions.

### 2.2 Procurement Process - Appointment of ComScore Environmental Ltd.

Comcor has specialized experience in the field of design, installation, construction contract administration and operation of LFG collection and flaring systems. The firm has provided these specialized services since 1985 and is located in Cambridge, Ontario with operations staff also based out of satellite offices in Mississauga, Niagara Falls, Ottawa and Moose Creek, Ontario and Winnipeg, Manitoba. Comcor currently operates and maintains over 20 landfill gas collection, flaring and/or utilization facilities across Canada, with 16 of these projects being located in Ontario. Comcor has also completed design work, on-site supervision and commissioning associated with most of these facilities.

Comcor has completed the design and oversaw installation of the existing LFG collection and flaring facility and several LFG collection system expansions at the W12A Landfill site. Comcor is also currently under contract by the City to operate and maintain the existing LFG flaring facility.

Comcor was previously awarded the engineering services contract related to the *Environmental Protection Act* approval, detail design, tendering assistance and construction administration services for the LFG flaring facility replacement. Using Comcor for detailed design, tendering assistance, construction oversight, and contract administration of the expansion of LFG collection system will expedite the project without losing time to seek and review alternative proposals. Comcor has specific knowledge of the existing LFG collection and flaring system as well as the replacement larger LFG flaring facility currently being constructed. Other consultants would need time to review these design details.



Considering the above, Comcor was invited to submit a proposal to carry out the consulting engineering services related to the detailed design, tendering assistance, construction oversight, and contract administration for expansion of the LFG collection system. Staff have reviewed the fee submission in detail considering the various activities, time allotted to each project task and related hourly rates provided. The review supports the hiring of Comcor on this project.

The continued use of Comcor for LFG collection system expansions is of financial advantage to the City because the firm has specific knowledge of the existing LFG collection and flaring system as well as the current construction of the replacement larger LFG flaring facility and has undertaken work for which duplication would be required if another firm were to be selected.

In accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy (15.0 Appointment of Professional Consulting Services), Civic Administration is recommending Comcor Environmental Ltd. be authorized to carry out detailed design, tendering assistance, construction oversight, and contract administration services for the expansion of the LFG collection system for a fee of \$176,640 (excluding HST). The fee includes a 15% contingency of \$23,040.

Procurement and Supply has reviewed the rationale to award Comcor Environmental Ltd. a contract and supports the decision as it provides best value to the City of London.

### **3.0 Financial Impact/Considerations**

#### **3.1 Capital Budget**

The funds required for this award are available within the existing capital budget. The Sources of Financing Report is attached as Appendix "A".

#### **3.2 Operating Budget**

It is expected there will be a minor net increase (less than \$10,000) in annual operating costs associated with operating the expanded LFG collection system. This amount has been planned for in the overall operating budget of the W12A Landfill as part of the 2024-2027 Multi-year Budget.

## **Conclusion**

Comcor Environmental Ltd. has demonstrated an understanding of the City's requirements for this project and hiring Comcor Environmental Ltd., will expedite completion of the project and allow for additional odour control and reduced greenhouse gas emissions once completed.

It is recommended that Comcor be awarded the consulting services contract in accordance with their proposal for detailed design, tendering assistance, construction oversight and contract administration for expansion of the LFG collection system at the W12A Landfill site, as it is in the best financial, community and technical interests of the City.

**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 Infrastructure

Appendix A – Source of Financing

## Appendix "A"

#24049

March 19, 2024

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Expansion of Landfill Gas Collection System W12A Landfill Site

(Subledger LF240001)

Capital Project SW604024 - Landfill Gas Collection

Comcor Environmental Ltd. - \$176,640.00 (excluding HST)

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### 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:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
Engineering	179,749	179,749	0
Construction	264,251	0	264,251
<b>Total Expenditures</b>	<b>\$444,000</b>	<b>\$179,749</b>	<b>\$264,251</b>

### Sources of Financing

Canada Community-Building Fund	444,000	179,749	264,251
<b>Total Financing</b>	<b>\$444,000</b>	<b>\$179,749</b>	<b>\$264,251</b>

### Financial Note:

Contract Price	\$176,640
Add: HST @13%	22,963
Total Contract Price Including Taxes	199,603
Less: HST Rebate	-19,854
Net Contract Price	\$179,749

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Jason Davies

Manager of Financial Planning and Policy

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## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

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

**Subject:** W12A Landfill Community Mitigative Measures Fund –  
Glanworth Tennis Court

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, and based on the approved motion of the W12A Landfill Public Liaison Committee, funding of \$35,000 **BE APPROVED** from the W12A Landfill Community Mitigative Measures Fund for the Glanworth Tennis Court Improvement Project.

## Executive Summary

At its December 14, 2023, the W12A Landfill Public Liaison (PLC) passed the following motion; that \$35,000 from the Community Mitigative Measures Fund be used to surface the Glanworth Park Tennis Court Improvements.

This report recommends proceeding with this allocation that will cover the placement of two coats of acrylic topping on both the playing court and run out zones up to the fence.

City staff can confirm that a project of this nature meets the intent of the Community Mitigative Measures Fund as part of the overall program referred to as the W12A Landfill Community Enhancement and Mitigative Measures Program.

Parks Design and Construction will coordinate applying the acrylic surfacing to the Glanworth tennis court in 2024.

## Linkage to the Corporate Strategic Plan

City Council continues to recognize the importance of neighbourhoods, communities, parks and public spaces in its 2023-2027 Strategic Plan for the City of London (Strategic Area of Focus – Wellbeing and Safety).

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

Some relevant reports that can be found at [www.london.ca](http://www.london.ca) under Council and Committees meetings include:

- Establishment of W12A Landfill Public Liaison Committee Point of Source Water treatment Program, Civic Works Committee (CWC) Meeting on November 3, 2015 Agenda Item #12
- W12A Landfill Public Liaison Committee Proposed Water Supply Fund, CWC Meeting on December 16, 2014, Agenda Item #10
- Minor Revisions to W12A Landfill Site Community Enhancement and Mitigative Measures Program, CWC Meeting on October 6, 2014, Agenda Item #10
- W12A Landfill Community Mitigative Measures Fund – Glanworth Library CWC Meeting on May 27, 2013, Agenda Item #5

- Updates to W12A Landfill Site Community Enhancement and Mitigative Measures Program, Environment & Transportation Committee (ETC) Meeting on May 10, 2010, Agenda Item #12
- W12A Landfill Community Enhancement and Mitigative Measures Program, ETC Meeting on May 11, 2009, Agenda Item #12

## 1.2 Background

The W12A Landfill Community Enhancement and Mitigative Measures Program is part of the City's overall efforts to reduce or address the negative effects of the landfill on the local community around the landfill.

Development of the Community Enhancement and Mitigative Measures Program for the City of London started in 2006 and was completed through a comprehensive process that included reviewing comparable programs in other municipalities and providing the local community with several opportunities to comment on what should be included in the program. The program was established by by-law in 2009 and includes a property value protection plan, Community Mitigative Measures Fund and establishment of a Public Liaison Committee (PLC).

The Community Mitigative Measures Fund currently receives approximately \$0.35 for each tonne of waste (indexed to inflation) disposed of at the W12A Landfill and currently has a balance of approximately \$1,200,000. The payment to the Community Mitigative Measures Fund is equivalent to the payment the City formerly made to the Town of Westminster prior to the Town being amalgamated in 1992. Money from the fund can be spent on expenses of the PLC and projects recommended by the PLC. Council must approve proposed PLC expenditures over \$15,000. Expenditures up to \$15,000 per year can be approved and implemented by the PLC following the guidelines as stated in By-law A-7196-353.

To date, two projects have been recommended by the PLC that required Council approval:

- \$15,000 towards the towards the Glanworth Library Revitalization project. Upgrades include adding a water service and septic system, installing a new heating and ventilation system and renovations so the building would be in compliance with the City of London's Facility Accessibility Design Standards (FADS) as well as the Accessibility for Ontarians with Disabilities Act (AODA) for public buildings (2013); and
- \$180,000 to establish a water treatment program to allow qualifying residents access to the funds allocated to it, which assisted nearby property owners with the costs associated with installation of water well treatment equipment intended to enhance the aesthetic quality of the naturally occurring poor quality groundwater (2015).

## 2.0 Discussion and Considerations

### 2.1 W12A PLC Recommendation

At its December 14, 2023, the W12A Landfill PLC passed the following motion:

that \$35,000 from the Community Mitigative Measures Fund be used to surface the Glanworth Park Tennis Court Improvements.

The PLC discussed two options:

- \$15,000 to place two coats of acrylic topping on the playing court; and
- \$35,000 to place two coats of acrylic topping on both the playing court and run out zones up to the fence.

The funds will focus on placing two coats of an acrylic topping on both the playing court and run out zones up to the fence.

City staff can confirm that a project of this nature meets the intent of the Community Mitigative Measures Fund as part of the overall program referred to as the W12A Landfill Community Enhancement and Mitigative Measures Program.

## 2.2 Review and Comments from City Parks and Forestry

The City's Parks Design and Construction area of Parks and Forestry has reviewed this request and re-confirmed its support. The funds being made available by the PLC will cover the project cost.

Parks Design and Construction will coordinate applying the acrylic surfacing to the Glanworth Court in 2024. City staff coordinate projects like this on a regular basis. The Glanworth tennis court was re-constructed in 2023 (photograph below).



(Photograph provided by PLC member)

## 3.0 Financial Impact/Considerations

The cost of this proposed project would come from Community Mitigative Measures Fund as part of the W12A Landfill Community Enhancement and Mitigative Measures Program.

## Conclusion

This report recommends proceeding with this allocation that will cover the placement of two coats of acrylic topping on both the playing court and run out zones up to the fence. Funding will come from the Community Mitigative Measures Fund as part of the overall program referred to as the W12A Landfill Community Enhancement and Mitigative Measures Program.

**Prepared by:** Mike Losee, B.Sc.  
Division Manager, Waste Management

**Prepared and Submitted by:** Jay Stanford, M.A., M.P.A.  
Director, Climate Change, Environment & Waste Management

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

c: Paul Yeoman, Director, Parks and Forestry  
Jack Sifton, Chair, W12A Landfill Public Liaison Committee

## 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:** 2024 Renew London Infrastructure Construction Program  
and 2023 Review

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following report concerning the 2024 Renew London Infrastructure Construction Program and 2023 Review **BE RECEIVED** for information.

## Executive Summary

The purpose of this report is to provide Committee and Council with a review of the 2023 Renew London Construction Program and highlight major City construction projects planned for 2024. This report outlines successes and lessons learned from 2023 and identifies potential risks for the upcoming construction season and the measures planned to mitigate those risks. This report includes the following information:

2.1 – A review of the 2023 Renew London Program including a program overview, discussion of carryover work and budget implications.

2.2 – A look ahead to the 2024 Renew London Program.

2.3 – A summary of emerging construction industry pressures and initiatives planned to mitigate potential impacts for 2024.

2.4 – An overview of the various construction mitigation, customer service and communication strategies applied to support Londoners through construction.

Additional supporting information has been included as appendices for reference.

## Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following strategic areas of focus;

- Mobility and Transportation: Identifying the building of infrastructure that provides safe, integrated, connected, reliable and efficient transportation choices.
- 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 – April 15, 2020 – 2020 Renew London Infrastructure Construction Program

- Civic Works Committee – January 11, 2022 – Ontario Regulation (O. Reg.) 406/19 On-Site and Excess Soil Management
- Corporate Services Committee – January 31, 2022 – Procurement of Goods and Services Policy Revisions Resulting from the Pandemic and Current Business-Related Needs
- Civic Works Committee – February 22, 2023 – RFT-2022-311 Dedicated Locate Services Contract Award - Irregular Result
- Civic Works Committee – March 21, 2023 – 2023 Renew London Infrastructure Construction Program and 2022 Review

## **1.2 Context**

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

Renew was created to drive efficiency in infrastructure delivery and minimize delays and inconveniences to the public during construction by coordinating annual capital construction projects. The teams in Construction and Infrastructure Services (CIS) manage City construction projects and providing onsite inspection where required to ensure projects are well-communicated, completed on time and on schedule, and safely built in accordance with plans, specifications, and City standards.

## **2.0 Discussion and Considerations**

### **2.1 Review: 2023 Renew London Infrastructure Construction Program**

#### **2023 Construction Program Overview**

The 2023 Renew London Infrastructure Program constructed many projects to expand and improve City of London infrastructure. 2023 featured key transportation improvement projects that have enhanced road safety, improved traffic flow for motorists, cyclists, pedestrians, and transit users and maintained infrastructure in a state of good repair.

Overall, 2023 was a successful construction season with the reconstruction of 70 lane kilometres of road, 20 kilometres of sanitary and storm sewers, and 10.5 kilometres of watermains. Staff managed a portfolio of projects totalling approximately \$160 million. The cycling network expanded by 8 km in 2023, which included filling long-standing gaps in the network.

Identifying the building of infrastructure that provides safe, integrated, connected, reliable and efficient transportation choices remains a priority. These projects make London’s roads safer for all users, encourage more emissions-free travel and leverage existing investments to connect to more people and places. The annual Renew London program also includes necessary underground work, replacing sewers, watermains and utilities and providing growth ready servicing connections to support growth, intensification, and the City’s housing commitments.

Appendix A captures details of the 2023 Top 10 infrastructure renewal list, Neighborhood renewal projects and also highlights some noteworthy projects from last year.

## **2023 Contract Carryover Work**

As with every construction season, some 2023 construction projects include planned carryover work and minor finishing touches to be completed in the spring. This work is often surface work including the top layer of asphalt, installation of permanent pavement markings and deficiency repairs. These finishing touches are included in 2023 tenders but are generally completed for road reconstruction projects in the subsequent year to optimize material placement in better weather and minimize settlement.

The following noteworthy projects began construction in 2023 with portions of the work carrying over into 2024:

- Fanshawe Road and Richmond Street Intersection Improvements
- Downtown Loop 3 & Wellington Gateway Phase 1
- Mud Creek East Branch 2A
- White Oak Road and Exeter Road Intersection
- Bradley Avenue Active Transportation Improvements
- Dingman Drive Improvements
- Elizabeth Street Infrastructure Renewal Project
- Southdale Drive and Colonel Talbot Road Roundabout

The top coat of asphalt will be placed on 40 lane-kilometres of road in 2024. All carryover work will be coordinated with the 2024 construction program to ensure conflicts with projects in nearby areas are mitigated.

## **Budgets and Schedules**

The City ultimately managed approximately \$160 million in tendered construction project work in 2023 noting the original plan was \$200 million. The infrastructure renewal list is fluid and can be subject to changes in scope and schedule throughout the year with the reduction in value due to the deferral of some projects.

The CIS team takes great pride in delivering London's annual construction program on time and on budget. To support this, the team uses tools to monitor performance metrics throughout construction. Project Management Dashboards track and monitor construction project progress against the established budget and estimated working days and ensures all invoices are paid in accordance with prompt payment legislation requirements. Clear and defensible contract documents engaged project management. Active schedule and budget monitoring are tools used to safeguard awarded contract budgets.

Contracts also include a contingency to account for typical issues or change orders that can pop up in any project, often related to unforeseen underground conditions and utility coordination complications. Project teams annually monitor the use of contingency funds across all projects. With several large, complex projects underway, there has been an increase in the quantity of change order submissions through 2023, but a decrease in the value of contingency use as compared to 2022. Change orders as a percentage of contract value decreased from 4.3% in 2022 to 3.8% in 2023. Unused contingency funds are returned to program budgets once the projects are closed out to support additional infrastructure renewal projects in future years.

With the scale of London's annual construction program, there can be projects that encounter budget impacts exceeding the available contingency due to challenges that could not have been anticipated by the contractor, consultant, or the City. However, at the conclusion of 2023, nearly all projects remain on or ahead of schedule and within budget.



Project budgets are being closely monitored for just a few key projects as they complete carry over work in 2024, including the Bradley Avenue Active Transportation Improvement Project, Lyle and Elizabeth Infrastructure Renewal Project, and Dingman Drive Improvements. The project teams are all options to keep these projects within budget and will follow the requirements of the Procurement of Goods and Services Policy should additional funds be required at a later date.

The Victoria Bridge Replacement project is a 2022 tender, with ongoing work in 2023 and 2024. This complex project has been impacted by budget pressures that exceeded the awarded contract value for contract administration consulting services. A companion report has been prepared for this same March 19, 2024, Civic Works Committee agenda recommending an amendment to the consulting services contract in accordance with the Procurement of Goods and Services Policy.

## **2.2 2024 Renew London Infrastructure Construction Program**

### **2024 Construction Program Overview**

The 2024 Renew program budgets will invest in key priority areas to support the city's growing population needs and make improvements to aging infrastructure. Focus remains on essential infrastructure and investments in replacing or expanding much-needed roads, water, and wastewater infrastructure.

The City is committing approximately \$270 million in construction improvements in 2024, making it the third consecutive year of record-breaking construction value. This year is on track to surpass 2023 as the City of London's largest construction season in terms of the value of tendered work with several large scope transportation and rapid transit projects as well as the usual slate of infrastructure renewal contracts.

Development charges and provincial and federal funding also continue to contribute to several important 2024 projects, such as Wellington Gateway: Phase 3, Phase 4 and Clarke's Bridge Widening, East London Link: Phase 3A, 3C and Highbury Bridge Widening, Oxford Street West and Gideon Drive Roundabout, and the Colonel Talbot Road Upgrades. Delivering these investments through integrated projects reduces costs by coordinating underground infrastructure work with the rehabilitation of roads, curbs, and sidewalks. This will improve and extend the lifecycle of London's critical road, water and sewer infrastructure and the reliability of its systems while protecting the environment.

There will be 89 lane-kilometres of road reconstructed, 12.5 kilometres of sanitary and storm sewers replaced or added, and 6 kilometres of watermain rebuilt in 2024. Over 35 intersection improvements will be constructed to address safety concerns in growing areas. More than 18 kilometres of new bike lanes and 16 kilometres of new sidewalk will be added and about 20 kilometres of existing sidewalks will be replaced. Expanding cycling and sidewalks infrastructure will improve safety, connectivity and accessibility while supporting the Climate Emergency Action Plan.

In addition, 3.7 kilometres of watermain and 8.5 kilometres of sewers will be relined without having to dig trenches. These trenchless programs accomplish the goals of upgrading the infrastructure while allowing for significant capital cost avoidance and minimized social impact to residents and businesses by avoiding open cut construction.

The Top 10 Construction Projects are selected each year to provide an overview of the upcoming year's work and impacts. The top projects for 2024 involve areas across London, including the Downtown Sewer Separation Phase 4 York Street Reconstruction project, Richmond and Sunningdale Intersection Improvement Project, and multiple phases along both the east and south rapid transit corridors. This is also the third season of construction for the Adelaide Street North Underpass and Victoria Bridge Replacement projects, with both projects planned to reach their milestone completion dates in 2024. Appendix B captures details of the 2024 Top 10 projects.

There are also many other essential underground road and underground infrastructure upgrades and continued improvements to the cycling network throughout the city. Visit [london.ca/roadconstruction](https://london.ca/roadconstruction) to learn more about the 2024 infrastructure projects and to view an [interactive story map](#) of this year's Top 10 Construction Projects.

Communications efforts on the overall 2024 construction program and targeted communications on specific projects are either already underway or will be launching very soon. While the 2024 projects have been scheduled to minimize disruptions to traffic, commuting around the city will be impacted. Residents are encouraged to plan ahead and exercise patience when traveling around construction zones.

## **Downtown Construction**

The Downtown core has experienced several years of focused investments first with Dundas Place followed by the ongoing Sewer Separation Program and then Downtown Loop Rapid Transit construction. This year will see impactful construction on some new corridors with construction easing up on others. Construction activity in the core will begin to reduce in 2025 and beyond.

Some major projects that have been impacting the Core will be wrapping up midway through this year. Phase 3 of the Downtown Loop will finish up on Wellington Street including application of the red surface treatment on the bus lanes for the entire "Loop". The Victoria Bridge Replacement project will also be completed this year and this connection into Downtown is anticipated to re-open to traffic by summer. Work on both the Wellington Gateway and East London Link rapid transit projects has also moved out of the Core.

New projects starting this year in the Core include the Downtown Sewer Separation Phase 4 York Street Reconstruction project and cycling projects on Ridout Street and Central Avenue. The York Street project involves major improvements to underground municipal and private utility infrastructure. This important work is necessary to support a growing population in the core and help preserve the health of the Thames River. The complex and impactful nature of this work will require road closures which will be managed by proactively protecting traffic flow on parallel corridors including King Street and Queens Avenue.

The Dundas Place traffic diversion will not be needed for construction mitigation purposes with work now substantially complete on King Street and Queens Avenue. Longer-term Dundas Place operational reviews will consider various aspects of traffic management as one of several considerations for the ongoing management of Dundas Place.

## **Local Road Reconstruction in Neighbourhoods**

Although the Top Ten list typically spotlights large, impactful projects, it is important to also celebrate the annual investment and completion of dozens of local streets in neighborhoods across the city. The 2024 Local Road Reconstruction Program will rebuild about 30 neighbourhood streets. These projects are usually triggered by poor road conditions but will incorporate coordinated underground infrastructure renewal as needed.

Enhanced street-level engagement has now been introduced for 2024 local road projects. The goal is to give advanced notice and help prepare residents living on the street for what to expect so there are less surprises when construction starts. Engaging early provides the opportunity to provide enhanced communications around trees, timing of work and proposed changes to existing conditions. Residents are also given space to provide feedback, answer pre-construction surveys, or voice their concerns while the project is still in the early stages. The goal is to create a smoother construction experience for residents by offering opportunities for dialogue early on.

## 2.3 Emerging Construction Industry Pressures

The construction industry in London and across Ontario continues to experience a period of considerable change with new standards, legislative requirements, and market conditions. Civic administration monitors emerging and ongoing pressures that have the potential to impact project budgets, schedules, staff resources for the upcoming construction season with the aim of mitigating those potential impacts.

While the complex and ever-shifting conditions make it challenging to anticipate implications for the 2024 construction season with precision, the team continues to monitor industry trends and implement measures to minimize likely risks, disruptions, and financial pressures. The goal is to continue prioritizing flexible planning and mitigation strategies to appropriately respond to emerging issues.

### General Pressures

#### Excess Soil Management Regulations

As of January 1, 2023, the Ministry of Environment, Parks and Conservation (MECP) has begun the full implementation of Ontario Regulation (O. Reg.) 406/19: On-Site and Excess Soil Regulation (“Excess Soil Regulation”) requiring soil sampling and testing, as well as documentation, tracking and registration of excess soil leaving construction sites. Contractors are required to identify potential re-use or disposal sites for excess soil in their bids and complete additional post-contract award soil sampling and testing before construction can proceed in full.

Municipalities and construction industry stakeholders across Ontario are all simultaneously adapting to the additional requirements listed under O.Reg. 406/19. Multiple Regulatory amendments have been proposed and incorporated since the Regulations initial introduction in December 2019, the most recent being in November 2023, and it is expected that the Regulation will continue to evolve over time. The schedule and budget implications of Regulatory requirements on City contracts remain untested until the industry has experienced multiple construction seasons under the new provincial regulations, including incorporation of on-going Regulatory amendments. City Staff have attempted to mitigate the potential constraints on construction schedules by completing most of the Regulatory requirements (including prescribed soil sampling) during the planning and design phases of each project.

Implementation of the full Regulatory requirements has led to an increased overall cost to the execution of the City’s construction projects. The full scope of the budgetary impacts to projects continues to be difficult to quantitatively assess due to the novel nature of the Regulation and on-going Regulatory amendments proposed and implemented by the MECP. Staff continue to include extra contingency costs into project budgets, particularly for larger projects requiring significant excavation. Staff will monitor the budget and schedule implications of this regulation over the coming construction seasons.

#### Labour Shortages

Ongoing labour shortages and increasing costs for skilled labour can add potential risk to projects that generally equates to increased project costs and longer project schedules. Many industries, including construction, are facing labour shortages as they struggle to keep pace with the volume of work. Elevated rates of staff turnover and vacancies have also been affecting local consultants and City teams, which City staff manage with strong mentoring programs to quickly onboard new staff so they can hit the ground running.

#### Locate Services

The timely provision of utility locates is a critical first step for any construction project to help ensure construction schedules are met. Some capital projects over the last few

years experienced extended waits for underground utility locates stemming from a combination of locate service providers having difficulty retaining staff, a shrinking pool of private sector service providers and significantly increased demand with near-record levels.

In April 2022, the option for a Dedicated Locator model was introduced through the Ontario Underground Infrastructure Notification System Act, 2012 to give the excavating community an option to better control the locate delivery for their projects. Since that time, many projects have used the Dedicated Locator model to gain more control over their project locates and reduce downtime.

A Dedicated Locator can be used for any project, but this approach comes with an additional cost and is best suited for long-term, large-scale projects with specific timelines or projects that have complex requirements. The City of London implemented the Dedicator Locate service for most projects in 2023 and will use it again in 2024 for select construction projects that are well suited to this program.

### Security of Construction Sites

City construction sites continue to have experienced increased challenges related to security and safety of job sites. After-hours security is becoming an increasing necessity for several reasons with reported incidents of vandalism, trespassing and material theft becoming more brazen. Tender items for private security are being added to some contracts, particularly in the core, and staff regularly emphasize to contractors the need to secure the site and safely store loose construction materials as much as is practical. Project teams also continue to coordinate with Coordinated Informed Response (CIR) when responding to social issues in and around construction sites.

### Encampments Near Construction Sites

The City and community outreach partners continue to approach encampments with compassion and a desire to support those who are living unsheltered in London. Leading up to the start of construction, the City works directly with individuals living in encampments near construction sites to help relocate them to a safe location. CIR teams then begin communicating early with people in encampments to inform them about the upcoming construction work and the importance of relocating. As needed, the CIR teams support individuals in cleaning up and transporting their belongings to a safer location of their preference, including indoors facilities where they can be further assisted. Ensuring everyone remains safe and connected to the right resources continues a priority for City teams.

### **Schedule Pressures**

Infrastructure renewal and growth projects have become increasingly complex in recent years with servicing partners seeking to align multiple renewal needs, utility coordination and innovative design elements requiring specialized sub-trades all of which can impact the duration of a construction contract. As is, many of these projects require a full construction season to complete the required works, often with finishing touches and cleanup work carrying over into the spring. Supply chain interruptions, labour shortages and industry capacity have the potential to create additional pressures to the construction window in 2024 and beyond.

### Supply Chain Challenges

Global supply chain issues continue to present risks for 2024, impacting the supply of equipment, steel, aluminium and plastic products, electronics and other necessary materials and equipment. It is critical that successful contractors are provided as much time as possible to order project materials to reduce the impacts of supply chain concerns. Pre-ordering materials can be an option for some specialized equipment, but most capital projects require the contractor to prepare shop drawings and source materials, which delays the purchase until the contracts are awarded.

## Industry Capacity

2024 is once again the City of London's largest construction season to date. Funding contributions from other levels of government is driving several large rapid transit tenders this year on top of the usual slate of critical infrastructure renewal and growth projects. It will be important to monitor and coordinate across projects, particularly later in the season when multiple jobs will be looking for temperature-dependant asphalt, concrete, and pavement-marking work to complete or stabilize projects prior to freeze-up.

## Traffic Controls for Intersection Work

When a signalized intersection is impacted by construction, the Highway Traffic Act requires that a paid duty officer is in place for traffic control, or a full intersection closure is necessary. Project teams typically work with London Police to request an off-duty officer for traffic control in order to minimize impacts on the travelling public, nearby residents, and transit.

Between record high construction volumes and resource constraints with London Police, there has been an increase in cases where an officer is not available for traffic control. This can be impactful to the critical path of construction schedules as switching to temporary traffic signals and activating permanent traffic signals requires the scheduling of several parties (contractor, City's traffic signal maintenance contractor, consultant staff, city staff and off-duty police) which can influence the schedule of subsequent work. In cases where it is not possible to adapt construction plans without significant schedule or cost implications, the City will consider a full intersection closure as a last resort. If required, intersection closures ideally would happen during off-peak hours or at night to reduce the impacts on the travelling public.

## **Budget Pressures**

City staff continue to keep a close watch of economic pressures influencing project budgets and project teams were successful in limiting our budget exceedances in 2023. Still, we know that the factors impacting the cost of these projects remain volatile.

## Inflationary Impacts

Inflationary pressures for consumers and businesses have been well-documented over the last few years and construction is no exception. One indicator of the impacts of inflation on construction pricing is the Statistics Canada Non-Residential Building Construction Price Index. This index saw a year-over-year increase of 12.5% from 2021 to 2022. Since late 2022, this index experienced significant fluctuations that are influenced by labor shortages, material availability, and other economic factors. The non-residential construction index is useful for tracking national economic trends and staff will continue to monitor future updates from Statistics Canada to stay informed about construction price trends in the coming months.

The City's multi-year budgeting approach allows for better planning and provides greater certainty to the construction industry as a way of offsetting inflationary pressures. Early notice of construction plans allows contractors to plan ahead. The annual tender list is shared with the industry in the fall so they can thoroughly prepare and bid on upcoming projects, mitigating the risk of price increases, and delivering the best possible value for taxpayers. Earlier tendering and a timelier contract award yield significant efficiencies and cost savings as it creates a more competitive bidding environment.

Early tender results for the first few 2024 contracts suggest that prices remain high, but the rate of inflation may be stabilizing. Staff will continue to monitor tender results.

## Material Costs

Price fluctuations have been observed for items such as personal protective equipment (PPE), steel, copper, aluminum, lumber, paper products, electronics, plastics, utilities, and fuel. Tender bid prices may also increase due to late or uncertain construction start dates associated with supply chain delays.

## Late Season Construction Costs

The above-noted schedule pressures have the potential to delay the critical path of construction projects, ultimately driving more work later into the construction season and possibly resulting in additional carryover work in the following year. There also leads to the potential for additional charges if contractors need to perform work too far into the cooler fall or winter months. While cleanup and deficiency work in the spring is normal, pushing larger components of the contract to the following year can have direct project costs and extend the impacts on residents and businesses.

## **2.4 Delivering Construction Excellence for London**

Construction and Infrastructure Services (CIS) provides leadership as a Corporate “centre of excellence” around construction. The Construction Administration and Major Projects teams within CIS lead the administration, coordination, and communication of delivering the City’s capital construction program on an annual basis to maintain safe, reliable infrastructure and unlock potential growth through increased capacity. Project teams are focused on delivering capital construction projects in compliance with project plans while fostering a culture of safety, innovation, engagement, collaboration, and respect.

The Core Construction Program was first established in 2018 representing a fundamental shift in the way the city approaches construction projects. The teams managing construction projects have continued to build on that approach by expanding resources and communications to ensure it is providing “above and beyond” service to business and community stakeholders affected by construction.

This annual Renew London report is more than a review of the current and previous year’s Infrastructure Construction Programs. It also provides an opportunity to highlight the construction mitigation, customer service and communication strategies applied to support Londoners through construction. In addition to the main report, the included appendix documents provide additional information highlighting key lessons learned from the previous construction planned initiatives to support continuous improvement in the delivery of the City’s annual construction program.

## **Strategies to Mitigate Construction Impacts**

Projects around the city do not happen in isolation. Rather, the City’s various project teams work closely together to ensure that construction projects are coordinated, and overall traffic impacts are mitigated and managed. The Renew London project teams take a wholistic approach to everything from communications to traffic calming, wayfinding, and coordination of early works.

Throughout the busy construction season, representatives from divisions across the City, London Transit Commission and private utilities meet weekly to discuss any works or events requiring lane restrictions or a full closure to protect parallel corridors and detour routes.

2023 was another record year for construction with a major focus in the core area to improve connections through Downtown and Old East Village, resulting in significant traffic changes for drivers, transit riders, cyclists, and pedestrians throughout the construction season. Project teams have continued to develop an understanding of the social challenges and the need for business relations and extensive public engagement and stakeholder outreach before and during construction.

Daily deliveries, commercial and residential access, sidewalk access, and security are all important issues to consider when constructing projects in these urban environments. Courtesy wayfinding signage was installed to assist drivers in reaching key commercial areas and attractions. Project teams learned about managing the growing need for enhanced security to keep City and Contractor property safe. Maintaining pedestrian access throughout construction zones with regard for AODA requirements to support people with disabilities continues to be a major priority for all construction sites.

Maintaining road access is not possible for all construction zones. Traffic control plans are established at the start of projects and consider all modes, including vehicles, transit, cyclists, and pedestrians. Detour signs are installed to help road users navigate the project area and traffic changes and road restrictions are informed in advance through Public Service Announcements (PSAs), email notifications, social media, and direct outreach to impacted stakeholders. City-branded wayfinding signs are installed around construction zones in the core area to help pedestrians navigate through and around construction zones safely.

Appendix C contains a more comprehensive description of measures used to mitigate the impacts of construction for all Londoners.

### **Communications and Customer Service Strategies**

In 2023, the city continued to prioritize strong communications efforts to support local businesses and keep Londoners informed during construction, especially in the core area.

In partnership with the core area BIAs – and relying on direct communications and valuable feedback – the project team continued to utilize various communications tools and resources to keep businesses, residents and the general public engaged and informed about the projects directly impacting them.

From having dedicated, on-the-ground business relations coordinators, to enhancing wayfinding signage and digital communications, project teams apply a variety of traditional and digital tactics to support businesses through construction.

Enhanced radio advertising, social media and promotional signs continued to be a key tool in 2023 to promote commercial areas in Old East Village and Downtown.

Appendix D contains a detailed description of communications efforts used to keep the community informed before and during construction.

### **Trees and Wildlife**

With the City of London declaring a Climate Emergency, tree protection and preservation is of the utmost importance during construction projects. Despite best efforts, tree removals are often required to successfully and safely complete infrastructure projects.

Removal of trees is never the first choice and tree impacts reduced as much as possible in the context of providing safe and reliable infrastructure in London. During a project's design, City staff along with the engineer and arborist, assess each property to determine the current health of the trees, and how to best complete construction projects with minimal impacts. Any trees identified as impacted by construction or in poor health are removed before construction begins.

The underground infrastructure being added or replaced may disrupt the feeder root system in ways that aren't necessarily apparent when looking at the tree above ground – sometimes the removal of curbs can be enough to disrupt the root zone and make the tree unsafe going forward. Various strategies are used to minimize impacts to trees,

which may include hand-forming curbs, adjusting the width of excavation, installing underground infrastructure around tree roots when possible, establishing tree protection areas with construction fencing, and using alternative construction methods to trench where possible.

The City's regard for wildlife is paramount. The first three months of each year is a period when most tree removals across the city are completed ahead of the migratory bird nesting period, which starts on April 1<sup>st</sup>. In cases where tree removals continue later into the spring, bird experts are also engaged before tree removals take place.

When projects are completed, the City replaces the removed trees and evaluates additional new tree planting opportunities on these streets. Each project is unique, and the approach to tree replacement is tailored to the context of the area of the project. New trees are selected from an approved list of native species that is managed by the City's Forestry department. These species help to encourage pollinators and provide exceptional benefits to urban wildlife and insects.

The City of London also plants approximately 5,000 trees each year across the city to help reduce air pollution, provide shade, lower temperatures, and reduce stormwater.

## **Conclusion**

The Renew London Construction Program manages the sustainability of London's infrastructure through a combination of road, bridge, bicycle, sewer, water, sidewalk, and intersection improvements. The annual program is planned to address asset needs for infrastructure lifecycle renewal while at the same time ensuring that the growth requirements of the community are met in a timely manner.

2023 was a successful construction season with a portfolio of Council-approved projects totalling approximately \$160 million. In spite of ongoing economic pressures stemming from labour shortages, pricing escalations, and global supply chain impacts, all 2023 contracts are currently on track to be completed on or ahead of schedule and remain on budget with a handful to be closely monitored during spring carry-over work.

The 2024 proposed construction portfolio is currently estimated at just over \$270 million. The program will reconstruct 89 lane-kilometres of road, add or replace 35 kilometres of sanitary and storm sewers, rebuild 6 kilometres of watermain and remove approximately 0.86 kilometres of combined sewer. Over 35 intersections will be improved along with adding more than 18 kilometres of new bike lanes plus 16 kilometres of new sidewalks and replacing about 20 kilometres of existing sidewalks. A robust communications plan for the overall 2024 program has already begun and targeted plans for individual projects are either underway or launching shortly.

Emerging market conditions and new regulations will continue to place pressure on project schedules and budgets. While it is challenging to predict how global and local pressures may affect the 2024 construction season, the team continues to monitor industry trends and prioritize flexibility and mitigation strategies in order to appropriately respond to emerging issues and ongoing pandemic impacts.

The city strives to offer robust construction mitigations as well as sustained, sincere, and strategic communications as part of its annual construction program. Lessons learned from 2023 projects and anticipated risks associated with the 2024 construction season have been communicated to project managers to support project management of this year's contracts as well as design and planning of future projects.



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Appendix A – 2023 Renew construction program top 10 list and project highlights  
Appendix B – 2024 Renew construction program top 10 list  
Appendix C – Construction mitigations strategies  
Appendix D – Communications and customer service strategies

cc: Accessibility Community Advisory Committee  
Integrated Transportation Community Advisory Committee  
London Transit Commission  
Downtown London Business Improvement Association  
Old East Village Business Improvement Association

## APPENDIX A – Update on the 2023 Renew construction program Top 10 list

The chart below looks back at the Top 10 City projects identified for 2024 and provides an update on the status and tendered contract amount.

<b>Project</b>	<b>Tendered contract amount (millions)</b>	<b>Status</b>
<b>Adelaide Street North Underpass</b>	\$60.2M	3-year project 2023 site work included installation of new rail bridge and excavation of underpass. Completion in 2024.
<b>Downtown Loop Phase 3 (Wellington Street from Queens Avenue to York Street)</b>	\$17.2M	1-year project Progress continuing over the winter of 2023/2024 for completion in 2024.
<b>Wellington Gateway Phase 1 (York Street to north of Thames River)</b>	\$14.9M	1-year project Major work completed in 2023 with minor restoration and top coat of asphalt to be completed in 2024.
<b>East London Link Phase 2 (King Street, Ontario Street and Dundas Street)</b>	\$16.9M	1-year project Major work completed in 2023 with minor restoration and top coat of asphalt to be completed in 2024.
<b>Victoria Bridge Replacement (Ridout Street North)</b>	\$22.8M	Steel bridge structure installed in 2023 with final completion and opening in 2024.
<b>Mud Creek Phase 2</b>	\$2.4M	2-year project Deferred to fall 2023 into 2024.
<b>Fanshawe Park Road and Richmond Street</b>	\$14.7M	2-year project Richmond Street work completed in 2023, with work on Fanshawe Park Road to be completed in 2024.
<b>Southdale and Colonel Talbot Roundabout</b>	\$8.7M	1-year project Majority of project complete in 2023 with final completion in 2024.
<b>Quebec Street</b>	\$6.3M	1-year project Construction in 2023 mostly complete with minor streetscape elements in 2024.
<b>Dingman Drive</b>	\$9.7M	1-year project Late start in fall of 2023 with completion in 2024.

## 2023 Project Highlight: Adelaide Street North Underpass

The Adelaide Street Underpass is a complex multi-year project. Reconstruction of Adelaide Street North from Elias Street to 80m north of McMahan Street, as well as Central Avenue from William Street to Elizabeth Street started in Spring 2022 and is anticipated for completion in Fall 2025.

In 2023, major excavation of the actual underpass began beneath the rail tracks and the new permanent rail bridge pieces were lifted in place – one on the south track, and one on the north track to continue to support rail operations in this area. Work for the Adelaide Underpass will continue through 2024, with some planned carry-over work in 2025.

The new pumping station was built in 2023, which is important to keep water out of the underpass once it becomes operational.



Above: Aerial view of the Adelaide Underpass construction site.



Above: A view of the construction site for the new road under the rail bridge at Adelaide Street North.



Above: Construction site for the Adelaide Street North Underpass project.

## 2023 Project Highlight: Victoria Bridge Replacement

Another massive and complex project that is underway is the replacement of the Victoria Bridge on Ridout Street between Thames Park and Horton Street. The former bridge was replaced in 2023 with a new “through arch” structure, which features a wider deck surface to better accommodate traffic, bicycles, and pedestrians, and improve connectivity with the Thames Valley Parkway.



Above: Lifting operation of the new steel arches.

Installation of the new two steel arches on the bridge was successfully completed in 2023. This operation was one of the biggest crane lifts in Canada this year, marking an important and essential milestone for the project and it was livestreamed reaching over 9,000 views in seven months.

The steel arches were fabricated over the winter months and early spring and was delivered in separate pieces to the project site for assembly. Each arch is approximately 90 metres in length and weighs over 130 tonnes. A large 650-tonne crawler crane was used for the lifting operation.



Above: A view of the new steel arches, which were lifted in place in the summer of 2023.

Following the successful lifting of the arches, structural assembly of the bridge began to add the bridge's floor joist, hangers, stringers, and arch cross beams. The summer also marked the removal of the concrete centre pier that was remaining from the old bridge.



Above: A photo of the new bridge floor joist, hangers, stringers, and arch cross beams work on the concrete deck formwork, including an elaborate grid of steel rebar was completed in the fall of 2023. In addition to replacing the bridge structure, the Victoria Bridge reconstruction project includes intersection improvements at the Horton and Ridout Street intersection to add new traffic signals, bike lanes and asphalt.



Above: An aerial view of the concrete pouring for the new bridge deck.



Above: Crews pouring concrete for the new bridge deck.

The work to replace the century-old bridge, started in 2022 with the installation of a temporary active transportation bridge that also supports temporary active utilities relocated from the demolished bridge.

The new bridge is anticipated to reopen in the summer of 2024.

## Downtown Loop Phase 3 and Wellington Gateway Phase 1 Projects

The final phase of the Downtown Loop construction (Phase 3) began in 2023, simultaneously with Phase 1 of the Wellington Gateway project along Wellington Street. Both projects were tendered together to facilitate project coordination and to support traffic and access throughout this busy corridor.

Phase 3 of the Downtown Loop extends from Queens Avenue to York Street, where it connects to the Wellington Gateway Phase 1 portion of the project, which continues from York Street to the Thames River.

2023 was a busy construction season and working in partnership with the contractor was key to maintain at least one lane of traffic in each direction, while continuing to move the project forward.

Both projects involve underground infrastructure replacement and upgrades as well as above ground improvements to support future rapid transit operations. The overall strategy has been to work in multiple blocks at once which has kept the project progressing and helped complete the bulk of this work as efficiently as possible.

Substantial construction work for the Wellington Gateway Phase 1 project wrapped up in the fall of 2023, with some finishing work planned in 2024. Construction for the Downtown Loop Phase 3 (Queens Avenue to York Street) continued over the winter months to progress essential work to install new sewers and watermain and to be ready for surface asphalt paving, concrete sidewalks, and other above ground elements in spring/summer of 2024.



Above: Aerial view of the construction site at Wellington Street and York Street.





Above: Aerial view of the construction site at Wellington Street and Queens Avenue (Downtown Loop Phase 3).



Above: Work underway to install the new bus platform at Wellington Road near South Street.

Construction of both projects will be completed in 2024. New permanent red paint and other bus-only lane markings will follow, as well as the installation of permanent signs, traffic signals, street lighting and other rapid transit and streetscape elements.

The Downtown Loop Phase 3 marks an important milestone for London's Rapid Transit initiative as this will be the first corridor to be fully completed in London. Local transit will continue to take advantage of this new infrastructure before the rapid transit system becomes fully operational.



Above: Aerial view of the Downtown Loop Phase 2 construction site at the Queens Avenue and Richmond Street intersection.

### **East London Link: Red paint**

An essential element of rapid transit corridors in London is red paint, which serves as a visual cue to recognize bus-only lanes, along with other pavement markings and signs.

In 2023, red paint was added to the bus lanes on King Street for Phase 1 of the East London Link project. This is an exciting milestone for rapid transit as it marks the first phase of construction to include the red surface treatment.



Above: Red paint operations at King Street.

As part of the East London Link Phase 1 project, buses will be travelling in dedicated curb-side lanes in both directions (east and west) of King Street between Wellington Street and Ontario Street, connecting Downtown and Old East Village.

While existing local buses have already been taking advantage of the eastbound curb-side lane on King Street, transit operations on the westbound curb-side lane will begin later in 2024. An education and awareness campaign will be launched to ensure locals, visitors and businesses are aware of this new configuration of the road. General traffic will continue to travel eastbound only on King Street.

Londoners are encouraged to visit [london.ca/bus lanes](https://london.ca/bus-lanes) to learn more about bus-only lanes in London.



Above: Aerial view of the new red paint at King Street near Waterloo Street.

### **Cycling infrastructure improvement projects**

Identifying the building of infrastructure that provides safe, integrated, connected, reliable and efficient transportation choices remain a priority. The cycling network expanded by 8 km in 2023, which included filling long-standing gaps in the network.

Colborne Street bike lanes were extended north to Cheapside Street and a combination of cycle tracks and painted bike lanes were added on Cheapside Street, to complete the connection between Fanshawe College and Western University. An infrastructure renewal project on Quebec Street also extended protected bike lanes north to Oxford Street, to ensure that the important crossing of the CPKC railroad can be traversed by cyclists of all ages and abilities.

There were three important east-west cycling projects added in the south end of the City, with the completion of cycle tracks on Southdale Road, between Bostwick Road and Pine Valley Boulevard, cycle tracks on Bradley Avenue, between Jalna Boulevard West and Wellington Road, and multi-use paths on Dingman Drive, between the 401 overpass and Wellington Road.

The rapid transit project also extended the eastbound cycle track on Dundas Street to connect with the existing bike lanes on Egerton Street, and cycle tracks were added on Richmond Street as part of phase 1 of the Richmond Street and Fanshawe Park Road intersection upgrades.



Above: A photo of the new in-boulevard bike lanes constructed in 2023 as part of the Bradley Avenue Cycle Track.



Above: A photo the protected bike lanes on Cheapside Street.

## APPENDIX B – 2024 Renew Construction Program List and Top 10

The 2024 City's Top 10 Construction Projects are selected each year to provide an overview of the upcoming year's work and impacts. City staff have identified the Top 10 projects that will take place during the 2024 construction season.

The Top 10 are selected based on the following criteria:

- Scope of work (e.g., complete utility and sewer rebuild, asphalt resurfacing)
- Construction duration
- Location in relation to other nearby projects and the expected future benefits
- Road classification
- Road user impact
- Transit impact
- Impact to neighbours
- Proximity to events, schools, community centres, parks, cycle routes
- Economic impact and Government funding
- Supply chain exposure
- Excess Soil

### 2024 City's Top 10 Construction Projects

# Adelaide St North Underpass



**Work Type:** Improved Mobility, Road Improvements

**Tender:** \$60.2M

**Benefits:** Improved mobility, new sewer infrastructure, and enhanced lighting.

Legend:  
• Temporary sidewalk closures  
• LTC route impacts  
• Road closure

Website: [getinvolved.london.ca/adelaide](https://getinvolved.london.ca/adelaide)



Above: Adelaide Street North Underpass

## Super Wellington – Wellington Gateway Phase 1 and Downtown Loop Phase 3

(Wellington Street from Queens Avenue to north of the Thames River)






**Work Type:** Rapid Transit and Municipal Infrastructure Improvements

**Tender:** \$28.5M

Public Transit Infrastructure Stream (PTIS)

**Benefits:** : Improved mobility, connectivity to transit, streetscaping and water and sewer infrastructure upgrades to accommodate future growth.

-  Temporary sidewalk closures
-  LTC route and stop impacts
-  Phased road and lane restrictions



Website: [getinvolved.london.ca/wellingtongateway](https://getinvolved.london.ca/wellingtongateway)



Above: Super Wellington – Wellington Gateway Phase 1 and Downtown Loop Phase 3

## Clark's Bridge Widening – Wellington Gateway

(Wellington Road from just north of the Thames River to Watson Street)







**Work Type:** Rapid Transit and Municipal Infrastructure Improvements

**Tender:** \$18.3M

Public Transit Infrastructure Stream (PTIS)

**Benefits:** : Improved mobility, connectivity to transit, streetscaping and water and sewer infrastructure upgrades to accommodate future growth.

-  Temporary sidewalk closures
-  LTC route and stop impacts
-  Bike path restrictions
-  Phased road and lane restrictions



Website: [getinvolved.london.ca/wellingtongateway](https://getinvolved.london.ca/wellingtongateway)



Above: Clarke's Bridge – Wellington Gateway

## East London Link Phase 3

(Highbury Avenue North from Oxford Street to the north of the Highbury overpass, and Dundas Street between Egerton Street and McCormick Boulevard)






**Work Type:** Rapid Transit and Municipal Infrastructure Improvements

**Tender:** \$37.8M

Public Transit Infrastructure Stream (PTIS)

**Benefits:** Improved mobility, connectivity to transit, active transportation improvements, streetscaping and water and sewer infrastructure upgrades to accommodate future growth.

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: [getinvolved.london.ca/eastlondonlink](https://getinvolved.london.ca/eastlondonlink)



Above: East London Link Phase 3





## Victoria Bridge Replacement



**Work Type:** Infrastructure Renewal

**Tender:** \$22.8M

**Benefits:** Replace an aging 1920s truss bridge with new through arch-structure and improve active transportation network with wider sidewalks and extend bike lane connection to Thames Park.

-  Temporary active transportation bridge
-  LTC route impacts
-  Temporary active transportation bridge
-  Road closure



Website: [getinvolved.london.ca/victoriabridge](https://getinvolved.london.ca/victoriabridge)



Above: Victoria Bridge Replacement

## York Street & Wellington Street Infrastructure Renewal




(Wellington Street from York Street to just north of Horton Street and York Street from Clarence Street to Wellington Street)



**Work Type:** Rapid Transit and Municipal Infrastructure Improvements

**Tender:** \$15.6M

**Benefits:** Replace aging infrastructure that has met its expected lifecycle, and to remove existing combined sewers. Streetscape improvements and sidewalk replacement.

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: [getinvolved.london.ca/york](http://getinvolved.london.ca/york)



Above: York Street and Wellington Street Infrastructure Renewal





## Fanshawe Park Road and Richmond Street Intersection Improvements



**Work Type:** Municipal Infrastructure and Intersection Improvements

**Tender:** \$14.7M

**Benefits:** Improved mobility to enhance comfort and safety for all road users, asphalt in-boulevard bike paths, new sidewalks, streetscaping and underground infrastructure upgrades to accommodate future growth.

-  Temporary sidewalk closure
-  LTC route and stop impacts
-  Bike path restrictions
-  Lane restrictions



Website: [getinvolved.london.ca/fanshaweandrichmond](http://getinvolved.london.ca/fanshaweandrichmond)



Above: Fanshawe Park Road and Richmond Street Intersection Improvements



## Sunningdale Road & Richmond Street Intersection Improvements




(Sunningdale Road from Villagewalk Boulevard to Redford Road, and Richmond Street from Villagewalk Boulevard to Uplands Drive)



**Work Type:** Rapid Transit and Municipal Infrastructure Improvements

**Tender:** \$6M (estimate)

**Benefits:** Upgrade underground infrastructure and construct new in-boulevard bike paths and pedestrian sidewalks. The work includes widening Sunningdale Road from 2-lanes to 4-lanes through the intersection, and adding additional turning lanes to improve maneuverability.

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



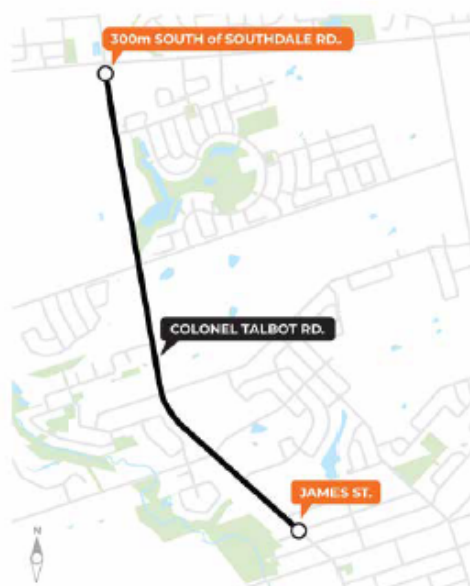
Website: [getinvolved.london.ca/sunningdalerichmond](https://getinvolved.london.ca/sunningdalerichmond)



Above: Sunningdale Road and Richmond Street Intersection Improvements

## Colonel Talbot Road Upgrades




(Colonel Talbot Road between Southdale Road West and James Street)



**Work Type:** Rapid Transit and Municipal Infrastructure Improvements

**Tender:** \$18M

**Benefits:** Converting Colonel Talbot Road from the current 2-lane rural road with ditches and gravel shoulders, to a 2-lane urban road with concrete curbs and gutter. Install new sidewalks and streetlights, boulevard bike paths, landscaping features and pedestrian crossovers.

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: [getinvolved.london.ca/colonel-talbot](https://getinvolved.london.ca/colonel-talbot)



Above: Colonel Talbot Road Upgrades

## Wellington Gateway Phases 3 and 4

(Wellington Road Wilkins Street to Harlech Gate and between Harlech Gate and Greenfield Drive)






**Work Type:** Rapid Transit and Municipal Infrastructure Improvements

**Tender:** \$59M

Public Transit Infrastructure Stream (PTIS)

**Benefits:** Improved mobility, connectivity to transit, streetscaping and water and sewer infrastructure upgrades to accommodate future growth.

-  Temporary sidewalk closures
-  LTC route and stop impacts
-  Phased road and lane restrictions



Website: [getinvolved.london.ca/wellingtongateway](https://getinvolved.london.ca/wellingtongateway)



Above: Wellington Gateway Phases 3 and 4

## **APPENDIX C – Construction Mitigation Strategies**

The teams managing construction projects are regularly drawing upon lessons learned through the annual Renew Program to raise the bar on public service when supporting business and community stakeholders affected by construction. The following strategies are applied to help mitigate the impacts of construction for Londoners.

### **Project Coordination Mitigations**

The Renew London Infrastructure Program was created to drive construction efficiency by coordinating capital construction projects across Environment and Infrastructure. There are additional opportunities for City Staff to coordinate projects across internal and private partners to avoid potential overlapping construction impacts.

#### Core Area Construction Coordination Committee (CAC3)

The CAC3 was established in 2018 to better coordinate transportation impacts in the core stemming from known projects and permits in or affecting right-of-way, to inform core construction communications. Coordination of all construction activities in densely developed parts of the city, which are used intensively day and night by multiple diverse users, involves collaboration across several City divisions. Effective communication is paramount internally and with the City's private partners, transit, and emergency services. The committee focuses on anticipating and minimizing impacts and achieving equity in the travel experiences of all road users (pedestrians, cyclists, transit users and motorists) through weekly meetings during the construction season. In 2023, the core-area boundary being monitored by the Downtown Construction Coordination Committee extends from Horton Street to Oxford Street and from the Thames River to Ontario Street.

#### Utility Coordinating Committee

The mandate of the Utility Coordinating Committee (UCC) is to provide advanced planning of infrastructure work in the municipal right-of-way for over 20 different public and private organizations. Coordinating this work is a complex challenge compounded by hundreds of emergency and routine operational repairs undertaken by City Roads, Water, Sewer, and Forestry Operation teams annually. There has been a significant increase in project applications for telecom companies which will continue as fibre to the home programs blanket most areas of the city.

Advanced cumulative planning through the UCC allows the City staff to better respond to proposed and unplanned work and helps visualize the effects of all projects relative to others and promotes better definition of specifications around scheduling of contracts. The City's goal is to ensure that construction is planned and sequenced in a manner that minimizes impacts on traffic and disruption to the public.

#### Phasing and Staging Projects

Through experiences on several recent larger projects, the City has recognized the benefits of splitting large scale projects into phases over multiple years or into stages by location within a single season, where possible. As with most projects there are inevitable challenges that can affect a project's schedule. With a project spread out over multiple years the impact of any delays is minimized and the cost to the city can be significantly reduced and controlled. Phasing projects over multiple years can have benefits, but other factors such as funding, local impacts, and transportation impacts need to be considered when deciding if this approach is appropriate.

## Mobility Mitigations

All work is being scheduled to minimize impacts on traffic as much as possible from the perspective of all road users. Construction schedules may vary due to weather and other factors, so it is important that Londoners stay alert and be prepared to adapt to changing conditions.

During construction, the public are advised to plan their travel in advance, consider alternate routes, be aware that street parking may be impacted, obey signage around work zones and be patient while traveling in and around work zones throughout the city. The city takes an active approach to coordinating construction to reduce prolonged disruption to local residents and the travelling public. Where possible, staff consider all the potential construction needs of a particular area and liaise with outside agencies such as the utility companies to coordinate their construction needs and plan how to complete the work together in stages or at the same time.

### Pedestrian Impacts

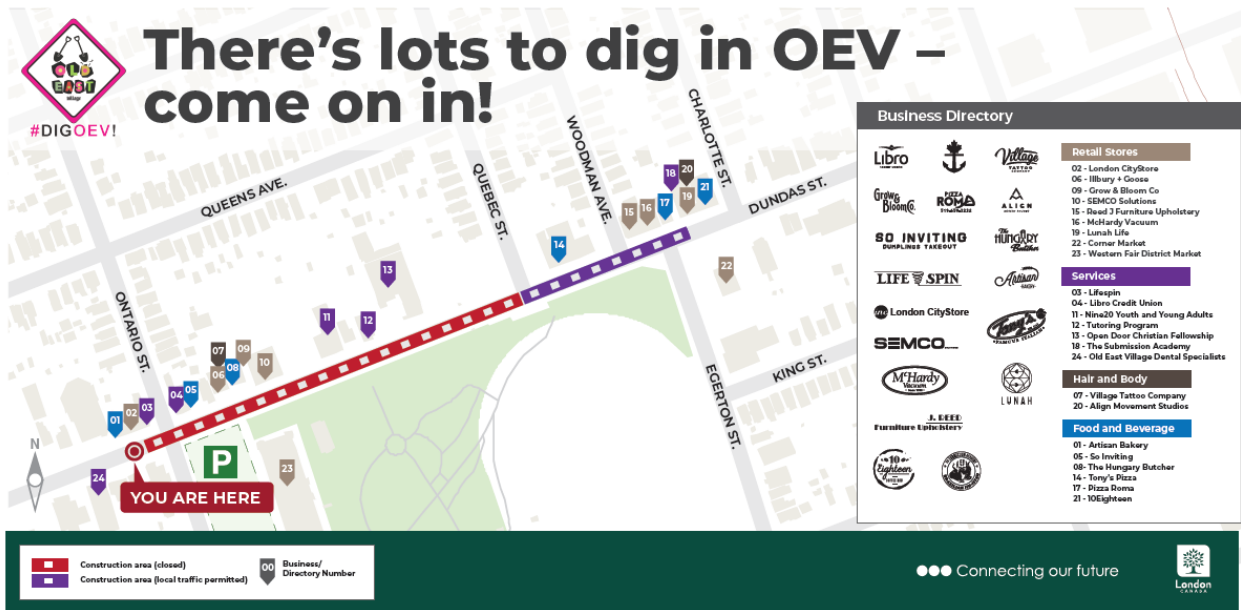
Accessibility around construction projects is a key consideration for all the City's construction activities. City contracts require that an accessible pathway through a construction site be maintained to the extent possible. When encountering certain project and site-specific constraints or disruptions, it is not always possible to continuously provide a safe and accessible route through a construction site. When construction activities require the temporary closure of an existing sidewalk for safety, the public will be notified of the disruption as per O. Reg. 191/11, Part IV.2, s. 80.48 (Accessibility for Ontarians with Disabilities Act, 2005, "AODA"). Where applicable, signage will be installed on site at either end of the work indicating that the sidewalk is closed. This will alert pedestrians to use an alternate route. While this alternate route may not always be most convenient way to reach a particular destination, it will ensure that the public is not entering into an unsafe situation.

Where possible, City projects include requirements to construct temporary hard surface sidewalks and, in some cases, temporary ramps to better facilitate accessible pedestrian movement. Navigational signage is also placed on site around large core area construction projects to support pedestrians and businesses.

2023 Core Construction projects such as Phase 2 of the East London Link project on King Street, Ontario Street and Dundas Street included enhanced site security, improved lighting, additional signage, and enhanced walkways to improve public safety. These improvements for pedestrians were implemented to provide a more comfortable and secure construction environment for residents, businesses, and visitors.



Above: Examples of navigational signage used around the construction area.



Above: Example of pedestrian navigation maps to be installed around construction sites.

### Cyclist Impacts

Cyclists are an important consideration when designing and planning all infrastructure projects. While many projects include building new bike lanes and improving existing bike infrastructure, construction sites themselves are potential hazards for cyclists. City's bicycle routes should be safely accommodated through or around work zones. When possible, the city creates detour routes for cyclists, posts signage around construction, and shares notices, public service announcements and maps online about closures.



Above: Cyclist crossing the Ridout Street North and Dundas Place intersection adjacent to an active construction zone.



Above: Example of bike detour signs to help cyclists navigate construction safely.

## Traffic Impacts

Congestion and closures caused by public and private construction is disruptive to all road users. City staff manage programs to mitigate the impacts as much as possible by reviewing all projects from a traffic and construction detour impact perspective. Some projects will require road closures to complete the planned construction for the safety of the contractor and the public, while others may only require lane restrictions. In any case, a detour to safely redirect traffic around the disturbed areas and permit the work to be completed in a timely manner will be implemented.

To optimize vehicle traffic flow in the areas affected by planned detours, the City may adjust traffic-signal timing, in addition to installing advance warning signage and optimizing the City's Renew London map to recognize the closure. The city will have greater ability to adjust traffic signal operation as the Intelligent Traffic Signal project benefits are realized. As an effective and highly visible tool, more electronic Portable Variable Message Signs are being utilized throughout the city to provide drivers with current updates/detour routes digitally, on a larger screen.

Notwithstanding posted detour routes, increased traffic volumes are often observed on some neighbourhood streets near construction areas as drivers look for shortest routes around the closures. In some cases, temporary neighborhood traffic calming measures may be implemented to mitigate this behavior.

The City strives to minimize the disruption to the public during construction and maintain access to the maximum extent possible. Separating a construction project into stages to maintain use is often considered. However, it can often lengthen the duration of a project, creates challenges from a constructability and increased capital cost perspective. A balance needs to be established that satisfies both objectives.

## Transit impacts

City staff work closely with the London Transit Commission ("LTC") to identify construction impacts affecting bus routes. LTC prepares and communicates detour routes as needed throughout construction projects. Several projects for 2024 will impact LTC routes, and these route changes will be listed on the 'detours' section of LTC's website.

## **Access Mitigations**

### Pedestrian/Sidewalk Access

Maintaining sidewalk access throughout construction zones, especially in the core area, continues to be a challenge when sidewalk work is required. Contractors are asked to maintain clearly labelled pedestrian maps and signage in advance of pathway closures. Where necessary, crews also provide a temporary smooth surface of plywood, asphalt, or concrete within the sidewalk area for pedestrians.

### AODA and Supports for People with Disabilities

There are many people in the community who due to age, infirmity, injury, or other reasons are dealing with mobility challenges and for them a construction zone can present lots of unexpected terrain and obstacles. Strategies to support accessibility during construction include clearly marked pedestrian routes with large signage at eye level to support those using mobility devices and brightly coloured fencing to help those with low vision. All construction workers are required to have AODA training and are encouraged to keep an eye for anyone that may be struggling and give a little extra assistance.

## Motor Vehicle Access

While maintaining road access is not possible in all construction zones, two-hour free parking was offered through the Core Area Action Plan to incentivize drivers to continue to visit despite the removal of on-street parking in the work zone. The City will also assist visitors through the use of advance warning signs, social media updates and public service announcements.

## Temporary and Courtesy Park and Pick-Up Locations

To help support businesses during construction, temporary courtesy park and pick-up locations have been added at various locations in the Core Area for customers and food delivery drivers when making quick food and parcel pickups. The need and locations for these short-term spots will continue to be assessed in 2024 to support local businesses.

## Receiving Deliveries

Local businesses rely on the delivery of goods to operate. Understanding this, temporary loading zones have been designated in advance and will be clearly marked for retailers, suppliers, and rideshare services. In exceptional circumstances, new loading areas may be negotiated and installed. Concierge services can also be made available to assist with large or complex deliveries.

## **Service Interruption Mitigations**

Service interruptions can be extremely disruptive to businesses. Over the past few years, communication has been improved around planned service interruptions in the core area. Bi-weekly emails are sent to businesses from the project manager detailing what work has been completed, and what upcoming work is expected in the area. Tailored email notifications are also shared with impacted businesses at least 24 hours in advance of a service disruption, unless there is an emergency, in which case notice is provided as soon as possible.

## **Site Condition Mitigations**

### Cleanliness of Work Site

Clean work zones are an important factor to deliver on positive experiences during construction. Sidewalk and street sweeping, sharps management, cigarette butt disposal, periodic window-washing, garbage/recycling receptacles for the general public and waste pickup for those living and working in the area will be included in tenders where possible. Coordination at/near key destinations (city-wide) for major closures led by third parties at or near critical destinations, such as hospitals, schools, community, and seniors' centres are critical to the community. Though internal training, increased efforts with regards to communication plans in these important locations. This includes increased oversight of third parties such as CN/CP Rail and utility groups.

### Site security enhancements

In recent years, there was a need for additional site security on several projects, to keep City and Contractor property safe during inactive periods of the project. Incidents may occur, requiring the need for security personnel on site during working hours to assist with the safety of workers. Some major contracts have provisions for enhanced site security to ensure everyone remains safe around construction zones. Site security also aims to protect equipment, materials, tools, and other machinery and is used on a case-by-case basis.

## **APPENDIX D – Communications and Customer Service Strategies**

As London experiences larger and more complex construction projects, the City is prioritizing communications to ensure impacted businesses, residents, and property owners are informed before and during construction.

On a typical construction project, stakeholder outreach takes place before work begins to review and discuss potential impacts, such as property access and accessibility, collect contact information, solicit feedback, and share project details. Information gathered during these conversations is essential to shaping communications for each project.

To streamline communications between the city, impacted stakeholders, construction crews, and key private partners – such as London Transit and emergency services – a Construction Project Manager is assigned to each project. The Project Manager’s contact information is shared before construction begins and members of the public are invited to connect with the Project Manager at any time during construction. This role is essential to ensure up-to-date information is always accessible, and to assist with construction inquiries and issues, manage Renew London updates, and keep Communications staff informed.

Anticipating exact impacts and unforeseen situations may be difficult due to the complexity and changing conditions for each project. However, Construction Project Managers work closely with Communications to ensure Londoners and impacted businesses and residents are informed about road closures, lane restrictions, sidewalk disruptions and other construction impacts that may arise. Key private partners and emergency services are kept informed on an ongoing basis through direct communications with Construction Project Managers, public service announcements, and the daily Renew London Road Report email.

### **Communications and Correspondence**

While frequency of correspondence may differ depending on the project’s location, scope, duration, and traffic and social impacts, the following communication methods may be used to inform Londoners who live, work, or own property in proximity to a city-led capital construction project:

#### Road construction projects

- Construction notice letter
- Direct communication with Construction Project Manager (email, phone, in-person)
- Advance warning and detour signage
- Updates on the Renew London website

#### Major construction projects

Any of the tactics above, plus:

- A minimum of three project update letters
- Project-specific web page on [london.ca](http://london.ca) and/or [getinvolved.london.ca](http://getinvolved.london.ca)
- Public engagement webinars and/or pre-recorded presentations
- In-person drop-in sessions
- Public service announcements (PSAs sent to media and posted on [london.ca/newsroom](http://london.ca/newsroom)) media updates
- Email notifications and updates to project-specific email subscribers
- Social media updates to communicate traffic impacts



## Core/commercial area construction projects

Any of the tactics above, plus:

- A Construction Business Relations Coordinator, whose primary focus is on supporting businesses through the construction process. Working closely with core area BIAs, the Business Relations Coordinator becomes a familiar face to impacted businesses through ongoing, in-person and virtual outreach, and ensures business concerns and questions are addressed by the project team.
- Ongoing communications and promotions with Downtown London and Old East Village and other BIA's where applicable
- Custom wayfinding signage and navigation maps
- Collateral materials such as construction toolkits and contact cards
- Radio ads and social media advertising

## Navigation

The City continuously promotes the use of the following tools to help Londoners navigate construction safely and efficiently whether they drive, bike, walk, or take transit:

- **Navigation apps:** Londoners continue to be encouraged to use navigation apps such as Waze or Google Maps to find alternative routes during construction.
- **Renew London interactive map:** By visiting [london.ca/roadwork](https://london.ca/roadwork) residents can search by street to learn if their commute will be impacted.
- **Honk app:** Through an official partnership with Honk, drivers can continue to find and pay for parking nearby during construction.
- **LTC's online trip planner:** City staff work alongside LTC to promote use of their trip planner and detour updates during construction.

## Core Construction Program

The City of London has a vision to revitalize the Core Area as the cultural, civic, retail, and economic heart of London, and as a great place to live. Revitalization of the core area is essential to support city growth and mobility in the future. Not only are there major City-led projects planned in the core in 2024, but private development and private utility projects will continue as well.

The core construction program supports area businesses and resident with additional resources such as an enhanced wayfinding signage, small events, and marketing campaigns all using a consistent tagline "Connecting our future."

Enhanced communications and engagement will continue in 2024 to support construction in the core and surrounding areas. Key projects include carry-over work for the Downtown Loop Phase 3 and Wellington Gateway Phase 1, Victoria Bridge Replacement, Adelaide Underpass, and York Street Infrastructure Renewal.

## Community relations

Based on lessons learned early in 2023, the City continues to build its formalized construction mitigation program in the core. This program provides enhanced resources and communications on core construction projects to:

- Provide a positive experience for visitors and locals
- Encourage movement in and around the construction zone
- Enable easy access to City services and staff
- Promote impacted areas and support businesses in partnership with the BIAs
- Prioritize and facilitate project information sharing
- Foster community collaboration where possible

Program elements can be identified by its tagline: Connecting our future.

●●● Connecting our future.

## Measurement

To better understand the effectiveness of the core construction program, the City will continue to engage with business and residents to identify stakeholders' top concerns and issues related to construction, in order to provide focused communication and construction mitigation efforts where they matter most.

The most effective and well received communications, identified through direct interactions with business and residents are:

- Email notifications
- Project web page
- Construction letters and notices
- Sidewalk signs
- Social media
- Information from the BIA
- Conversations with City staff

A previous survey also identified the top five areas suggested for improvement:

- Pedestrian/sidewalk access
- Motor vehicle access
- Personal and property security
- On-street parking
- Receiving deliveries

City staff will continue to use feedback and interactions to refine the core construction program and is currently exploring ways to incorporate the feedback into other construction projects across London. Recognizing the value of stakeholder input on overall communications efforts, the team intends to continue soliciting feedback through direct communications and a future Core construction communications survey.

## **Accomplishments**

### Public Engagement (city wide)

The City's Get Involved continues to be the main online space for residents to provide comments, questions, and feedback on different projects across London. The improvements made to the Get Involved website in 2020, allow more interaction with the public through new and various types of digital engagement opportunities. The website has been used to host information about multiple construction projects.

It is recognized that not all Londoners are able to access project information online. Project teams also offered a variety of other options and accommodations to ensure that everybody was able to receive this information. This included mailed letters, phone conversations, and printed construction information delivered to residents and businesses.

Project teams are continuing to implement in-person outreach to connect with impacted stakeholders in addition to virtual meetings and events. In-person participation at local events, such 'membership mixers' led by core area BIAs provide an opportunity to engage with residents, businesses and those directly impacted by construction.

### Business Relations Coordinator

To streamline communications between the City, construction crews and businesses, a permanent Construction Business Relations Coordinator role has been created to support core area projects. This role was originally created as a temporary position during Dundas Place and core-area construction in 2018 but has been consistently identified by businesses as an essential one-on-one support. Through this position, businesses have a dedicated resource to assist with high-priority issues like access to

their stores and parking, and a trusted conduit who is responsible for sharing – and addressing – their feedback with the project team. Following positive response to this role and increased demand for enhanced business supports, a second Construction Business Relations Coordinator position has been created to expand consistent business supports across the Renew London Construction program.

#### Email Notifications and Bi-Weekly Updates (core area)

All core construction projects provide the added benefit of direct email notifications to residents, business and property owners who choose to subscribe. Through this channel, the Construction Administration team has been able to provide advance notification about service interruptions, work occurring near properties, and major site changes. This method of communication also achieved an above-average open rate of 50% and has been identified as one of the most effective communication channels by residents and businesses. Email notifications are being extended this year to share project milestones and updates for the 2024 Top Ten projects.

#### Construction Letters and Notices (city-wide)

To equip residents with more accessible, easy-to-read project information, the City of London has made all its construction letters AODA compliant with the goal of improving readability for all. Additional improvements include a reorganization of content where necessary and making information about project impacts, timelines, and options to stay informed more prominent.

#### Enhanced Wayfinding Signage

In 2023, improved construction pedestrian signage was used to help label accessible routes within core construction zones. These additions were received positively by residents and businesses, and they will be applied to 2024's top ten projects. When possible, signage will be installed in advance of sidewalk closures and temporary narrow or uneven surfaces. Regularly updated, clearly labeled pedestrian navigation maps will also be produced and posted where applicable. All signs will be carefully designed to clearly state the specific impact without dissuading people from travelling through the area(s) leading up to the closure.

Last year, the City and the Core Area BIAs partnered on multiple signage initiatives Downtown and in Old East Village to offer some “surprise and delight” within construction zones. Downtown, song-themed signs with construction puns garnered a great deal of attention to the downtown core during construction. In Old East Village, enhanced wayfinding signage was installed to promote the area as well as indicating access to nearby businesses. Moving forward, the City will continue to work with BIAs and community members to exercise creativity through signage and other methods.



Above: Unique signs promoting OEV businesses during construction.



Above: Directional sign indicating access for drivers in Old East Village.



Above: A series of signs and social media graphics created in partnership with Downtown London to promote businesses using construction themed puns.



Above: Navigational sign indicating access to properties in Old East Village.

### Promotion of the Core During Construction (core area)

Promoting the core with the help of Downtown London and the Old East Village BIA will continue in 2024. Similar to last year, radio, billboards, social media, and other tactics will be available to communicate construction impacts and support businesses.

2023 marked the final year of the Core Area Construction Dollars Pilot Program, which was developed with local partners to support London's Core Area and generate new growth and investment. As part of the Core Area Action Plan, \$92,000 were distributed to customers in the form of Construction Dollars through contest prizes, promotions, and giveaways led by the Core Area BIAs and their businesses. The program was developed to support the local economy during a busy construction season, incentivizing customers to shop, dine and experience the core.



Above: Downtown visitors receiving Construction Dollars.

## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

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

**Subject:** Contract Price Increase: Victoria Bridge Replacement  
Consulting Services

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the Victoria Bridge Replacement consultant contract:

- a) Victoria Bridge Replacement contract for resident inspection and contract administration with AECOM Canada Limited **BE INCREASED** by \$225,000 to \$1,965,991 (excluding HST) in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy; and,
- b) the financing for these projects **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A'; and,
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these projects; and,
- d) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

The Victoria Bridge Replacement consultant contract requires additional funds to extend the duration of the contract administration to correspond with the extended schedule of the Victoria Bridge Replacement project. The City's Procurement of Goods and Services Policy requires Council approval for these contract amendments.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

- Mobility and Transportation - London's active transportation network is better connected and serves persons of all ages and abilities; and
- Climate Action and Sustainable Growth - London's 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

Civic Works Committee – February 1, 2022 – Contract Award: Tender No. 21-109  
Victoria Bridge Replacement

## 2.0 Discussion and Considerations

### 2.1 Discussion

In February 2022, the City awarded the contract for the resident inspection and contract administration for the Victoria Bridge Replacement project to AECOM Canada Limited.

The Victoria Bridge Replacement Project is replacing an existing bridge over the south branch of the Thames River on Ridout Street, which also includes road improvements from the Horton Street Intersection to Ingleside Place. The previous bridge was constructed in 1926 and had reached its service life.

Due to a prolonged schedule in the construction of the new Victoria Bridge it has become necessary to extend the contract with AECOM Canada Limited to allow for the successful completion of the project in the summer of 2024. The consultant scope was also expanded by \$50,000 to cover costs of First Nations third-party environmental monitoring of sensitive in-water works.

On large, complex construction projects like this, scheduling challenges and adjustments are often part of the process, and the City plans for issues as much as possible by building appropriate contingencies into projects. In the case of the Victoria Bridge project, several factors have impacted timelines, including the environmental sensitivity of the project, which required additional measures at its outset, and supply chain challenges with sourcing the materials for the bridge arches. We are fortunate to be working with a very experienced contractor and have been adjusting construction strategies to try and mitigate these impacts to timelines.

It has been determined that the contract with AECOM will need to be extended until the summer of 2024. The cost needed to extend this contract is \$225,000.

### 3.0 Financial Impact/Considerations

An additional \$225,000 for our contract with AECOM Canada Limited is required to extend the resident inspection and contract administration services through to summer 2024. This funding is available in the approved transportation capital budgets per the Source of Financing attached as Appendix 'A'.

## Conclusion

In accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy, it is recommended that the contract value be amended for the consulting services on the Victoria Bridge Replacement project.

<b>Prepared by:</b>	<b>Ugo DeCandido, P.Eng., Division Manager, Construction Administration</b>
<b>Submitted by:</b>	<b>Jennie Dann, P.Eng., Director, Construction and Infrastructure Services</b>
<b>Recommended by:</b>	<b>Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure</b>
<b>Attach:</b>	Appendix 'A' – Sources of Financing: Victoria Bridge Replacement Consulting Services
<b>cc:</b>	Garfield Dales, Division Manager, Transportation Planning & Design Gary McDonald, Budget Analyst, Finance & Corporate Services



## Appendix "A"

#24042

March 20, 2024

(Contract Increase)

Chair and Members

Corporate Services Committee

RE: Contract Price Increase: Victoria Bridge Replacement Consulting Services

(Subledger BR160001)

Capital Project TS176321 - Bridges Major Upgrades

AECOM Canada Limited - \$225,000.00 (excluding HST)

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### 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:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed to Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
Engineering	483,436	254,476	228,960	0
Construction	9,069,164	4,818,525	0	4,250,639
City Related Expenses	20,000	0	0	20,000
<b>Total Expenditures</b>	<b>\$9,572,600</b>	<b>\$5,073,001</b>	<b>\$228,960</b>	<b>\$4,270,639</b>

### Sources of Financing

Capital Levy	1,084,644	1,084,644	0	0
Drawdown from Capital Infrastructure Gap Reserve Fund	4,716,382	216,783	228,960	4,270,639
Canada Community-Building Fund	3,771,574	3,771,574	0	0
<b>Total Financing</b>	<b>\$9,572,600</b>	<b>\$5,073,001</b>	<b>\$228,960</b>	<b>\$4,270,639</b>

### Financial Note:

Contract Increase	225,000
Add: HST @13%	29,250
Total Contract Price Including Taxes	254,250
Less: HST Rebate	-25,290
Net Contract Price	\$228,960

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Jason Davies

Manager of Financial Planning & Policy

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## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

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

**Subject:** 2024 Watermain Cleaning and Lining Contract  
Award

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of contract for Watermain Cleaning and Lining Services:

- a) The bid submitted by Fer-Pal Construction Ltd at its tendered price of \$6,282,196.17, excluding HST, for Watermain Cleaning and Lining Services be accepted; it being noted that this is the second year of a five year contract submitted by Fer Pal Construction Ltd. and where unit prices were carried over from the original tendered contract plus an increase in line with the Consumer Price Index;
- b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix "A";
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- d) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project; and
- e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

This report recommends the award of a tender to a contractor to undertake watermain cleaning and structural lining as shown on the location map in Appendix B.

Since 1989, the City has been rehabilitating watermains using innovative trenchless technologies which include cement mortar lining and more recently structural lining. These methods allow the City to eliminate water quality problems (e.g. red/rusty looking water), improve fire flows, gain additional years of life from the mains and delay the need for full replacement reconstruction projects which are both expensive and socially disruptive. The aesthetic water quality in these rehabilitated watermains is dramatically improved.

## Linkage to the Corporate Strategic Plan

The following report supports the 2023 – 2027 Strategic Plan areas of focus:

- Climate Action and Sustainable Growth;
- The infrastructure gap is managed for all assets;
- Infrastructure is built, maintained, and secured to support future growth and protect the environment;

- The City of London is a Leader in Public Service;
- The City of London has effective facilities and infrastructure management.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

- CWC –August 15, 2023 – Contract Award: RFT 2023-030 Watermain Cleaning and Lining Services.

### 2.0 Discussion and Considerations

#### 2.1 Discussion

Structural lining extends the life of watermains by 50 years or more when done on watermains that meet certain criteria, and costs 35 % lower than traditional open-cut watermain replacement. In general, trenchless technologies, such as structural lining, have substantially lower social and environmental impacts when compared to traditional open-cut techniques. Currently the City focusses structural lining on areas of the City where there are no lead services, no other current infrastructure replacement needs (i.e. roads or sewers), and a high frequency of main breaks on cast iron watermains. In areas where structural lining has been performed, the occurrence of watermain breaks has dropped to zero in most cases.

#### 2.2 Project Description

The current project involves the cleaning and structural lining of approximately 3900 metres of watermain on Daleview Crescent, Stoneybrook Crescent, Bobbybrook Drive, Meridene Crescent East, Meridene Crescent West, Hastings Drive, Milford Crescent and Milford Court. A Project Location map is attached as Appendix B for reference.

The work is scheduled to take one hundred and twenty (120) working days to substantially complete and will start this spring, following approval of this contract award.

The work in 2024 will be the second year of a potential five-year contract, where the City has the sole discretion to renew the contract for three additional years based on price and performance.

### 3.0 Financial Impact/Considerations

In June 2023, a tender was issued for Watermain Cleaning and Lining Services and Fer-Pal Construction Ltd was the lowest price of the two compliant bidders. The contract was structured so that it could be extended for four additional years at the City's discretion based on price and performance. Unit rates for the work were established as part of the original tender with annual increases in line with the Consumer Price Index.

The total cost for the 2024 Watermain Cleaning and Lining Services contract is \$6,282,196.17 (excluding HST). This includes a contingency allowance of \$475,000 (excluding HST).

## Conclusion

Awarding this contract to Fer-Pal Construction Ltd. will help the City manage our infrastructure in a cost-effective way that minimizes disruption to the public. It is in the best financial interests of the City to proceed with the award of this contract for Watermain Cleaning and Structural Lining.

**Prepared by:** Aaron Rozentals, P. Eng  
Division Manager, Water Engineering

**Submitted by:** Ashley M. Rammeloo, MMSc., P. Eng  
Director - Water, Wastewater, and Stormwater

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

cc: P. Lupton, Steve Fazekas, Frank Garcea (Fer-Pal Construction Ltd.), Alan Dunbar

Appendix 'A' – Sources of Financing

Appendix 'B' – Location Map

**Appendix "A"**

#24035

March 19, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: RFT-2023-030 Watermain Cleaning and Lining Services  
(Subledger WT240002)  
Capital Project EW356324 - Watermain Rehabilitation and Relining  
Fer-Pal Construction Ltd. - \$6,282,196.17 (excluding HST)

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**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:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
Construction	6,400,000	6,392,763	7,237
<b>Total Expenditures</b>	<b>\$6,400,000</b>	<b>\$6,392,763</b>	<b>\$7,237</b>
<hr/>			
<b>Sources of Financing</b>			
Capital Water Rates	6,400,000	6,392,763	7,237
<b>Total Financing</b>	<b>\$6,400,000</b>	<b>\$6,392,763</b>	<b>\$7,237</b>

**Financial Note:**

Contract Price	\$6,282,196
Add: HST @13%	816,686
Total Contract Price Including Taxes	<u>7,098,882</u>
Less: HST Rebate	<u>-706,119</u>
Net Contract Price	\$6,392,763

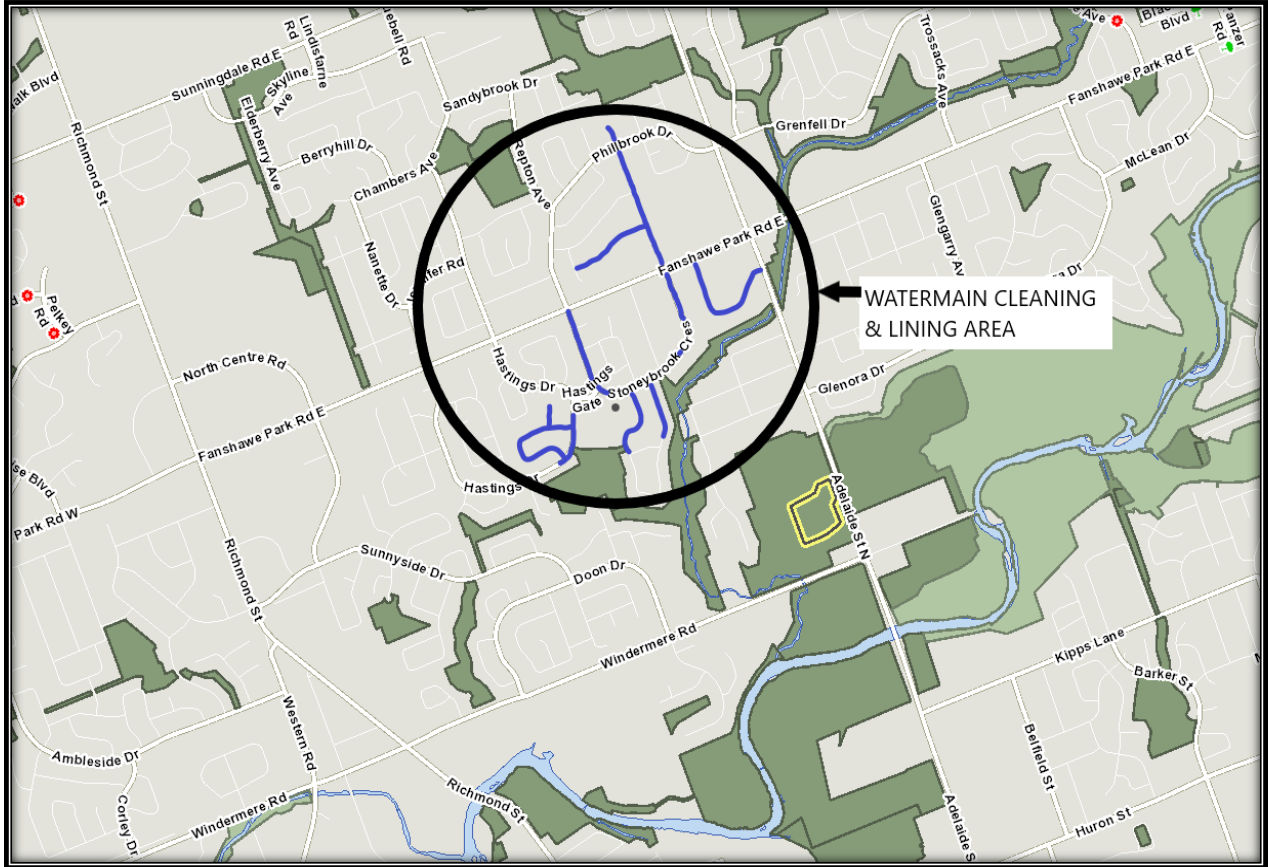
---

Jason Davies  
Manager of Financial Planning & Policy  
mp

# APPENDIX B

## LOCATION MAP

### 2024 Watermain Cleaning and Lining



## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

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

**Subject:** Appointment of Consulting Engineers for the Infrastructure  
Renewal Program

**Date:** March 19, 2024

## Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the appointment of consulting engineers for the Infrastructure Renewal Program:

- (a) The following consulting engineers **BE APPOINTED** to carry out consulting services for the identified Infrastructure Renewal Program funded projects, at the upset amounts identified below, in accordance with the estimate on file, and in accordance with Section 15.2(g) of the City of London's Procurement of Goods and Services Policy:
  - (i) GM BluePlan Engineering Limited, **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration for the 2024 Infrastructure Renewal Program Leonard Street and Second Street project in accordance with the estimate, on file, at an upset amount of \$358,072.00, including 10% contingency, excluding HST;
  - (ii) Spriet Associates London Limited, **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration, including a detailed design fee increase, for the 2024-2025 Infrastructure Renewal Program Charles Street, West Lions Park and Paul Street project in accordance with the estimate, on file, at an upset amount of \$606,032.90, including 10% contingency, excluding HST; and
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A';
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract; 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

The Infrastructure Renewal Program is an annual program intended to maintain the lifecycle and operation of municipal infrastructure at an acceptable level of service. The engineering consultants work with city staff to complete the Infrastructure Renewal Program projects to meet the challenging infrastructure lifecycle replacement needs. This report recommends the award of engineering consultant appointments for the resident inspection and contract administration for two projects which are part of the 2024-2025 Infrastructure Renewal Program. The engineering consulting work recommended in this report will support the reconstruction of an estimated \$9,400,000.00 of capital infrastructure.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

- Climate Action and Sustainable Growth:
  - The infrastructure gap is managed for all assets;
  - London’s 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

- Civic Works Committee – June 19, 2018, Appointment of Consulting Engineers for the Infrastructure Renewal Program, Recommendation b).
- Civic Works Committee – June 21, 2022, Appointment of Consulting Engineers for the Infrastructure Renewal Program, Recommendation a) (iv).

### 2.0 Discussion and Considerations

#### 2.1 Work Description

The Infrastructure Renewal Program projects include watermain and sewer replacement, as well as restoration of areas disturbed by the construction activity. The scope of each project varies in length and depends on the infrastructure components requiring rehabilitation or replacement. Full road reconstruction will be part of the overall projects.

The following engineering assignments were previously awarded for detailed design and tender preparation. The limits for the two projects are identified as follows:

- GM BluePlan Engineering Limited completed the detailed design assignment for Leonard Street, from Burdick Place to Second Street, and Second Street, from south of Leonard Street to north of Pottersburg Creek. This project is the second phase of a multiphase area project to reroute a trunk sanitary sewer away from Pottersburg Creek.
- Spriet Associates London Limited completed the detailed design assignment for Charles Street, West Lions Park and Paul Street project. This project will reconstruct Charles Street, from Mount Pleasant Avenue to West Lions Park. Construction work will also occur through West Lions Park to Paul Street and at the Paul Street and Lorraine Avenue intersection. This project is the third phase of a multiphase area project to improve sanitary sewer and storm sewer servicing for the area.

Both projects are scheduled for construction commencement in 2024 with the construction tenders anticipated to be awarded through the Administrative Approval of Tender Acceptance/Contract Award (AATACA), which has an upset limit of \$6 Million. Location maps are provided for each project in Appendix ‘B’.

### 3.0 Financial Impact/Considerations

#### 3.1 Consulting Engineer Services

##### 3.1.1 Construction Administration

Due to the knowledge and positive performance on the detailed design assignments, each consultant was invited to submit a proposal to carry out the resident inspection and contract administration for their project. A summary of the fees is included in Table 1. All values include 10% contingency and exclude HST.

##### 3.1.2 Detailed Design Fee Increase

During the detailed design process for the Charles Street, West Lions Park and Paul



Street project, significant changes to the original scope were triggered, which resulted in additional tasks for the engineering consultant, Spriet Associates London Limited, and their supporting sub-consultants. These tasks include but were not limited to work related to permitting applications, excess soils geotechnical work, stage 1 and 2 archeological work, and stormwater management control design effort.

The approval of this \$156,995.29 fee increase will bring the total detailed design engineering services for the Charles Street, West Lions Park and Paul Street from \$285,711.42 to a total upset amount of \$442,706.71, excluding HST.

Table 1: Summary of Project Assignments

Assignment	Consultant	Detailed Design Fee	Resident Inspection and Contract Administration Fee	Total Project Fee
Leonard Street and Second Street	GM BluePlan Engineering Limited	\$294,074.00	\$358,072.00	\$652,146.00
Charles Street, West Lions Park and Paul Street	Spriet Associates London Limited	\$442,706.71*	\$449,037.61	\$891,744.32

\*Includes recommended detailed design fee increase.

Staff have reviewed the fee submissions, including the time allocated to each project task, along with hourly rates provided by each of the consultant’s staff members. The submissions were found to be consistent with other project assignments of similar scope. The continued use of the identified consultant on each project for resident inspection and contract administration is of financial advantage to the City because the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

In addition to the financial advantage, there are also accountability and risk reduction benefits. The City requires a Professional Engineer to seal all construction drawings. These ‘record drawings’ are created based on field verification and ongoing involvement by the Professional Engineer. This requirement promotes consultant accountability for the design of these projects, and correspondingly, reduces the City’s overall risk exposure. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order to maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy, civic administration is recommending that the engineering services associated with the resident inspection and contract administration services be awarded to ensure that the City receives the product specified and associated value.

Funds have been budgeted in the Water, Sewer, and Transportation capital budgets to support the engineering work for the projects as identified in Appendix ‘A’, ‘Sources of Financing’.

**Conclusion**

Replacing infrastructure at the end of its lifecycle and protecting existing infrastructure is essential to building a sustainable city. The recommended engineering consultant assignments will allow the construction projects to be completed in the best financial and technical interests of the City. All the firms recommended through this engineering consultant appointment have shown their competency and expertise with infrastructure replacement projects of this type. It is recommended that Spriet Associates London Limited and GM BluePlan Engineering Limited continue as the consulting engineers on

their respective projects for the purpose of resident inspection and contract administration services in accordance with Section 15.2(g) of the City of London's Procurement of Goods and Services Policy.

**Prepared by:** **Kyle Chambers, P.Eng.**  
**Division Manager, Sewer Engineering**

**Submitted by:** **Ashley Rammeloo, MMSc, P.Eng.**  
**Director, Water, Wastewater, and Stormwater**

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

cc: D. Gough, K. Johnson, A. Rozentals

Appendix 'A' – Sources of Financing

Appendix 'B' – Location Maps

**Appendix "A"**

#24044

March 19, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Appointment of Consulting Engineers for the Infrastructure Renewal Program  
Capital Project ES241424 - Infrastructure Renewal Program - Sanitary Sewers  
Capital Project ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment  
Capital Project EW376524 - Infrastructure Renewal Program - Watermains  
GM BluePlan Engineering Limited - \$358,072.00 (excluding HST) (Subledger WS23C00D)  
Spriet Associates London Limited - \$606,032.90 (excluding HST) (Subledger WS20C011)

**Finance Supports Report on the Sources of Financing:**

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

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES241424 - Infrastructure Renewal Program - Sanitary Sewer</b>				
Engineering	2,000,000	0	553,955	1,446,045
Construction	13,445,971	0	0	13,445,971
City Related Expenses	25,000	0	0	25,000
<b>ES241424 Total</b>	<b>15,470,971</b>	<b>0</b>	<b>553,955</b>	<b>14,917,016</b>
<b>ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment</b>				
Engineering	2,000,000	0	382,583	1,617,417
Construction	11,083,589	0	0	11,083,589
City Related Expenses	100,000	0	0	100,000
<b>ES254024 Total</b>	<b>13,183,589</b>	<b>0</b>	<b>382,583</b>	<b>12,801,006</b>
<b>EW376524 - Infrastructure Renewal Program - Watermains</b>				
Engineering	44,536	0	44,536	0
Construction	21,243,132	509,595	0	20,733,537
<b>EW376524 Total</b>	<b>21,287,668</b>	<b>509,595</b>	<b>44,536</b>	<b>20,733,537</b>
<b>Total Expenditures</b>	<b>\$49,942,228</b>	<b>\$509,595</b>	<b>\$981,074</b>	<b>\$48,451,559</b>

<b>Sources of Financing</b>	<b>Approved Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES241424 - Infrastructure Renewal Program - Sanitary Sewer</b>				
Capital Sewer Rates	2,500,250	0	553,955	1,946,295
Drawdown from Sewage Works Renewal Reserve Fund	10,720,721	0	0	10,720,721
Canada Community-Building Fund	2,250,000	0	0	2,250,000
<b>ES241424 Total</b>	<b>15,470,971</b>	<b>0</b>	<b>553,955</b>	<b>14,917,016</b>
<b>ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment</b>				
Capital Sewer Rates	1,000,000	0	382,583	617,417
Drawdown from Sewage Works Renewal Reserve Fund	9,933,589	0	0	9,933,589
Canada Community-Building Fund	2,250,000	0	0	2,250,000
<b>ES254024 Total</b>	<b>13,183,589</b>	<b>0</b>	<b>382,583</b>	<b>12,801,006</b>
<b>EW376524 - Infrastructure Renewal Program - Watermains</b>				
Capital Water Rates	10,865,981	509,595	44,536	10,311,850
Drawdown from Water Works Renewal Reserve Fund	8,996,687	0	0	8,996,687
Canada Community-Building Fund	1,425,000	0	0	1,425,000
<b>EW376524 Total</b>	<b>21,287,668</b>	<b>509,595</b>	<b>44,536</b>	<b>20,733,537</b>
<b>Total Financing</b>	<b>\$49,942,228</b>	<b>\$509,595</b>	<b>\$981,074</b>	<b>\$48,451,559</b>

<b>Financial Note</b>	<b>ES241424</b>	<b>ES254024</b>	<b>EW376524</b>	<b>Total</b>
Contract Price - GM BluePlan Engineering Limited.	\$276,249	\$71,022	\$10,801	\$358,072
Contract Price - Spriet Associates London Limited	\$268,125	\$304,944	\$32,965	\$606,033
Add: HST @13%	70,769	48,876	5,690	125,334
Total Contract Price Including Taxes	615,143	424,842	49,455	1,089,439
Less: HST Rebate	-61,188	-42,259	-4,919	-108,365
Net Contract Price	\$553,955	\$382,583	\$44,536	\$981,074

Jason Davies

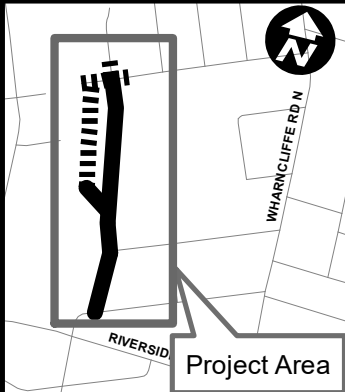
Manager of Financial Planning & Policy

mp

APPENDIX 'B'



LOCATION MAP



2024/2025 Infrastructure Renewal Program

Charles Street from Mount Pleasant Avenue to West Lions Park  
 West portion of Lions Park  
 Paul Street from west limit to approximately 50m east of Lorraine Avenue  
 Lorraine Avenue from Paul Street to approximately 40m north of Paul Street

Construction Year

-  2024
-  2025

Map Produced by  
 the Sewer  
 Engineering  
 Division  
 January 31, 2024 CM

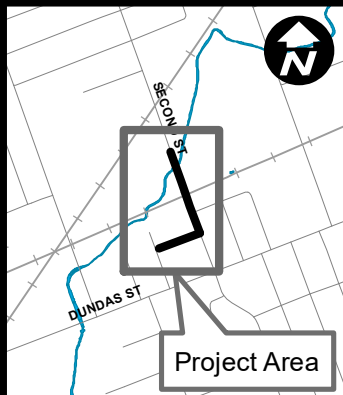


London  
 CANADA  
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 London, Ontario  
 N6A 4L9  
 www.London.ca

APPENDIX 'B'



LOCATION MAP



**2024 Infrastructure Renewal Program**

Leonard Street from Burdick Place to Second Street  
Second Street from Leonard Street to north of Pottersburg Creek

Map Produced by  
the Sewer  
Engineering  
Division  
February 15, 2024 CM



**London**  
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London, Ontario  
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www.London.ca

## 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:** Contract Award: RFT-2024-700  
2024-2025 Infrastructure Renewal Program  
Cavendish Crescent, Riverside Park and Mitchell A. Baran Park

**Date:** March 19, 2024

## Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of contract for the 2024-2025 Infrastructure Renewal Program Cavendish Crescent, Riverside Park and Mitchell A. Baran Park project:

- (a) the bid submitted by J-AAR Excavating Limited at its tendered price of \$7,264,752.80, excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by J-AAR Excavating Limited was the lowest of nine bids received and meets the City's specifications and requirements in all areas;
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A';
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (RFT-2024-700); 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

Cavendish Crescent has been identified for reconstruction under the annual Infrastructure Renewal Program as the sanitary sewer, storm sewer and watermain within the project limits are at the end of their useful life. The project will also undertake critical work to reroute a trunk sanitary sewer into a new alignment to accommodate the future reconstruction of the West London Dyke.

This report recommends award of the construction tender to J-AAR Excavating for the reconstruction of Cavendish Crescent from Cavendish Crescent (north leg) to Wharncliffe Road North, and includes installation of a new trunk sanitary sewer through portions of Riverside Park and Mitchell A. Baran Park. A location map depicting the approximate limits of the reconstruction project is provided in Appendix 'B'. The overall project is intended to be constructed in one continuous phase of work through 2024 and into 2025.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

- Climate Action and Sustainable Growth:
  - The infrastructure gap is managed for all assets;
  - London's infrastructure is built, maintained, and secured to support future

growth and protect the environment; and

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

- Civic Works Committee – July 18, 2023, Appointment of Consulting Engineers for the Infrastructure Renewal Program, Recommendation a) (ii).

### **2.0 Discussion and Considerations**

#### **2.1 Work Description**

The Cavendish Crescent, Riverside Park and Mitchell A. Baran Park project includes the following work details:

- Watermain replacement including water service renewal to the property line;
- Sanitary sewer replacement and rerouting of trunk sanitary sewer;
- Storm sewer replacement;
- Partial replacement of existing private drain connections;
- Replacement of existing sidewalk; and
- Full road reconstruction including new asphalt, curb, and gutter.

There will be some temporary closures and detours of the park pathways, expected in fall/winter of 2024-2025. Eight small trees and 18 large trees have been identified for removal, along with the possible removal of two additional large trees in Mitchell A. Baran Park. Trees for this project will be removed in two stages with Mitchell A. Baran park trees to be removed in fall/winter 2024-2025 as part of a second stage of tree removals to allow for those trees to remain for 2024 summer season.

Infrastructure replacement needs have been coordinated within the Environment and Infrastructure Department. The funding for this project comes from the approved Wastewater, Water, and Transportation capital works budgets.

#### **2.2 Public Consultation**

The initial project notice (dated August 17, 2023) was mailed to properties within and flanking the project limits. Included with the notice was a survey that residents were invited to fill out and return to the City's project team to provide information on their property and input for consideration.

The subsequent pre-construction notice (dated November 15, 2023) was mailed to properties within and flanking the project limits. Included in this notice was an invitation for residents to attend a drop-in event to view construction plans, review necessary tree removals, discuss impacts to their property and to learn more about the project. Following the meeting, project boards displayed at the meeting were made available for download on the project website.

#### **2.3 Service Replacement**

In conjunction with the construction of this project, the City is replacing existing active sewer private drain connections to approximately two metres behind the curb, where applicable, to help minimize future roadway excavations and to extend the service life of the roadway. As part of this project the water service connections will be replaced to the property line. The property owner may elect to replace their private side water service connection at their own cost. Property owners may also be eligible to participate in the City's Lead Service Replacement Loan Program.

### 3.0 Financial Impact/Considerations

#### 3.1 Tender Summary

The tender for the 2024-2025 Infrastructure Renewal Program Cavendish Crescent, Riverside Park and Mitchell A. Baran Park project closed on February 8, 2024. Nine contractors submitted tender prices as listed below, excluding HST. All tenders received include a contingency of \$900,000.00.

Table 1: Summary of submitted tender prices

Contractor	Tender Price Submitted
J-AAR Excavating Limited	\$7,264,752.80
Bre-Ex Construction Inc	\$7,697,509.05
CH Excavating (2013)	\$8,087,233.64
Blue-Con Construction	\$8,918,181.00
Birnam Excavating Ltd.	\$9,217,413.08
Amico Infrastructure (Oxford) Inc.	\$12,078,275.30
614128 Ontario Ltd o/a Trisan Construction	\$13,940,775.50
STRABAG Inc.	\$14,275,777.00
Memme Excavation Company Limited	\$15,529,959.32

All tenders have been checked by the Environment and Infrastructure Department and Stantec Consulting Ltd.. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender estimate prior to tender opening was \$9,083,478.00, including contingency, excluding HST.

#### 3.2 Operating Budget Impacts

Additional annual sewer, water, and transportation operating costs attributed to new infrastructure installation are summarized in the following table.

Table 2: Summary of annual operating cost increase

Division	Rationale	Annual Operating Cost Increase
Sewer Operations	Additional catchbasins, manholes and other appurtenances.	\$1,000.00
Water Operations	Additional valves, hydrants and other appurtenances.	\$150.00
Road Operations		\$0.00
Total		\$1,150.00

### Conclusion

Civic Administration has reviewed the tender bids and recommends J-AAR Excavating Limited be awarded the construction contact for the 2024-2025 Infrastructure Renewal Program Cavendish Crescent, Riverside Park and Mitchell A. Baran Park project.

**Prepared by:** Kyle Chambers, P.Eng.  
Division Manager, Sewer Engineering

**Submitted by:** Ashley Rammeloo, MMSc, P.Eng.  
Director, Water, Wastewater, and Stormwater

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



cc: D. Gough, K. Johnson, A. Rozentals

Appendix 'A' – Sources of Financing

Appendix 'B' – Location Map

**Appendix "A"**

#24043  
 March 19, 2024  
 (Award Contract)

Chair and Members  
 Civic Works Committee

RE: RFT-2024-700 2024-2025 Infrastructure Renewal Program Cavendish Crescent, Riverside Park and Mitchell A. Baran Park  
 (Subledger WS24C004)

Capital Project ES241423 - Infrastructure Renewal Program - Sanitary Sewer  
 Capital Project ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment  
 Capital Project EW376524 - Infrastructure Renewal Program - Watermains  
 Capital Project TS301424 - Road Network Improvements (Local and Rural)  
 J-AAR Excavating Limited - \$7,264,752.80 (excluding HST)

**Finance Supports Report on the Sources of Financing:**

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

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES241423 - Infrastructure Renewal Program - Sanitary Sewer</b>				
Engineering	1,995,000	732,091	0	1,262,909
Land Acquisition	5,000	5,000	0	0
Construction	11,287,878	5,436,978	5,055,035	795,865
City Related Expenses	25,000	0	0	25,000
<b>ES241423 Total</b>	<b>13,312,878</b>	<b>6,174,069</b>	<b>5,055,035</b>	<b>2,083,774</b>
<b>ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment</b>				
Engineering	2,000,000	813,703	0	1,186,297
Construction	11,212,878	9,166,874	404,071	1,641,933
City Related Expenses	100,000	1,068	0	98,932
<b>ES254023 Total</b>	<b>13,312,878</b>	<b>9,981,645</b>	<b>404,071</b>	<b>2,927,162</b>
<b>EW376524 - Infrastructure Renewal Program - Watermains</b>				
Construction	21,287,668	0	509,595	20,778,073
<b>TS301424 - Road Network Improvements (Local and Rural)</b>				
Construction	10,633,208	0	1,423,912	9,209,296
<b>Total Expenditures</b>	<b>\$58,546,632</b>	<b>\$16,155,714</b>	<b>\$7,392,613</b>	<b>\$34,998,305</b>

**Sources of Financing**

	<b>Approved Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES241423 - Infrastructure Renewal Program - Sanitary Sewer</b>				
Capital Sewer Rates	8,812,878	6,174,069	2,638,809	0
Drawdown from Sewage Works Renewal Reserve Fund	2,250,000	0	166,226	2,083,774
Canada Community-Building Fund	2,250,000	0	2,250,000	0
<b>ES241423 Total</b>	<b>13,312,878</b>	<b>6,174,069</b>	<b>5,055,035</b>	<b>2,083,774</b>
<b>ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment</b>				
Capital Sewer Rates	1,242,500	1,242,500	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,820,378	6,489,145	404,071	2,927,162
Canada Community-Building Fund	2,250,000	2,250,000	0	0
<b>ES254023 Total</b>	<b>13,312,878</b>	<b>9,981,645</b>	<b>404,071</b>	<b>2,927,162</b>
<b>EW376524 - Infrastructure Renewal Program - Watermains</b>				
Capital Water Rates	10,865,981	0	509,595	10,356,386
Drawdown from Water Works Renewal Reserve Fund	8,996,687	0	0	8,996,687
Canada Community-Building Fund	1,425,000	0	0	1,425,000
<b>EW376524 Total</b>	<b>21,287,668</b>	<b>0</b>	<b>509,595</b>	<b>20,778,073</b>
<b>TS301424 - Road Network Improvements (Local and Rural)</b>				
Capital Levy	9,326,865	0	1,423,912	7,902,953
Drawdown from Transportation Renewal Reserve Fund	1,306,343	0	0	1,306,343
<b>TS301424 Total</b>	<b>10,633,208</b>	<b>0</b>	<b>1,423,912</b>	<b>9,209,296</b>
<b>Total Financing</b>	<b>\$58,546,632</b>	<b>\$16,155,714</b>	<b>\$7,392,613</b>	<b>\$34,998,305</b>

**Appendix "A"**

#24043  
 March 19, 2024  
 (Award Contract)

Chair and Members  
 Civic Works Committee

RE: RFT-2024-700 2024-2025 Infrastructure Renewal Program Cavendish Crescent, Riverside Park and Mitchell A. Baran Park  
 (Subledger WS24C004)

Capital Project ES241423 - Infrastructure Renewal Program - Sanitary Sewer  
 Capital Project ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment  
 Capital Project EW376524 - Infrastructure Renewal Program - Watermains  
 Capital Project TS301424 - Road Network Improvements (Local and Rural)  
 J-AAR Excavating Limited - \$7,264,752.80 (excluding HST)

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<b>Financial Note</b>	<b>ES241423</b>	<b>ES254023</b>	<b>EW376524</b>	<b>TS301424</b>
Contract Price	\$4,967,605	\$397,082	\$500,781	\$1,399,285
Add: HST @13%	645,789	51,621	65,102	181,907
Total Contract Price Including Taxes	5,613,394	448,703	565,883	1,581,192
Less: HST Rebate	-558,359	-44,632	-56,288	-157,280
Net Contract Price	\$5,055,035	\$404,071	\$509,595	\$1,423,912
	<b>Total</b>			
Contract Price	\$7,264,753			
Add: HST @13%	944,418			
Total Contract Price Including Taxes	8,209,171			
Less: HST Rebate	-816,558			
Net Contract Price	\$7,392,613			

**Note 1:** There will be additional annual operating costs of \$1,000.00 to Sewer Operations and \$150.00 to Water Operations.

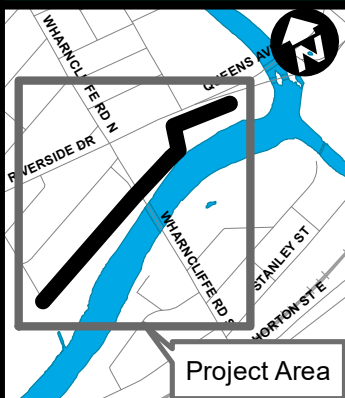
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Jason Davies  
 Manager of Financial Planning & Policy

mp



LOCATION MAP



2024/2025 Infrastructure Renewal Program

Greenway Low Level Trunk Sanitary Sewer (GTSS) Realignment  
Cavendish Crescent (east-west) from Cavendish Crescent (north-south/west leg)  
to Mitchell A. Baran Park

Map Produced by  
the Sewer  
Engineering  
Division  
January 31, 2024 CM



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Approximate Project Limits

## 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:** Contract Award: RFT-2023-265  
2024-2025 Infrastructure Renewal Program  
Downtown Sewer Separation Phase 4 – York Street and  
Wellington Street

**Date:** March 19, 2024

## Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of contract for the 2024-2025 Infrastructure Renewal Program Downtown Sewer Separation Phase 4 project:

- (a) the bid submitted by L82 Construction Ltd at its tendered price of \$15,630,086.52, excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by L82 Construction Ltd was the lowest of four bids received and meets the City's specifications and requirements in all areas;
- (b) AECOM Canada Limited, **BE AUTHORIZED** to carry out the resident inspection and contract administration for the 2024-2025 Infrastructure Renewal Program Downtown Sewer Separation Phase 4 project in accordance with the estimate, on file, at an upset amount of \$1,418,789.00, including 10% contingency, excluding HST, in accordance with Section 15.2 (g) 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';
- (d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (e) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (RFT-2023-265); and
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

York Street has been identified for reconstruction under the annual Infrastructure Renewal Program and includes replacement of the existing combined sewer with new separate sanitary sewer and storm sewer, and replacement of the watermain within the project limits which is at the end of its useful life. The reconstruction of York Street will result in the removal of 858.6 metres of combined sewer.

This project incorporates coordinated City work on Wellington Street, and includes the rehabilitation of the elevated sidewalks under the railway overpass located south of York Street, and completion of the remaining surface works for the Rapid Transit program through the north-south project limits. A location map depicting the approximate limits of the reconstruction project is provided in Appendix 'B'.

This project will also provide third party utility companies with a cost-effective opportunity for below ground infrastructure renewal, upgrades and expansion within the project limits. The cost-effective nature generally comes from efficiencies in project scale and from City completed surface restoration. In some instances, City requested relocation of existing third party utility infrastructure is required to accommodate the

planned municipal project which generally results in a shared cost.

This report recommends award of the tender to L-82 Construction and continuation of consulting engineer services for the 2024-2025 Infrastructure Renewal Program Downtown Sewer Separation Phase 4 project. The overall project is to be constructed over two years (2024-2025).

## **Linkage to the Corporate Strategic Plan**

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

- Climate Action and Sustainable Growth:
  - The infrastructure gap is managed for all assets;
  - London's 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**

- Civic Works Committee – June 21, 2022, Appointment of Consulting Engineers for the Infrastructure Renewal Program, Recommendation a) (v).

### **2.0 Discussion and Considerations**

#### **2.1 Work Description**

The Downtown Sewer Separation Phase 4 project includes the following work details:

- Watermain replacement including water service renewal to the property line;
- Sanitary sewer replacement;
- New storm sewer installation;
- Partial replacement of existing active private drain connections;
- Utility upgrades;
- Streetscape improvements;
- Rehabilitation of the elevated sidewalks under the railway overpass;
- Replacement of existing sidewalk; and
- Full road reconstruction including new asphalt, curb, and gutter.

Infrastructure replacement needs have been coordinated within the Environment and Infrastructure Department. The funding for this project comes from the approved Wastewater, Water, Rapid Transit, and Transportation capital works budgets.

#### **2.2 Public Consultation**

The initial project notice (dated August 22, 2022) was mailed to properties within and flanking the project limits. Included with the notice was a survey that residents were invited to fill out and return to the City's project team to provide information on their property and input for consideration.

The subsequent pre-construction notice (dated December 13, 2023) was mailed to properties within and flanking the project limits. Included in this notice was an invitation for residents to attend a drop-in event to view construction plans, review necessary tree removals, discuss impacts to their property and to learn more about the project. Following the meeting, project boards displayed at the meeting were made available for download on the project website.

In addition to the project notices and the in-person Project Update Meeting, the City had specific discussions with representatives from VIA Rail, Libro Credit Union, RBC Place, and the Middlesex London EMS Station to communicate project specifics and to mitigate the impacts of construction activities and potential disruptions. There is a specific Special Provision in the tender contract which speaks to requirements of access and construction coordination for VIA Rail, Libro Credit Union, and RBC Place.

**2.3 Construction Considerations**

Mitigation of construction impacts is a priority for this project. The project will be constructed in two phases. The first phase is to be constructed in 2024 and the second phase is to be constructed in 2025. Phasing extents are indicated on the location map in Appendix ‘B’. Each phase will consist of multiple stages and substages of construction to help minimize the overall impact to citizens. It will be the contractor's responsibility to manage business access and traffic through these areas as documented in the contractor's traffic management plan.

This work will require road closures which will be managed by proactively protecting traffic flow on parallel corridors including King Street and Queens Avenue. In general, project work will progress from the westerly project limit towards the easterly project limit.

In 2024, it is anticipated that phased full road closures will be required at the intersection of York Street and Clarence Street, on York Street between Clarence Street and Wellington Street, the intersection of York Street and Wellington Street, and Wellington Street from Bathurst Street to King Street. It is noted that significant underground London Hydro work is required along York Street, which is an additional consideration for the road closures. The coordinated full road closure of the York Street and Wellington Street intersection, and Wellington Street (from Bathurst Street to King Street) is specified in the contract documents to be no longer than 35 consecutive calendar days. This full road closure will allow for the efficient completion of coordinated works for the combined sewer separation work, the rehabilitation of the elevated sidewalks under the railway overpass located south of York Street, and completion of the remaining surface works for the Rapid Transit program through the north-south project limits.

In 2025, it is anticipated that phased full road closures will be required on York Street from Wellington Street to Waterloo Street, the intersection of York Street and Waterloo Street, York Street from Waterloo Street to Colborne Street, and the intersection of York Street and Colborne Street.

**2.3 Service Replacement**

In conjunction with the construction of this project, the City is replacing existing active sewer private drain connections to approximately two metres behind the curb, where applicable, to help minimize future roadway excavations and to extend the service life of the roadway. As part of this project the water service connections will be replaced to the property line. The property owner may elect to replace their private side water service connection at their own cost. Property owners may also be eligible to participate in the City’s Lead Service Replacement Loan Program.

**3.0 Financial Impact/Considerations**

**3.1 Tender Summary**

The tender for the 2024-2025 Infrastructure Renewal Program Downtown Sewer Separation Phase 4 project closed on January 25, 2024. Four contractors submitted tender prices as listed below, excluding HST. All tenders received include a contingency of \$1,500,000.00.

Table 1: Summary of submitted tender prices

Contractor	Tender Price Submitted
L82 Construction Ltd	\$15,630,086.52

J-AAR Excavating Limited	\$16,809,091.77
Bre-Ex Construction Inc	\$17,464,511.54
CH Excavating (2013)	\$17,525,738.08

All tenders have been checked by the Environment and Infrastructure Department and AECOM Canada Limited. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender estimate prior to tender opening was \$16,300,975.40, including contingency, excluding HST.

### 3.2 Third Party Utility Cost Sharing Arrangements

Through this project there are four third party utility companies participating in renewal, upgrade, expansion or relocation of their underground infrastructure. The third party utilities include:

1. Bell Canada;
2. Telus;
3. London District Energy LP; and
4. London Hydro.

The third party utility companies utilize City led projects as a cost-effective opportunity for infrastructure renewal, upgrades and expansions within the project limits. In some instances, City requested relocation of existing third party utility infrastructure is required to accommodate the planned municipal project. Depending on the type of work being undertaken, the City and the third party utility company develop a cost sharing arrangement for the work.

The benefit of this arrangement is that it provides for reduced interruption to citizens by having all works completed under a single construction contract in one construction tenure. The alternative would be for multiple pre-emptive construction undertakings by each of the third party utility companies to perform their infrastructure renewal, upgrade, expansion or relocation ahead of the final City project.

A summary of the third party utility cost sharing arrangements is provided below, excluding HST. This includes both construction cost through the recommended contractors tender and construction administration cost through the recommended engineering consultant.

Table 2: Summary third party utility cost sharing arrangements through tender contract

Third Party Utility Company	Third Party Utility Company Cost Share
Bell Canada	\$40,032.81
Telus	\$105,359.23
London District Energy LP	\$388,464.16
London Hydro	\$740,544.94

### 3.3 Consulting Engineer Services

AECOM Canada Limited was awarded the detailed design of the Downtown Sewer Separation Phase 4 project by Council on June 21, 2022. Due to the consultant's knowledge and positive performance on the detailed design, the consultant was invited to submit a proposal to carry out the resident inspection and contract administration for the project. AECOM Canada Limited submitted a proposal which includes an upset limit of \$1,418,789.00, including 10% contingency, excluding HST.

Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other Infrastructure Renewal Program assignments of similar scope. The continued



use of AECOM Canada Limited on this project for construction administration is of financial advantage to the City because the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

In addition to the financial advantage, there are also accountability and risk reduction benefits. The City requires a Professional Engineer to seal all construction drawings. These 'record drawings' are created based on field verification and ongoing involvement by the Professional Engineer. This requirement promotes consultant accountability for the design of these projects, and correspondingly, reduces the City's overall risk exposure. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order to maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that AECOM Canada Limited be authorized to carry out the remainder of engineering services, as construction administrators, for a fee estimate of \$1,418,789.00, including 10% contingency, excluding HST. These fees are associated with the construction resident inspection and contract administration services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services for this project to \$1,917,664.00, including 10% contingency, excluding HST, for both detailed design and construction administration.

### 3.4 Operating Budget Impacts

Additional annual sewer, water, and transportation operating costs attributed to new infrastructure installation are summarized in the following table.

Table 2: Summary of annual operating cost increase

Division	Rationale	Annual Operating Cost Increase
Sewer Operations	Separation of combined sewer into two separate sewer systems resulting in new additional infrastructure.	\$1,000.00
Water Operations		\$0.00
Road Operations		\$0.00
Total		\$1,000.00

## Conclusion

Civic Administration has reviewed the tender bids and recommends L82 Construction Ltd be awarded the construction contact for the 2024-2025 Infrastructure Renewal Program Downtown Sewer Separation Phase 4 project.

AECOM Canada Limited has demonstrated an understanding of the City's requirements for this project and it is recommended that this firm continue as the consulting engineer for the purpose of resident inspection and contract administration services as it is in the best financial and technical interests of the City.

**Prepared by:** Kyle Chambers, P.Eng.  
Division Manager, Sewer Engineering

**Submitted by:** Ashley Rammeloo, MMSc, P.Eng.  
Director, Water, Wastewater, and Stormwater

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

cc: D. Gough, K. Johnson, A. Rozentals

Appendix 'A' – Sources of Financing

Appendix 'B' – Location Map

**Appendix "A"**

#24048

March 19, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-265 2024-2025 Infrastructure Renewal Program

Downtown Sewer Separation Phase 4 - York Street and Wellington Street

(Subledger WS23C00E)

Capital Project ES302519 - Wastewater Servicing Built Area Works (2019-2023)

Capital Project ES543619 - Stormwater Servicing Built Area Works (2019-2023)

Capital Project ES241423 - Infrastructure Renewal Program - Sanitary Sewer

Capital Project ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment

Capital Project EW376524 - Infrastructure Renewal Program - Watermains

Capital Project TS144624 - Road Networks Improvements (Main)

Capital Project RT1430-1A - Wellington Gateway - Construction Rapid Transit

Capital Project TS176321 - Bridges Major Repairs

Capital Project TS406723 - Traffic Signals - Maintenance

Capital Project TS512323 - Street Light Maintenance

Capital Project TS180519 - TIMMS- PTIS - Transportation

L82 Construction Ltd. - \$15,630,085.52 (excluding HST)

AECOM Canada Ltd. - \$1,418,789.00 (excluding HST)

**Finance Supports Report on the Sources of Financing:**

Finance Supports confirms that the cost of this purchase 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:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES302519 - Wastewater Servicing Built Area Works (2019-2023)</b>					
Engineering	897,725	897,725	597,767	232,090	67,868
Construction	11,178,676	11,178,676	6,680,464	2,556,819	1,941,393
<b>ES302519 Total</b>	<b>12,076,401</b>	<b>12,076,401</b>	<b>7,278,231</b>	<b>2,788,909</b>	<b>2,009,261</b>
<b>ES543619 - Stormwater Servicing Built Area Works (2019-2023)</b>					
Engineering	941,050	1,159,604	920,295	239,309	0
Construction	25,819,042	25,600,488	10,939,262	2,636,350	12,024,876
<b>ES543619 Total</b>	<b>26,760,092</b>	<b>26,760,092</b>	<b>11,859,557</b>	<b>2,875,659</b>	<b>12,024,876</b>
<b>ES241423 - Infrastructure Renewal Program - Sanitary Sewer</b>					
Engineering	1,995,000	1,993,977	732,091	69,538	1,192,348
Engineering (Utilities Share)	0	106,054		106,054	0
Land Acquisition	5,000	5,000	5,000	0	0
Construction	11,287,878	11,288,901	10,522,664	766,073	164
Construction (Utilities Share)	0	1,168,347		1,168,347	0
City Related Expenses	25,000	25,000	0	0	25,000
<b>ES241423 Total</b>	<b>13,312,878</b>	<b>14,587,279</b>	<b>11,259,755</b>	<b>2,110,012</b>	<b>1,217,512</b>
<b>ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment</b>					
Engineering	2,000,000	2,000,000	813,703	72,146	1,114,151
Construction	11,212,878	11,212,878	9,601,596	794,783	816,499
City Related Expenses	100,000	100,000	1,068	0	98,932
<b>ES254023 Total</b>	<b>13,312,878</b>	<b>13,312,878</b>	<b>10,416,367</b>	<b>866,929</b>	<b>2,029,582</b>
<b>EW376524 - Infrastructure Renewal Program - Watermains</b>					
Engineering	44,536	293,231	44,536	248,695	0
Construction	21,243,132	20,994,437	791,942	2,739,748	17,462,747
<b>EW376524 Total</b>	<b>21,287,668</b>	<b>21,287,668</b>	<b>836,478</b>	<b>2,988,443</b>	<b>17,462,747</b>
<b>TS144624 - Road Networks Improvements (Main)</b>					
Engineering	1,000,000	1,000,000	0	216,077	783,923
Construction	17,873,702	17,873,702	0	2,380,412	15,493,290
<b>TS144624 Total</b>	<b>18,873,702</b>	<b>18,873,702</b>	<b>0</b>	<b>2,596,489</b>	<b>16,277,213</b>
<b>RT1430-1A - Wellington Gateway - Construction Rapid Transit</b>					
Engineering	8,437,640	8,437,640	6,280,489	137,128	2,020,023
Engineering (Utilities Share)	85,169	85,169	85,169	0	0
Construction	69,667,304	69,667,304	24,421,461	1,510,674	43,735,169
Construction (Utilities Share)	1,134,102	1,134,102	1,134,102	0	0
Utilities	7,066,000	7,066,000	1,964,487	0	5,101,513
City Related Expenses	5,017,904	5,017,904	129,861	0	4,888,043
<b>RT1430-1A Total</b>	<b>91,408,119</b>	<b>91,408,119</b>	<b>34,015,569</b>	<b>1,647,802</b>	<b>55,744,748</b>

**Appendix "A"**

#24048

March 19, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-265 2024-2025 Infrastructure Renewal Program  
Downtown Sewer Separation Phase 4 - York Street and Wellington Street  
(Subledger WS23C00E)

<b>Estimated Expenditures (Continued)</b>	<b>Approved Budget</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>TS176321 - Bridges Major Repairs</b>					
Engineering	483,436	514,079	483,436	30,643	0
Construction	9,069,164	9,038,521	4,818,525	337,574	3,882,422
City Related Expenses	20,000	20,000	0	0	20,000
<b>TS176321 Total</b>	<b>9,572,600</b>	<b>9,572,600</b>	<b>5,301,961</b>	<b>368,217</b>	<b>3,902,422</b>
<b>TS406723 - Traffic Signals - Maintenance</b>					
Engineering	500,000	500,000	130,488	31,130	338,382
Construction	3,743,147	3,743,147	1,733,450	342,938	1,666,759
Traffic Signals	86,514	86,514	86,514	0	0
<b>TS406723 Total</b>	<b>4,329,661</b>	<b>4,329,661</b>	<b>1,950,452</b>	<b>374,068</b>	<b>2,005,141</b>
<b>TS512323 - Street Light Maintenance</b>					
Engineering	300,000	300,000	0	50,769	249,231
Construction	2,334,332	2,334,332	181,691	559,303	1,593,338
<b>TS512323 Total</b>	<b>2,634,332</b>	<b>2,634,332</b>	<b>181,691</b>	<b>610,072</b>	<b>1,842,569</b>
<b>TS180519 - TIMMS- PTIS - Transportation</b>					
Engineering	1,890,278	1,890,278	1,728,318	8,314	153,646
Construction	791,854	880,454	788,862	91,592	0
Traffic Signals	9,084,809	8,996,209	3,578,068	0	5,418,141
City Related Expenses	14,059	14,059	13,460	0	599
<b>TS180519 Total</b>	<b>11,781,000</b>	<b>11,781,000</b>	<b>6,108,708</b>	<b>99,906</b>	<b>5,572,386</b>
<b>Total Expenditures</b>	<b>\$225,349,331</b>	<b>\$226,623,732</b>	<b>\$89,208,769</b>	<b>\$17,326,506</b>	<b>\$120,088,457</b>
<b>Sources of Financing</b>	<b>Approved Budget</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES302519 - Wastewater Servicing Built Area Works (2019-2023)</b>					
Drawdown from Sewage Works Renewal Reserve Fund	7,535,675	7,535,675	3,713,711	2,510,018	1,311,946
Drawdown from City Services - Wastewater Reserve Fund (Development Charges) (note 1)	4,540,726	4,540,726	3,564,520	278,891	697,315
<b>ES302519 Total</b>	<b>12,076,401</b>	<b>12,076,401</b>	<b>7,278,231</b>	<b>2,788,909</b>	<b>2,009,261</b>
<b>ES543619 - Stormwater Servicing Built Area Works (2019-2023)</b>					
Drawdown from Sewage Works Renewal Reserve Fund	11,908,241	11,908,241	5,276,815	2,588,093	4,043,333
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (note 1)	14,851,851	14,851,851	6,582,742	287,566	7,981,543
<b>ES543619 Total</b>	<b>26,760,092</b>	<b>26,760,092</b>	<b>11,859,557</b>	<b>2,875,659</b>	<b>12,024,876</b>
<b>ES241423 - Infrastructure Renewal Program - Sanitary Sewer</b>					
Capital Sewer Rates	8,812,878	8,812,878	8,812,878	0	0
Drawdown from Sewage Works Renewal Reserve Fund	2,250,000	2,250,000	196,877	835,611	1,217,512
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
Other Contributions (note 2 and 3)	0	1,274,401	0	1,274,401	0
<b>ES241423 Total</b>	<b>13,312,878</b>	<b>14,587,279</b>	<b>11,259,755</b>	<b>2,110,012</b>	<b>1,217,512</b>
<b>ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment</b>					
Capital Sewer Rates	1,242,500	1,242,500	1,242,500	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,820,378	9,820,378	6,923,867	866,929	2,029,582
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
<b>ES254023 Total</b>	<b>13,312,878</b>	<b>13,312,878</b>	<b>10,416,367</b>	<b>866,929</b>	<b>2,029,582</b>

**Appendix "A"**

#24048

March 19, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-265 2024-2025 Infrastructure Renewal Program  
Downtown Sewer Separation Phase 4 - York Street and Wellington Street  
(Subledger WS23C00E)

<b>Sources of Financing (Continued)</b>	<b>Approved Budget</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>EW376524 - Infrastructure Renewal Program - Watermains</b>					
Capital Water Rates	10,865,981	10,865,981	836,478	2,988,443	7,041,060
Drawdown from Water Works Renewal Reserve Fund	8,996,687	8,996,687	0	0	8,996,687
Canada Community-Building Fund	1,425,000	1,425,000	0	0	1,425,000
<b>EW376524 Total</b>	<b>21,287,668</b>	<b>21,287,668</b>	<b>836,478</b>	<b>2,988,443</b>	<b>17,462,747</b>
<b>TS144624 - Road Networks Improvements (Main)</b>					
Capital Levy	2,352,963	2,352,963	0	2,352,963	0
Drawdown from Transportation Renewal Reserve Fund	7,142,472	7,142,472	0	0	7,142,472
Canada Community-Building Fund	9,378,267	9,378,267	0	243,526	9,134,741
<b>TS144624 Total</b>	<b>18,873,702</b>	<b>18,873,702</b>	<b>0</b>	<b>2,596,489</b>	<b>16,277,213</b>
<b>RT1430-1A - Wellington Gateway - Construction Rapid Transit</b>					
Capital Levy	1,950,756	1,950,756	926,581	174,558	849,617
Debenture Quota	2,095,077	2,095,077	0	0	2,095,077
Public Transit Infrastructure Stream (PTIS) - Federal Funding	28,363,200	28,363,200	13,118,519	659,121	14,585,560
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	23,633,636	23,633,636	10,931,006	549,212	12,153,417
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	16,775,371	16,775,371	7,820,192	264,911	8,690,269
Debenture Quota (Serviced through City Services Roads Reserve Fund (Development Charges)) (note 1)	17,370,808	17,370,808	0	0	17,370,808
Other Contributions	1,219,271	1,219,271	1,219,271	0	0
<b>RT1430-1A Total</b>	<b>91,408,119</b>	<b>91,408,119</b>	<b>34,015,569</b>	<b>1,647,802</b>	<b>55,744,748</b>
<b>TS176321 - Bridges Major Repairs</b>					
Capital Levy	1,084,644	1,084,644	1,084,644	0	0
Drawdown from Capital Infrastructure Gap Reserve Fund	4,716,382	4,716,382	445,743	368,217	3,902,422
Canada Community-Building Fund	3,771,574	3,771,574	3,771,574	0	0
<b>TS176321 Total</b>	<b>9,572,600</b>	<b>9,572,600</b>	<b>5,301,961</b>	<b>368,217</b>	<b>3,902,422</b>
<b>TS406723 - Traffic Signals - Maintenance</b>					
Capital Levy	3,632,783	3,632,783	1,950,452	374,068	1,308,263
Drawdown from Transportation Renewal Reserve Fund	696,878	696,878	0	0	696,878
<b>TS406723 Total</b>	<b>4,329,661</b>	<b>4,329,661</b>	<b>1,950,452</b>	<b>374,068</b>	<b>2,005,141</b>
<b>TS512323 - Street Light Maintenance</b>					
Capital Levy	2,204,560	2,204,560	181,691	610,072	1,412,797
Drawdown from Transportation Renewal Reserve Fund	429,772	429,772	0	0	429,772
<b>TS512323 Total</b>	<b>2,634,332</b>	<b>2,634,332</b>	<b>181,691</b>	<b>610,072</b>	<b>1,842,569</b>
<b>TS180519 - TIMMS- PTIS - Transportation</b>					
Debenture By-law No. W.-5660-92	314,200	314,200	162,920	2,664	148,616
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,712,400	4,712,400	2,443,483	39,962	2,228,954
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,926,605	3,926,605	2,036,031	33,299	1,857,275
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	2,827,795	2,827,795	1,466,274	23,980	1,337,541
<b>TS180519 Total</b>	<b>11,781,000</b>	<b>11,781,000</b>	<b>6,108,708</b>	<b>99,906</b>	<b>5,572,386</b>
<b>Total Financing</b>	<b>\$225,349,331</b>	<b>\$226,623,732</b>	<b>\$89,208,769</b>	<b>\$17,326,506</b>	<b>\$120,088,457</b>

**Appendix "A"**

#24048

March 19, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-265 2024-2025 Infrastructure Renewal Program  
Downtown Sewer Separation Phase 4 - York Street and Wellington Street  
(Subledger WS23C00E)

<b>Financial Note (Engineering)</b>	<b>ES302519H</b>	<b>ES543619G</b>	<b>ES241423</b>	<b>ES254023</b>	<b>EW376524</b>
Contract Price	\$228,076	\$235,170	\$68,335	\$70,898	\$244,394
Add: HST @13%	29,650	30,572	8,884	9,217	31,771
Total Contract Price Including Taxes	257,726	265,742	77,219	80,115	276,165
Less: HST Rebate	-25,636	-26,433	-7,681	-7,969	-27,470
Net Contract Price	\$232,090	\$239,309	\$69,538	\$72,146	\$248,695

<b>Financial Note (Engineering Continued)</b>	<b>TS144623</b>	<b>RT1430-1A</b>	<b>TS176321</b>	<b>TS406723</b>	<b>TS512323</b>
Contract Price	\$212,340	\$134,757	\$30,113	\$30,591	\$49,891
Add: HST @13%	27,604	17,518	3,915	3,977	6,486
Total Contract Price Including Taxes	239,944	152,275	34,028	34,568	56,377
Less: HST Rebate	-23,867	-15,147	-3,385	-3,438	-5,608
Net Contract Price	\$216,077	\$137,128	\$30,643	\$31,130	\$50,769

<b>Financial Note (Engineering Continued)</b>	<b>TS180519</b>	<b>Bell Canada</b>	<b>Telus</b>	<b>London District Energy</b>	<b>London Hydro</b>
Contract Price	\$8,170	\$3,331	\$8,768	\$32,328	\$61,627
Add: HST @13%	1,062	433	1,140	4,203	8,012
Total Contract Price Including Taxes	9,232	3,764	9,908	36,531	69,639
Less: HST Rebate	-918	-433	-1,140	-4,203	-8,012
Net Contract Price	\$8,314	\$3,331	\$8,768	\$32,328	\$61,627

<b>Financial Note (Engineering Continued)</b>	<b>Total Engineering</b>
Contract Price	\$1,418,789
Add: HST @13%	184,444
Total Contract Price Including Taxes	1,603,233
Less: HST Rebate	-161,340
Net Contract Price	\$1,441,893

<b>Financial Note (Construction):</b>	<b>ES302519H</b>	<b>ES543619G</b>	<b>ES241423</b>	<b>ES254023</b>	<b>EW376524</b>
Contract Price	\$2,512,597	\$2,590,753	\$752,823	\$781,037	\$2,692,363
Add: HST @13%	326,638	336,798	97,867	101,535	350,007
Total Contract Price Including Taxes	2,839,235	2,927,551	850,690	882,572	3,042,370
Less: HST Rebate	-282,416	-291,201	-84,617	-87,789	-302,622
Net Contract Price	\$2,556,819	\$2,636,350	\$766,073	\$794,783	\$2,739,748

<b>Financial Note (Construction Continued):</b>	<b>TS144623</b>	<b>RT1430-1A</b>	<b>TS176321</b>	<b>TS406723</b>	<b>TS512323</b>
Contract Price	\$2,339,242	\$1,484,546	\$331,735	\$337,006	\$549,629
Add: HST @13%	304,101	192,991	43,126	43,811	71,452
Total Contract Price Including Taxes	2,643,343	1,677,537	374,861	380,817	621,081
Less: HST Rebate	-262,931	-166,863	-37,287	-37,879	-61,778
Net Contract Price	\$2,380,412	\$1,510,674	\$337,574	\$342,938	\$559,303

<b>Financial Note (Construction Continued):</b>	<b>TS180519</b>	<b>Bell Canada</b>	<b>Telus</b>	<b>London District Energy</b>	<b>London Hydro</b>
Contract Price	\$90,008	\$36,701	\$96,591	\$356,137	\$678,918
Add: HST @13%	11,701	4,771	12,557	46,298	88,259
Total Contract Price Including Taxes	101,709	41,472	109,148	402,435	767,177
Less: HST Rebate	-10,117	-4,771	-12,557	-46,298	-88,259
Net Contract Price	\$91,592	\$36,701	\$96,591	\$356,137	\$678,918

<b>Financial Note (Construction Continued):</b>	<b>Total Construction</b>
Contract Price	\$15,630,086
Add: HST @13%	2,031,912
Total Contract Price Including Taxes	17,661,998
Less: HST Rebate	-1,777,385
Net Contract Price	\$15,884,613

<b>Total Engineering and Construction</b>	<b>\$17,326,506</b>
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## Appendix "A"

#24048

March 19, 2024

(Award Contract)

Chair and Members

Civic Works Committee

RE: Contract Award: Tender No. RFT-2023-265 2024-2025 Infrastructure Renewal Program

Downtown Sewer Separation Phase 4 - York Street and Wellington Street

(Subledger WS23C00E)

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

**Note 2:** Bell Canada, Telus and London Hydro have confirmed their contributions towards this project. The expenditures have been increased to accommodate their anticipated contributions.

**Note 3:** Negotiations with London District Energy confirming their contributions towards this project are ongoing. The cost allocations among projects will be adjusted accordingly when negotiations are complete. The expenditures have been increased to accommodate their anticipated contributions.

**Note 4:** There will be additional annual operating costs of \$1,000.00 to Sewer Operations.

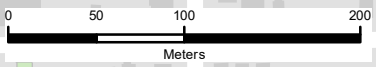
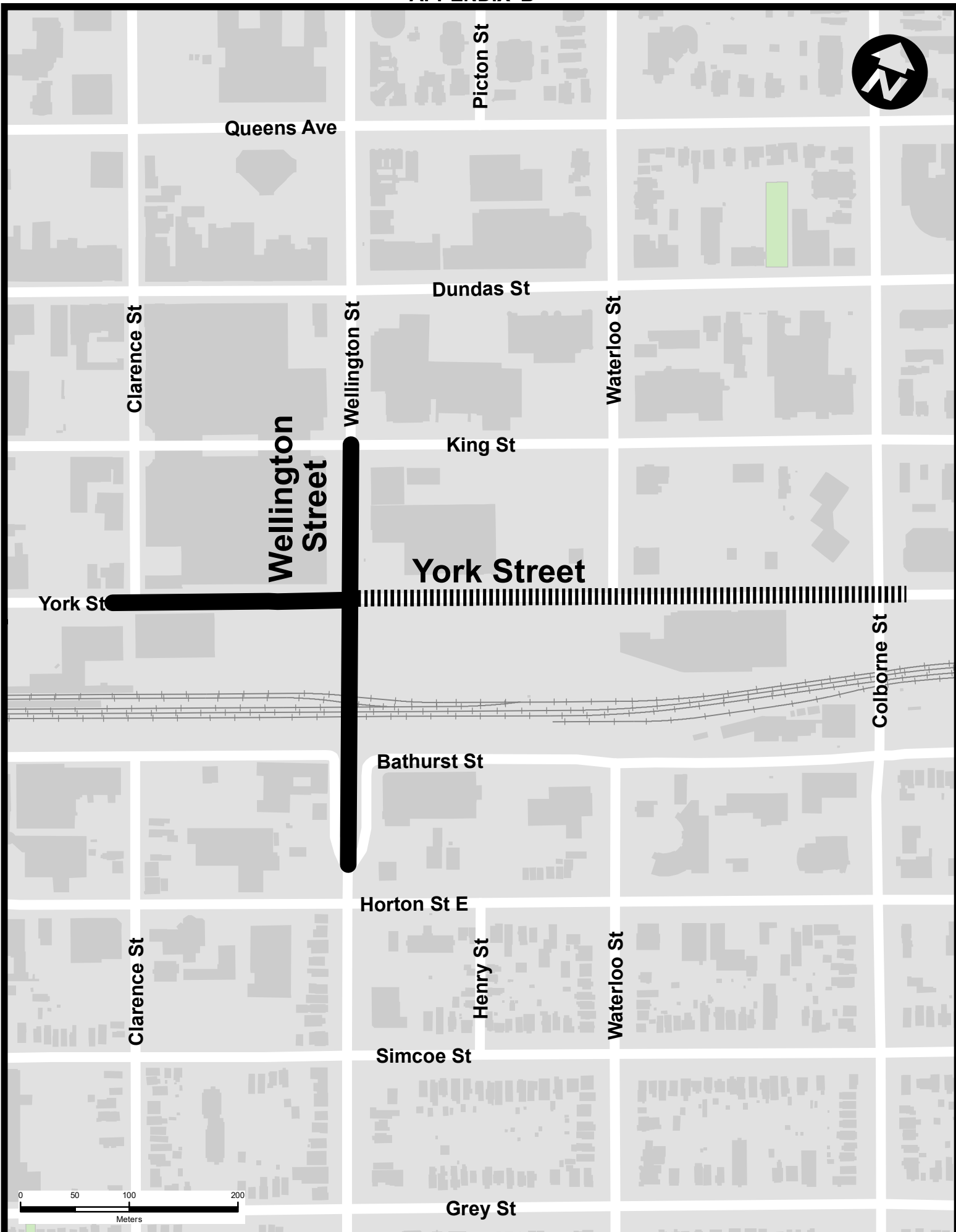
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Alan Dunbar

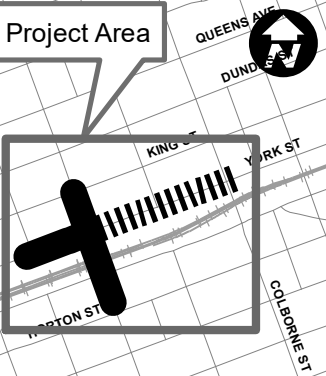
Manager of Financial Planning & Policy

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APPENDIX 'B'



LOCATION MAP

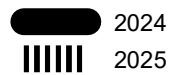


**2024/2025 Infrastructure Renewal Program**

2024  
York Street from Clarence Street to Wellington Street  
Wellington Street from King Street to Bathurst Street

2025  
York Street from Wellington Street to Colborne Street

**Construction Year**



Map Produced by  
the Sewer  
Engineering  
Division  
January 15, 2024 CM



**London**  
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## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

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

**Subject:** Amendments to the Traffic and Parking By-law

**Date:** March 19, 2024

## 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 April 2, 2024, 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.

## Analysis

### 1.0 Background Information

#### 1.1 Purpose of this Report

The Traffic and Parking By-law (PS-114) requires amendments (Appendix A) to improve road operations and safety. Included in this are amendments to facilitate the East London Link Rapid Transit project.

### 2.0 Discussion and Considerations

The amendments in the following section are proposed.

#### 2.1 No Parking

Several streets around the Western Fair have annual "no parking" restrictions during the fair. It is recommended that Ethel Street from Margaret Street to Frances Street be restricted on both sides of the road during the Western Fair.

Eagle Heights Public School is currently undergoing site plan changes which will result in school buses exiting onto Upper Avenue. Upper Avenue has "no parking" restrictions on both sides of the road near the new driveway; however, parking has been allowed on the east side from Tozer Avenue to 94 m west of Foster Avenue. It is recommended that the 'no parking' restriction on the east side of Upper Avenue be from Tozer Avenue to Foster Avenue and that parking instead be allowed on the west side to facilitate the drop-off and pick-up of students where a sidewalk exists.

## 2.2 Rate of Speed

On August 20, 2023, Council approved the reducing of the speed limit on some semi-rural roads to 40 km/h. Evelyn Drive and Rebecca Road were inadvertently included in the by-law amendment. These two roads are rural in nature with few residential properties. It is recommended that the speed limit on Evelyn Drive and Rececca Road be restored to 80 km/h except where the two streets intersect. The intersection is comprised of a tight curve with a 20 km/h advisory speed. It is recommended that both roads within 100 m of the intersection remain as 40 km/h to help reduce the speed of traffic at the curve.

A reduction in speed limit to 20 km/hr on the four blocks of Dundas Place is proposed to support placemaking, gathering, socializing and active mobility. The reduction in speed combined with other measures and event activations will contribute to the unique vision of the flex street as a destination for a variety of experiences.

The University of Western Ontario has reduced the speed limit to 30 km/h on all of its campus roads. It is recommended that Philip Aziz Drive be reduced to 30 km/h to match the connecting road on Western's campus.

## 2.3 Prohibited Turns, Reserved Lane and One-Way Streets

As part of the approved Rapid Transit environmental assessment, transit buses will operate both eastbound and westbound on King Street from Wellington Street to Ontario Street and northbound and southbound on Ontario Street from King Street to Dundas Street. Bylaw amendments are required for the following:

- 'Buses and bicycles only' in the eastbound curb lane on King Street from Wellington Street to Ontario Street except at the approaches to the intersections with Colborne Street, Maitland Street, William Street, Lyle Street, Glebe Street and Rectory Street where general traffic right turns are accommodated from the curb lane;
- 'Buses only' in the westbound curb lane on King Street from Wellington Street to Ontario Street;
- 'Buses and bicycles only' in the northbound curb lane on Ontario Street from King Street to 62 m north of King Street;
- 'Buses and bicycles only' in the southbound curb lane on Ontario Street from King Street to Dundas Street; and,
- General traffic will be able to travel eastbound on King Street.

Currently turns from Richmond Street to Dundas Street are prohibited. This was implemented due to the high volume of pedestrians using the intersection. Pedestrian volumes are currently reduced; therefore, it is recommended that right-turns from Richmond Street to Dundas Street be permitted. Left-turns will remain prohibited due to the lack of a left-turn lane.

## Conclusion

Amendments are required to PS-114 Traffic and Parking By-law and to Schedule 4 (No Parking), Schedule 11 (Prohibited Turns), Schedule 13 (Reserved Lanes) and Schedule 16 (One-way Streets) and Schedule 24 (Rate of Speed) to implement the above changes.

**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)

cc:                Jennie Dann, Director, Construction and Infrastructure Services

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

Bill No.

By-law No. PS-114

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

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

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

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

### 1. No Parking

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

1-Street	2-Side	3-From	4-To	5-Period
Upper Avenue	South & East	Foster Avenue	A point 94 m west of Foster Avenue	Anytime
Upper Avenue	West & North	Tozer Avenue	Foster Avenue	Anytime

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

1-Street	2-Side	3-From	4-To	5-Period
Ethel Street	East & West	Margaret Street	Frances Street	Anytime from the first Friday after Labour Day to the second Sunday after Labour Day, inclusive
Upper Avenue	South & East	Tozer Avenue	Foster Avenue	Anytime
Upper Avenue	West & North	Foster Avenue	A point 94 m west of Foster Avenue	Anytime

### 2. Prohibited Turns

Schedule 11 (Prohibited Turns) of the PS-114 By-law is hereby amended by **deleting** the following rows:

1-Intersection	2-Direction	3-Prohibited Turn
Adelaide Street N with King Street	Southbound	Right

Adelaide Street N with King Street	Northbound	Left
Adelaide Street N with King Street, that portion lying east of the Adelaide Street N Overpass with King Street	Northbound	Left
Richmond Street with Dundas Street	Northbound & Southbound	Left & Right

Schedule 11 (Prohibited Turns) of the PS-114 By-law is hereby amended by **adding** the following rows:

1-Intersection	2-Direction	3-Prohibited Turn
Adelaide Street N with King Street	Southbound	Right Buses Exempted
Adelaide Street N with King Street	Northbound	Left Buses Exempted
Adelaide Street N with King Street, that portion lying east of the Adelaide Street N Overpass with King Street	Northbound	Left Buses Exempted
Ontario Street with King Street	Southbound	Right Buses Exempted
Richmond Street with Dundas Street	Northbound & Southbound	Left

### 3. Reserved Lanes

Schedule 13 (Reserved Lanes) of the PS-114 By-law is hereby amended by **adding** the following rows:

1-Highways	2-Between	3-Lane	4-Time/Day	5-Direction	6-Class/Type of Vehicle
King Street	Wellington Street to a point 35 m west of Colborne Street	1 <sup>st</sup> lane from the south	Anytime	Eastbound	Buses and Bicycles
King Street	Colborne Street to a point 35 m west of Maitland Street	1 <sup>st</sup> lane from the south	Anytime	Eastbound	Buses and Bicycles
King Street	Maitland Street to a point 52 m west of William Street	1 <sup>st</sup> lane from the south	Anytime	Eastbound	Buses and Bicycles

King Street	William Street to a point 26 m west of Lyle Street	1 <sup>st</sup> lane from the south	Anytime	Eastbound	Buses and Bicycles
King Street	Lyle Street to a point 50 m west of Glebe Street	1 <sup>st</sup> lane from the south	Anytime	Eastbound	Buses and Bicycles
King Street	Glebe Street to a point 49 m west of Rectory Street	1 <sup>st</sup> lane from the south	Anytime	Eastbound	Buses and Bicycles
King Street	Wellington Street to Ontario Street	1 <sup>st</sup> lane from the north	Anytime	Westbound	Buses
Ontario Street	King Street to Dundas Street	1 <sup>st</sup> lane from the west	Anytime	Southbound	Buses and Bicycles
Ontario Street	King Street to a point 62 north of King Street	1 <sup>st</sup> lane from the east	Anytime	Northbound	Buses and Bicycles

#### 4. One-Way Streets

Schedule 16 (One-Way Streets) of the PS-114 By-law is hereby amended by **deleting** the following row:

1-Street	2-From	3-To	4-Direction On
King Street	Ridout Street N	Ontario Street	Eastbound

Schedule 16 (One-Way Streets) of the PS-114 By-law is hereby amended by **adding** the following row:

1-Street	2-From	3-To	4-Direction On
King Street	Ridout Street N	Wellington Street	Eastbound

#### 5. Rate of speed

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

1-Street	2-From	3-To	4-Maximum Rate of Speed
Dundas Street	Ridout Street N	Wellington Street	30 km/h
Evelyn Drive	Rebecca Road	East City Limit	40 km/h
Rebecca Road	Evelyn Drive	Robin's Hill Road	40 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
Dundas Street	Ridout Street N	Wellington Street	20 km/h
Evelyn Drive	Rebecca Road	A point 100 m east of Rebecca Road	40 km/h
Evelyn Drive	A point 100 m east of Rebecca Road	East City Limit	80 km/h
Philip Aziz Avenue	Western Road	Huron Drive (PVT)	30 km/h
Rebecca Road	Evelyn Drive	A point 100 m north of Evelyn Drive	40 km/h
Rebecca Road	A point 100 m north of Evelyn Drive	East City Limit	80 km/h

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

PASSED in Open Council on April 2, 2024.

Josh Morgan

Mayor

Michael Schulthess

City Clerk

First Reading – April 2, 2024  
 Second Reading – April 2, 2024  
 Third Reading – April 2, 2024

## 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:** 2023 Administrative Amendments to the Traffic and Parking  
By-law

**Date:** March 19, 2024

## 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 April 2, 2024, for the purpose of amending the Traffic and Parking By-law (PS-114) with respect to the 2023 Administrative Amendments.

## 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 and operations.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Report Related to this Matter

- Civic Works Committee – November 23, 2021 – Traffic and Parking By-law Process Improvement and Consolidation

#### 1.2 Purpose of this Report

The Traffic and Parking By-law (PS-113) amendments were consolidated into PS-114 on December 7, 2021. Criteria for when staff may administratively amend the by-law was part of the new by-law for improved customer service. The by-law includes a requirement that all administrative amendments be reported to Council by April for the previous year's changes. The following report summarizes all the administrative amendments in 2023 and includes a by-law amendment (Appendix A) for Council to approve those amendments.

### 2.0 Discussion and Considerations

The following sections provide a brief explanation for the 2023 administrative amendments detailed in the Appendix A by-law. Amendments that were temporary have been reverted to their original wording and therefore are not shown in Appendix A.



## 2.1 No Stopping (Schedule 3)

Street	Side	From	To	Period	Explanation	Effective Dates
Creamery Road	Both	Dundas Street	North limit of Creamery Road	Anytime	Temporary for London Airshow.	2023-09-09 to 2023-09-11
Herkimer Street	East	A point 81 m north of Whetter Avenue	A point 99 m north of Whetter Avenue	Anytime	Requested by School Board and Student Transportation Services.	2023-07-14
Howard Avenue	West	A point 100 m south of Marianna Drive	A point 66 m south of Marianna Drive	7:30 a.m. to 8:30 a.m. and 2:00 p.m. to 3:00 p.m. Monday to Friday September 1 <sup>st</sup> to June 30 <sup>th</sup>	Requested by School Board and Student Transportation Services.	2023-01-03
Huron Street	North	A point 199 m east of Highbury Avenue N	A point 258 m east of Highbury Avenue N	8:30 am to 9:30 am 3:00 pm to 4:00 pm Monday to Friday September 1st to June 30th	Requested by School Board and Student Transportation Services.	2023-03-01
John Street	North	A point 47 m west of Richmond Street	Richmond Street	9:00 p.m. to 3:00 a.m.	Required to address road congestion with the support of Downtown London.	2023-06-23
Victoria Street	South	A point 23 m east of Waterloo Street	A point 90 m east of Waterloo Street	8:00 am to 6:00 pm Monday to Friday, September 1st to June 30th	Requested by School Board and Student Transportation Services.	2023-10-25

## 2.2 No Parking (Schedule 4)

Street	Side	From	To	Period	Explanation	Effective Dates
Balfour Place	West	A point 150 m south of Trafalgar Street	A point 133 m south of Trafalgar Street	Anytime	Required for a Paratransit stop.	2023-08-28
Canvas Way	East	Sunningdale Road E	A point 53 m north of Sunningdale Road E	Anytime	Roadway is less than 7.3 m.	2023-10-24
Canvas Way	West	Sunningdale Road E	A point 107 m north of Sunningdale Road E	Anytime	Roadway is less than 7.3 m.	2023-10-24
Canvas Way	East	Sunningdale Road E	East and west side of the centre median A point 53 m north of Sunningdale Road E	Anytime	Roadway is less than 7.3 m.	2023-10-24
Douglas Court	Both	North end of street	Brydges Street	Anytime	Majority of property owners agreed.	2023-07-12
Farnham Court	North	A point 45 m west of Farnham Road	Farnham Road	Anytime	Majority of property owners agreed.	2023-11-23
Glebe Street	West	York Street	King Street	Anytime	Temporary due to construction.	On-going
Grangeover Crescent	South	Ambleside Drive (north intersection)	A point 115 m east of Ambleside Drive (north intersection)	Anytime	Restricted visibility at a curve.	2023-11-24
Herkimer Street	East	A point 56 m north of Whetter Avenue	A point 80 m north of Whetter Avenue	8:00 am – 9:00 am and 3:00 pm to 4:00 pm Mon to Fri Sept 1st to June 30th	Requested by School Board and Student Transportation Services.	2023-07-14

Herkimer Street	East	A point 100 m north of Whetter Avenue	A point 140 m north of Whetter Avenue	8:00 am – 9:00 am and 3:00 pm to 4:00 pm Mon to Fri Sept 1st to June 30th	Requested by School Board and Student Transportation Services.	2023-07-14
Raymond Avenue	South & West	Richmond Street	Bernard Avenue	Anytime	Required to match existing signage.	2023-12-20
Roy McDonald Drive	North	Middelton Avenue	To a point 67 m east of Middelton Avenue	Anytime	Roadway is less than 7.3 m.	2023-11-20
Roy McDonald Drive	North	A point 50 m west of Steward Avenue	Steward Avenue	Anytime	Roadway is less than 7.3 m.	2023-11-20
Roy McDonald Drive	South	Middelton Avenue	Steward Avenue	Anytime	Roadway is less than 7.3 m.	2023-11-20
Salisbury Street	North	Quebec Street	Glasgow Street	Anytime	Temporary due to construction.	2023-04-17 to 2023-09-15
Victoria Street	North	Waterloo Street	23 m easterly	Anytime	Requested by School Board and Student Transportation Services.	2023-10-25
Waterloo Street	East	A point 30 m south of Victoria Street	A point 87 m north of Cheapside Street	8:00 am to 6:00 pm	Requested by School Board and Student Transportation Services.	2023-10-25

### 2.3 Bus Stops (Schedule 5)

Street	Side	From	To	Explanation	Effective Dates
Richmond Street	East	Carling Street	A point 52 m south of Dundas Street	Remove. LTC confirmed no longer required.	2023-07-17

### 2.4 Loading Zones (Schedule 7)

Street	Side	Area	Time	Explanation	Effective Dates
Dundas Street	North	From a point 71 m east of Adelaide Street N to a point 88 m east of Adelaide Street N	8:00 a.m. to 6:00 p.m.	Where no alternative locations (e.g., alleys, off street) are available and where the proposed loading zones do not impact the safety or capacity of the road.	2022-08-04
Colborne Street	East	From a point 30 m south of South Street to a point 15m south of South Street		Majority of property owners agreed.	2023-04-18
King Street	South	From a point 27 m east of Ridout Street N to a point 47 m east of Ridout Street N	Anytime	As identified in the Rapid Transit Environmental Assessment.	2023-03-04
Richmond Street	West	From a point 20 m south of Carling Street to a point 20 m north of Dundas Street	Anytime	Supported by Downtown London.	2023-07-17
Richmond Street	East	A point 84 m north of Dundas Street to a point 48 m south of Queens Avenue	Anytime	Supported by Downtown London.	2023-10-26
Richmond Street	East	From a point 70 m south of Dufferin Avenue to a point 34 m south of Dufferin Avenue.	Anytime	Supported by Downtown London.	2023-10-25

Thames Street	East	From a point 29m north of York St to a point 56 m north of York Street	Anytime	Majority of property owners agreed.	2023-01-16
Victoria Street	South	From a point 33 m east of Waterloo Street to a point 25 m west of Christie Street		Requested by School Board and Student Transportation Services.	2023-10-25

#### 2.4 Limited Parking (Schedule 8)

Street	Side	Area	Time	Explanation	Effective Dates
Glebe Street	West	King Street to York Street	8:00 a.m. to 6:00 p.m.	Temporary due to construction 2023.	On-going

#### 2.5 Prohibited Turns (Schedule 11)

Intersection	Direction	Prohibited Turn	Explanation	Effective Dates
Adelaide Street N with Dundas Street	Southbound	Left (7:00 a.m. to 10:00 a.m. & 3:00 p.m. to 6:00 p.m., Monday to Friday)	Temporary due to construction.	2023-05-31 to 2023-12-20
Dundas Street with Adelaide Street N	Eastbound & Westbound	Left	Temporary due to construction.	2023-09-04 8:00 pm to 2023-09-05 6:00 am

#### 2.6 Stop Signs (Schedule 14)

Traffic	Street	Intersection	Explanation	Effective Dates
Northbound	Berryhill Place	Berryhill Drive	Replaced Yield Sign with Stop Sign.	2023-12-07
Southbound	Blake Street	Collingwood Avenue	Replaced Yield Sign with Stop Sign.	2023-10-19
Westbound	Buttermere Road	Grangeover Avenue	Replaced Yield Sign with Stop Sign.	2023-12-11
Southbound	Chambers Court	Chambers Avenue	Replaced Yield Sign with Stop Sign.	2023-12-07
Southbound	Chambers Place	Chambers Avenue	Replaced Yield Sign with Stop Sign.	2023-12-07

Southbound	Cottontail Crescent (both intersections)	Berryhill Drive	Replaced Yield Sign with Stop Sign.	2023-12-07
Eastbound	Grangeover Court	Grangeover Avenue	Replaced Yield Sign with Stop Sign.	2023-12-11
Eastbound & Westbound	King Street	Ontario Street	Temp. conditions until traffic signal is constructed.	2023-12-22
Northbound	Nanette Drive	Chambers Avenue	Replaced Yield Sign with Stop Sign.	2023-12-07
Northbound & Southbound	Ontario Street	King Street	Temp. conditions until traffic signal is constructed.	2023-12-22
Westbound	Pack Road	Homewood Lane	Replaced Yield Sign with Stop Sign.	2023-07-14
Southbound	Pine Ridge Drive	Shawna Road	Replaced Yield Sign with Stop Sign.	2023-12-07
Northbound	Pine Ridge Place	Shawna Road	Replaced Yield Sign with Stop Sign.	2023-12-07
Southbound	Whisker Street	Berryhill Drive	Replaced Yield Sign with Stop Sign.	2023-12-07

## 2.7 Yield Signs (Schedule 15)

Traffic	Street	Yield To	Explanation	Effective Dates
Northbound	Berryhill Place	Berryhill Drive	Replaced Yield Sign with Stop Sign.	2023-12-07
Southbound	Blake Street	Collingwood Avenue	Replaced Yield Sign with Stop Sign.	2023-10-19
Westbound	Buttermere Road	Grangeover Avenue	Replaced Yield Sign with Stop Sign.	2023-12-11
Southbound	Chambers Court	Chambers Avenue	Replaced Yield Sign with Stop Sign.	2023-12-07
Southbound	Chambers Place	Chambers Avenue	Replaced Yield Sign with Stop Sign.	2023-12-07
Southbound	Cottontail Crescent (both intersections)	Berryhill Drive	Replaced Yield Sign with Stop Sign.	2023-12-07
Eastbound	Grangeover Court	Grangeover Avenue	Replaced Yield Sign with Stop Sign.	2023-12-11
Northbound	Nanette Drive	Chambers Avenue	Replaced Yield Sign with Stop Sign.	2023-12-07
Westbound	Pack Road	Homewood Lane	Replaced Yield Sign with Stop Sign.	2023-07-14
Southbound	Pine Ridge Drive	Shawna Road	Replaced Yield Sign with Stop Sign.	2023-12-07

Northbound	Pine Ridge Place	Shawna Road	Replaced Yield Sign with Stop Sign.	2023-12-07
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## 2.7 One-way Streets (Schedule 16)

Portions of Glebe Street, Grey Street, King Street, Queens Avenue and Salisbury Street were changed to two-way operation and back to one-way operation at various times in 2023 to maintain access to properties during construction.

Ontario Street from King Street to Dundas Street was changed to two-way operation on March 3, 2023, to maintain access to properties during construction and remains two-way operation. Permanent two-way operation of Ontario Street from King Street to Dundas Street was planned as part of the Rapid Transit project.

## Conclusion

The ability for staff to make administrative amendments to the Traffic and Parking By-law has significantly reduced the length of time for the implementation of the changes. This has improved customer interactions. This report summarizes all the administrative amendments in 2023.

Amendments are required to PS-114 Traffic and Parking By-law, Schedule 3 (No Stopping), Schedule 4 (No Parking), Schedule 5 (Bus Stops), Schedule 7 (Loading Zones), Schedule 8 (Limited Parking), Schedule 11 (Prohibited Turns), Schedule 14 (Stop Signs), Schedule 15 (Yield Signs) and Schedule 16 (One-way Streets) to formalize the above changes.

**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

March 11, 2024/

**Attach:** Appendix A – By-law to Amend the Traffic and Parking By-law (PS-114) with the 2023 administrative amendments

**APPENDIX A By-law to amend the Traffic and Parking By-law (PS-114) with the 2023 administrative amendments**

Bill No.

By-law No. PS-114

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

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

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

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

**1. No Stopping**

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

1-Street	2-Side	3-From	4-To	5-Period
Herkimer Street	East	A point 135 m north of Whetter Avenue	A point 70 m north of the said street	8:00 am to 6:00 pm Monday to Friday
Howard Avenue	West	A point 100 m south of Marianna Drive	A point 66 m south of Marianna Drive	7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. Monday to Friday September 1 <sup>st</sup> to June 30 <sup>th</sup>
Waterloo Street	East	Oxford Street E	Pall Mall Street	4:00 pm to 6:00 pm Monday to Friday

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

1-Street	2-Side	3-From	4-To	5-Period
Herkimer Street	East	A point 81 m north of Whetter Avenue	A point 99 m north of Whetter Avenue	Anytime
Howard Avenue	West	A point 100 m south of Marianna Drive	A point 66 m south of Marianna Drive	7:30 a.m. to 8:30 a.m. and 2:00 p.m. to 3:00 p.m. Monday to Friday September 1 <sup>st</sup> to June 30 <sup>th</sup>
Huron Street	North	A point 199 m east of Highbury Avenue N	A point 258 m east of Highbury Avenue N	8:30 am to 9:30 am 3:00 pm to 4:00 pm Monday to Friday September 1st to June 30th



John Street	North	A point 47 m west of Richmond Street	Richmond Street	9:00 p.m. to 3:00 a.m.
Victoria Street	South	A point 23 m east of Waterloo Street	A point 90 m east of Waterloo Street	8:00 am to 6:00 pm Monday to Friday, September 1st to June 30th

## 2. No Parking

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

1-Street	2-Side	3-From	4-To	5-Period
Douglas Court	West	North end of street	Brydges Street	Anytime
Grangeover Crescent	South	Ambleside Drive (north intersection)	A point 75 m east of Ambleside Drive (north intersection)	Anytime
Raymond Avenue	South & West	Richmond Street	A point 74 m north of Bernard Avenue	Anytime
Victoria Street	North	Waterloo Street	48 m easterly	
Waterloo Street	East	A point 110 m south of Victoria Street	A point 87 m north of Cheapside Street	8:00 am to 6:00 pm

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

1-Street	2-Side	3-From	4-To	5-Period
Balfour Place	West	A point 150 m south of Trafalgar Street	A point 133 m south of Trafalgar Street	Anytime
Canvas Way	East	Sunningdale Road E	A point 53 m north of Sunningdale Road E	Anytime
Canvas Way	West	Sunningdale Road E	A point 107 m north of Sunningdale Road E	Anytime
Canvas Way	East	Sunningdale Road E	East and west side of the centre median A point 53 m north of Sunningdale Road E	Anytime
Douglas Court	Both	North end of street	Brydges Street	Anytime
Farnham Court	North	A point 45 m west of Farnham Road	Farnham Road	Anytime

Grangeover Crescent	South	Ambleside Drive (north intersection)	A point 115 m east of Ambleside Drive (north intersection)	Anytime 8:00 am – 9:00 am and 3:00 pm to 4:00 pm Mon to Fri Sept 1st to June 30th
Herkimer Street	East	A point 56 m north of Whetter Avenue	A point 80 m north of Whetter Avenue	8:00 am – 9:00 am and 3:00 pm to 4:00 pm Mon to Fri Sept 1st to June 30th
Herkimer Street	East	A point 100 m north of Whetter Avenue	A point 140 m north of Whetter Avenue	8:00 am – 9:00 am and 3:00 pm to 4:00 pm Mon to Fri Sept 1st to June 30th
Raymond Avenue	South & West	Richmond Street	Bernard Avenue	Anytime
Roy McDonald Drive	North	Middelton Avenue	To a point 67 m east of Middelton Avenue	Anytime
Roy McDonald Drive	North	A point 50 m west of Steward Avenue	Steward Avenue	Anytime
Roy McDonald Drive	South	Middelton Avenue	Steward Avenue	Anytime
Victoria Street	North	Waterloo Street	23 m easterly	Anytime
Waterloo Street	East	A point 30 m south of Victoria Street	A point 87 m north of Cheapside Street	8:00 am to 6:00 pm

### 3. Bus/Paratransit Stops

Schedule 5 (Bus/Paratransit Stops) of the PS-114 By-law is hereby amended by **deleting** the following row:

1-Street	2-Side	3-From	4-To
Herkimer Street	East	A point 100 m north of Whetter Avenue	A point 140 m north of Whetter Avenue

#### 4. Loading Zones

Schedule 7 (Loading Zones) of the PS-114 By-law is hereby amended by **adding** the following row:

1-Street	2-Side	3-Area	5-Time
Dundas Street	North	From a point 71 m east of Adelaide Street N to a point 88 m east of Adelaide Street N	8:00 a.m. to 6:00 p.m.
Colborne Street	East	From a point 30 m south of South Street to a point 15m south of South Street	
King Street	South	From a point 27 m east of Ridout Street N to a point 47 m east of Ridout Street N	Anytime
Richmond Street	West	From a point 20 m south of Carling Street to a point 20 m north of Dundas Street	Anytime
Richmond Street	East	A point 84 m north of Dundas Street to a point 48 m south of Queens Avenue	Anytime
Richmond Street	East	From a point 70 m south of Dufferin Avenue to a point 34 m south of Dufferin Avenue.	Anytime
Thames Street	East	From a point 29m north of York St to a point 56 m north of York Street	Anytime
Victoria Street	South	From a point 33 m east of Waterloo Street to a point 25 m west of Christie Street	

#### 5. Stop Signs

Schedule 14 (Stop Signs) of the PS-114 By-law is hereby amended by **adding** the following rows:

1- Traffic	2-Street	3-Intersection
Northbound	Berryhill Place	Berryhill Drive
Southbound	Blake Street	Collingwood Avenue
Westbound	Buttermere Road	Grangeover Avenue
Southbound	Chambers Court	Chambers Avenue
Southbound	Chambers Place	Chambers Avenue
Southbound	Cottontail Crescent (both intersections)	Berryhill Drive
Eastbound	Grangeover Court	Grangeover Avenue
Eastbound & Westbound	King Street	Ontario Street
Northbound	Nanette Drive	Chambers Avenue
Northbound & Southbound	Ontario Street	King Street
Westbound	Pack Road	Homewood Lane

Southbound	Pine Ridge Drive	Shawna Road
Northbound	Pine Ridge Place	Shawna Road
Southbound	Whisker Street	Berryhill Drive

## 6. Yield Signs

Schedule 15 (Yield Signs) of the PS-114 By-law is hereby amended by **deleting** the following rows:

1-Traffic	2-Street	3-Yield To
Northbound	Berryhill Place	Berryhill Drive
Southbound	Blake Street	Collingwood Avenue
Westbound	Buttermere Road	Grangeover Avenue
Southbound	Chambers Court	Chambers Avenue
Southbound	Chambers Place	Chambers Avenue
Southbound	Cottontail Crescent (both intersections)	Berryhill Drive
Eastbound	Grangeover Court	Grangeover Avenue
Northbound	Nanette Drive	Chambers Avenue
Westbound	Pack Road	Homewood Lane
Southbound	Pine Ridge Drive	Shawna Road
Northbound	Pine Ridge Place	Shawna Road

## 7. One-way Streets

Schedule 16 (One-way Streets) of the PS-114 By-law is hereby amended by **deleting** the following row:

1-Street	2-From	3-To	4-Direction On
Ontario Street	Dundas Street	King Street	Northbound

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

PASSED in Open Council on April 2, 2024.

Josh Morgan

Mayor

Michael Schulthess

City Clerk

First Reading – April 2, 2024

Second Reading – April 2, 2024

Third Reading – April 2, 2024

## 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:** Vendor of Record Contract Award:  
Rapid Transit Shelters Amenities – Request for Proposal Submissions –  
RFP- 2023-271 Station Lighting; RFP-2023-272 Obelisks; and RFP-2023-  
273 Station Furniture

**Date:** March 19, 2024

## Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contracts for the Vendors of Record related to Rapid Transit Shelter Station Lighting; Obelisks; and Station Furniture:

- a) In regard to the following rapid transit shelter amenity request for proposal submissions:
  - i) The bid submitted by J-AAR Excavating of \$683,896.22 (excluding HST), for the future design completion, supply and installation of Rapid Transit Shelter – Station Lighting (RFP-2023-271) **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy; it being noted that the proposal submitted by J-AAR Excavating was the highest scoring of two (2) proposal submissions received and meets the City's specifications and requirements in all areas;
  - ii) The bid submitted by Enseicom of \$882,461.00 (excluding HST), for the future design completion, supply, and installation of Rapid Transit Shelter – Obelisks (RFP-2023-272) **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy; it being noted that the proposal submitted by Enseicom was the highest scoring of two (2) proposal submissions received and meets the City's specifications and requirements in all areas; and
  - iii) The bid submitted by Enseicom of \$430,033.00 (excluding HST), for the future design completion, supply and installation of Rapid Transit Shelter – Station Furniture (RFP-2023-273) **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy; it being noted that the proposal submitted by Enseicom was the highest scoring of three (3) proposal submissions received and meets the City's specifications and requirements in all areas;
- b) Civic Administration **BE AUTHORIZED** to appoint J-AAR Excavating and Enseicom as Vendors of Record for the supply and installation of shelter amenities in connection with these purchases for a period three (3) years with the option of four (4) one (1) year periods for renewal based on positive performance and cost noting cost escalation may be negotiable;
- (c) Civic Administration **BE AUTHORIZED** to undertake all additional administrative acts that are necessary in connection with these purchases;
- (d) The approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with J-AAR Excavating and Enseicom for this work; 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

As part of the Downtown Loop, East London Link, and Wellington Gateway projects, rapid transit stations are required either curbside or centre-running at locations along the corridors.

This report recommends the assignment of J-AAR Excavating and Enseicom as the successful Vendors of Record to supply and install the Station Lighting, Obelisks and Station Furniture as part of future rapid transit construction tenders.

## Linkage to the Corporate Strategic Plan

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

- Mobility and Transportation:
  - Londoners of all identities, abilities and means can move throughout the city safely and efficiently.
- 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

- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects
- Civic Works Committee – January 7, 2020 – Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer
- Civic Works Committee – August 11, 2020 – East London Link Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer
- Civic Works Committee – November 29, 2022 – Vendor of Record Contract Award – Rapid Transit Shelter Infrastructure
- Civic Works Committee – April 12, 2023 – Vendor of Record Contract Award – Rapid Transit Variable Message Signs

#### 1.2 Context

On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the PTIS program, including the Downtown Loop, East London Link, and Wellington Gateway projects.

On June 25, 2019, the Province pledged \$103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced \$123.8 million for the same projects under the PTIS program. On October

10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program.

Construction began on the first rapid transit corridor, the Downtown Loop, in 2021 with work starting on the East London Link and Wellington Gateway projects in 2022 and 2023 respectively. The early rapid transit construction contracts included installation of the concrete station platforms (bases) with the shelter components to follow. Going forward, rapid transit construction contracts will also include the supply and installation of shelters and shelter amenities.

Council appointed Enseicom as the Vendor of Record for the shelter structures on December 13, 2022 and Urban Solar was appointed Vendor of Record for the Variable Message Signs (VMS) on April 25, 2023. This report recommends appointment of a Vendor of Record for the Station Lighting, Obelisks and Station Furniture. These awards all followed an RFP process in compliance with the Procurement of Goods and Services By-law.

## 2.0 Discussion and Considerations

### 2.1 Rapid Transit Corridors

#### Downtown Loop

The Downtown Loop project will implement side-running, dedicated transit lanes which will move buses out of mixed traffic with the goal of improving transit frequency and reliability while at the same time improving capacity and flow in the general traffic lanes. Today, there is on average, a bus every 90 seconds running along the Downtown Loop, meaning this project will provide immediate benefit to existing conventional transit service prior to the introduction of additional rapid transit buses in the future. Figure 1 illustrates the Downtown Loop corridor and indicates the approximate location of rapid transit stations.



Figure 1: Limits of Downtown Loop

#### East London Link

The East London Link is a mixed-use corridor with existing land uses that include historic businesses, residential neighbourhoods, a growing entertainment district, and heavy industry. The corridor is anchored by Downtown London at the western end and Fanshawe College at the eastern end, serving the Western Fairgrounds, Old East Village, 100 Kellogg Lane, the Stackhouse District, future development at the former McCormick and London Psychiatric Hospital lands, and Fanshawe College’s main campus. The East London Link will add curbside rapid transit stations along King Street



East and Dundas Street East and median rapid transit stations on Highbury Avenue North and at the Oxford Street intersection. A terminal station will be constructed on the Fanshawe College property. Figure 2 illustrates the East London Link corridor and indicates the approximate location of the rapid transit stations.



**Figure 2: Limits of East London Link**

Wellington Gateway

The Wellington Gateway is a mixed-use corridor with existing land uses including historic sites, residential neighborhoods, medical facilities, and large-scale commercial sites. It progresses south from Downtown London along Wellington Street, which transitions into Wellington Road when it crosses the south branch of the Thames River. The corridor provides a thoroughfare for traffic between London’s Downtown and Highway 401 and today supports several local transit routes. This corridor primarily includes median stations along Wellington Street and Road, including a turn around and/or Park-n-Ride facility near Exeter Road. Figure 3 illustrates the Wellington Gateway corridor and indicates the approximate location of rapid transit stations.



**Figure 3: Limits of Wellington Gateway**

## 2.2 Rapid Transit Station Design

The rapid transit shelter design was developed to provide modularity and a consistent look and feel across the corridors, while also accommodating the need for minor customization and value engineering at each location to best fit the shelters within the context of the surrounding area. Input received through stakeholder engagement helped shape the overall design and amenities, while the team also integrated industry best practices.

The Environmental Assessment recommended various station types scaled to reflect anticipated ridership and whether the location is curbside or centre-running. The design team, in partnership with the shelter Vendor of Record, has further refined the designs to establish modular shelter components to build the various shelter types as well as a service amenity cabinet. Shelter types A+, A, B, and C denote the scale of shelter and amenities being provided, with type A+ maximizing the shelter bays installed on the platform for locations with the greatest anticipated ridership and Type C providing the smaller shelter where ridership is expected to be lower.

Figure 4 below details a rendering of a Type B curbside station. This design remains subject to further refinement following the installation of a prototype station at the King Street and Ontario Street location on the East London Link.



**Figure 4: Proposed Station Rendering**

The shelters will be enclosed in glass panels for maximum transparency, meeting aesthetic targets and following the Accessibility for Ontarians with Disabilities Act and Crime Prevention Through Environmental Design principles, as well as safety considerations from both a gender and anti-racism/anti-oppression lens. All glass will be tempered and laminated to improve durability and reduce the potential for vandalism. It will also include bird collision prevention measures by adding visual markers on the glass. Various station components will be secured through either the Vendor of Record or specified through future contracts and will be part of constructing completed stations at each location.

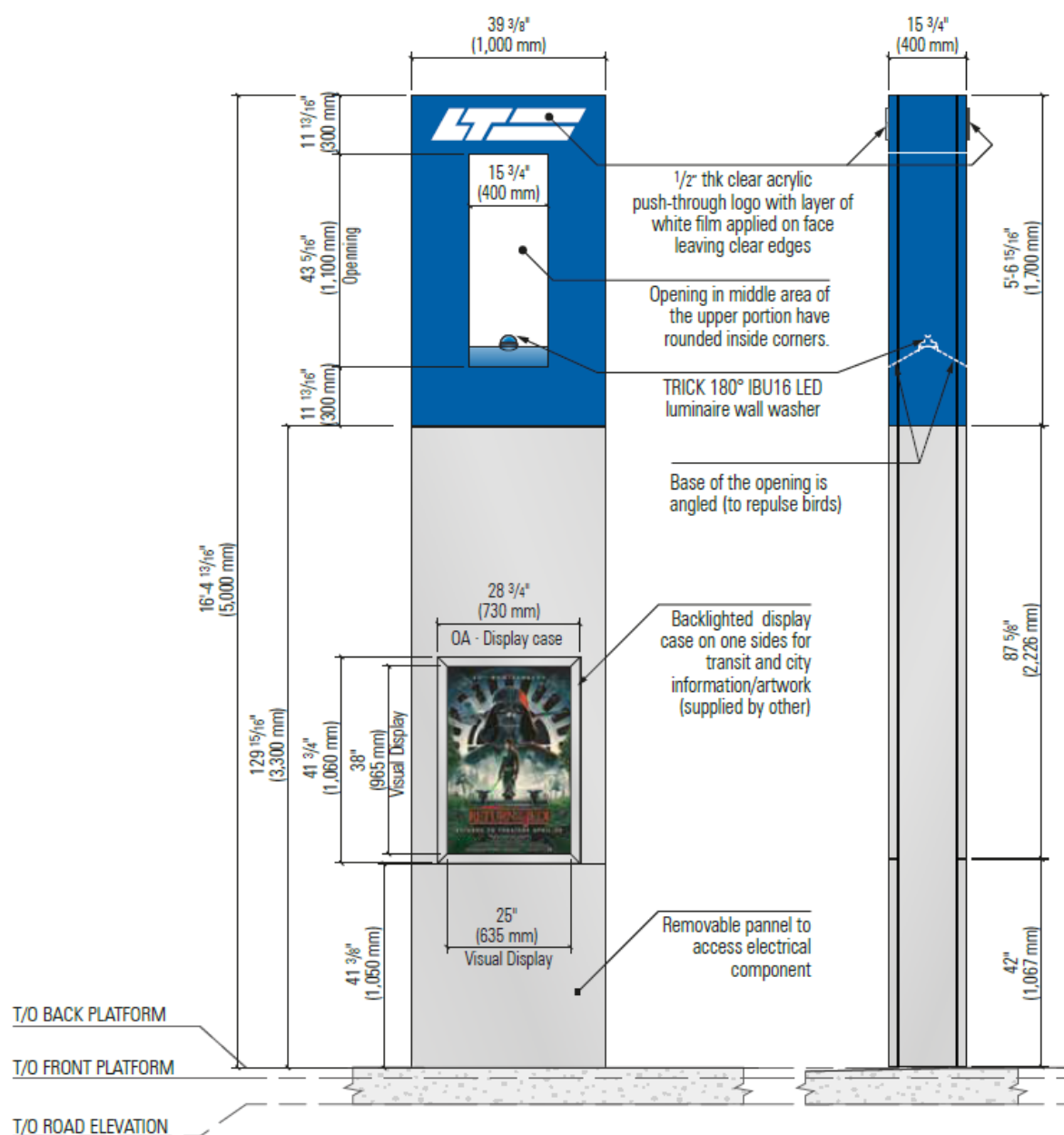
## 2.3 Station Obelisks

Obelisks identify the location of the rapid transit stations through the use of height, colour, and light. The obelisks will be installed near the entrance to each station with the curbside station obelisks located directly on the platform and the median station obelisks located on the top of the proposed barrier wall at the station entry near the pedestrian crossing.

The obelisk has a footprint of 1.0m x 0.6m and is 5.0m in height which is intended to be a landmark feature, wayfinding element, and branding device. The design was derived through extensive consultation to achieve visual continuity between the individual station elements and maintaining the integrity of the London Transit Commission (LTC) branding.

The obelisks will include an LTC logo, LED lighting, and an ad case that may include community or municipal information or art. Figure 5 below details a visual of both a curbside and median obelisk.

Enseicom is being recommended as a Vendor of Record (VOR) for the design, fabrication, supply, and installation of obelisks at each station constructed under future civil projects by other contractors.



**Figure 5: Proposed Obelisk Rendering**

### 3.0 Financial Impact/Considerations

#### 3.1 Procurement Process

The vendor selection process for all three (3) proposals was undertaken in accordance with the Procurement of Goods and Services Policy using a two-stage process.

Proposals for the Rapid Transit Shelters – Station Lighting RFP-2023-271 were received on December 4, 2023, and reviewed by a team consisting of the City, Consultant Team, and LTC members. Two (2) proponents submitted proposals, with J-AAR Excavating’s proposal evaluated as the highest scoring proposal at \$683,896.22, excluding HST.

Proposals for the Rapid Transit Shelters – Obelisks RFP-2023-272 were received on December 14, 2023, and reviewed by a team consisting of City, Consultant Team, and LTC members. Two (2) proponents submitted proposals with Enseicom’s proposal evaluated as the highest scoring proposal at \$882,461.00, excluding HST.

Proposals for the Rapid Transit Shelters – Station Furniture RFP-2023-273 were received on December 14, 2023, and reviewed by a team consisting of City, Consultant Team, and LTC members. Three (3) proponents submitted proposals with Enseicom’s proposal evaluated as the highest scoring proposal at \$430,033.00, excluding HST.

All above-noted prices represent estimated total project value for each proposal and the estimates have been cumulated using unit rates that are based on the design criteria established as part of the RFP which may be subject to further refinements as part of the final design and implementation process related to the stations. The RFP bid submissions represent the anticipated upset limit value and the team will continue to work with the proponent to find efficiencies and savings in the service delivery.

### **3.2 Financial Considerations**

Funding for rapid transit shelter amenities is provided as part of the approved Downtown Loop, East London Link and Wellington Gateway construction budgets and additional budget requirements approved as part of the 2024-2027 Multi-Year Budget.

The incremental operating and maintenance costs for rapid transit shelters have been forecasted over the 2024-2027 Multi-Year Budget based on the planned construction of new infrastructure and the launch of rapid transit operations for the East London Link route in the summer of 2027. All operational requirements have been detailed in the 2024 Assessment Growth Rapid Transit Implementation Business Case.

## **Conclusion**

Civic Administration has reviewed the proposal submissions for rapid transit shelter amenities and recommends J-AAR Excavating be appointed as a Vendor of Record for Station Lighting and Enseicom be appointed as a Vendor of Record for Obelisks and Station Furniture projects for the services of Downtown Loop, East London Link, and Wellington Gateway projects.

<b>Prepared by:</b>	<b>Ardian Spahiu, P.Eng., Acting Division Manager, Major Projects</b>
<b>Submitted by:</b>	<b>Jennie Dann, P.Eng., Director, Construction &amp; Infrastructure Services</b>
<b>Recommended by:</b>	<b>Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment &amp; Infrastructure</b>

# Integrated Transportation Community Advisory Committee

## Report

3rd Meeting of the Integrated Transportation Community Advisory Committee  
February 21, 2024

Attendance T. Khan (Chair), E. Eady, D. Foster, T. Kerr, V. Lubrano, D. Luthra, A. Pfeffer, A. Santiago, J. Vareka and J. Bunn (Acting Committee Clerk)

ABSENT: R. Buchal, A. Husain, A. Issa, S. Leitch and E. Poirier

ALSO PRESENT: Councillor J. Pribil; E. Hunt and D. MacRae

The meeting was called to order at 3:02 PM; it being noted that E. Eady, A. Pfeffer, A. Santiago 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

None.

### 3. Consent

#### 3.1 2nd Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 2nd Report of the Integrated Transportation Community Advisory Committee, from the meeting held on January 17, 2024, was received.

#### 3.2 Municipal Council Resolution - 2nd Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the Municipal Council resolution, from the meeting held on February 13, 2024, with respect to the 2nd Report of the Integrated Transportation Community Advisory Committee, was received.

### 4. Sub-Committees and Working Groups

None.

### 5. Items for Discussion

#### 5.1 Integrated Transportation Community Advisory Committee Last Term (2022-2023) Report

That the attached Integrated Transportation Community Advisory Committee Last Term (2022-2023) Report BE FORWARDED to the Civic Works Committee for consideration.

### 6. Deferred Matters/Additional Business

#### 6.1 (ADDED) Resignation from the Integrated Transportation Community Advisory Committee - M. Malekzadeh

That it BE NOTED that the Letter of Resignation from the Integrated Transportation Community Advisory Committee, from M. Malekzadeh, as appended to the Added Agenda, was received.

**7. Adjournment**

The meeting adjourned at 3:15 PM.

# ITCAC 2023

The role of a Community Advisory Committee is to provide the Municipal Council with a formalized on-going opportunity for public consultation and to offer recommendations, advice, and information to the Municipal Council on those specialized matters which relate to the purpose of the committee.



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## 1.0 Executive Summary

Following a multi-year review of the City of London Advisory Committee structure and performance, the present format of Community Advisory Committees (CACs) was approved by the City Council and appointments to the Community Advisory Committees were made on May 27, 2022. As per Council's decision November 28, 2023 the term of the current CACs have been extended until April 1 2025. This brief report is a synopsis of the Integrated Transportation Community Advisory Committee (ITCAC) and its ongoing initiatives and progress for the current term.

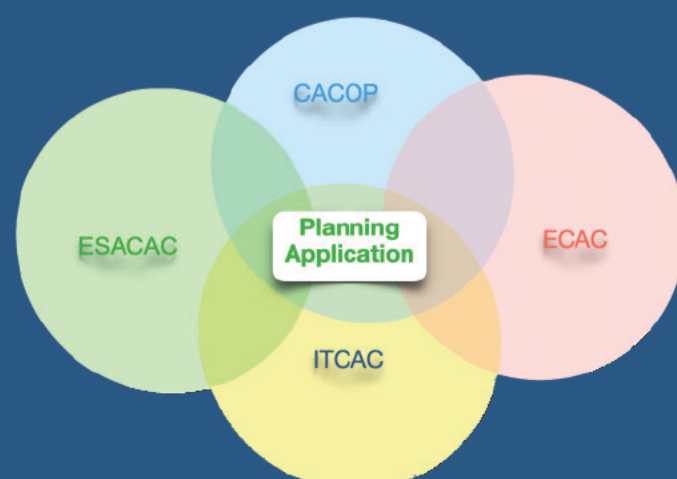
ITCAC reports to the Council through the standing Civic Works Committee (CWC). The role of a CAC is to offer recommendations, advice, and information to the Council on those specialized matters which relate to the purpose of the Committee.

The first meeting ITCAC was called by the Clerk's Office on June 15, 2022. During the term (May 2022- Nov 2023) all scheduled meetings were held. ITCAC always had a multi points meeting agenda and never faced any quorum issue. During the term, ITCAC held 17 meetings, received 34 presentations from Staff & consultants on various city initiatives and projects as well as 37 public notice & planning applications for review and discussion as required. On multiple occasions, City Councillors also attended its meetings, witnessed the proceedings, and provided valuable feedback and direction.

ITCAC has always tried to understand and exceed the expectations of the City Council, providing feedback to Council in the form of recommendations, reports, and requests. In order to accomplish this objective more efficiently and effectively, the Committee established an organization structure consisting of four Sub-Committees which allowed for more thorough review and sober second thought of items referred to them. The Sub-Committees met regularly in a more informal setting and always reported back to the committee of the whole during its public meetings for final discussion and motions.

The coordination of ITCAC with CWC, Councillors and other Community Advisory Committees has been excellent. CWC and Council have also approved its recommendations and resolutions whenever presented/moved by ITCAC. Delegate status was awarded to its members whenever requested.

Often, the domain of "specialized matters" spans several Community Advisory Committees, (e.g. the public consultation process of a Planning application is referred to ESACAC, CACOP, ITCAC & ECAC.



Concerned senior staff have always attended all ITCAC public meetings. City Staff and consultants appointed by the City have expressed their appreciation of ITCAC feedback and often incorporated its recommendations into their final project and program designs. For example, the MMP project team asked ITCAC to help identify critical gaps in the current infrastructure and being proactive, ITCAC is also working on a prototype of a web-based interactive map that would deliver “safe” cycling routes on demand functionality.

## Recommendations

- 1) Items relating to more than one Community Advisory Committee, should be circulated to all concerned Community Advisory Committees members irrespective of meeting date, however, concerned committee secretary will make sure that the items which were circulated among members in advance will also be included in the agenda of a regular meeting.
- 2) ITCAC may be authorized to ask other Community Advisory Committees to appoint a member from their Community Advisory Committees as a nonvoting member at ITCAC.
- 3) The practice of submission of annual progress report from every Community Advisory Committee may be incorporated in TORs of all Community Advisory Committees.
- 4) LTC, LPS, London Airport, Chamber, LEDC, CAA and London Middlesex Road Safety committee may be asked to designate a senior staff member to sit as non-voting members on ITCAC. Such appointments of non-voting members will be helpful for the availability of the data/information during ITCAC meetings.

Sincerely,



**Tariq Khan**  
Chair ITCAC

Trevor Kerr  
Vice Chair ITCAC  
Chair Env & Transit

Vincent Lubrano  
Chair Active Transport SC

Ralph Buchal  
Chair MMP SC

Antonio Santiago  
Chair Road safety SC

Devinder Luthra  
VC Env & Transit

John Veraka  
VC Active Transport SC

Dan Foster  
VC MMP SC

Ashfaq Hussain  
VC Road safety SC

Milad Malikzade  
Member

Earnest Eady  
Member

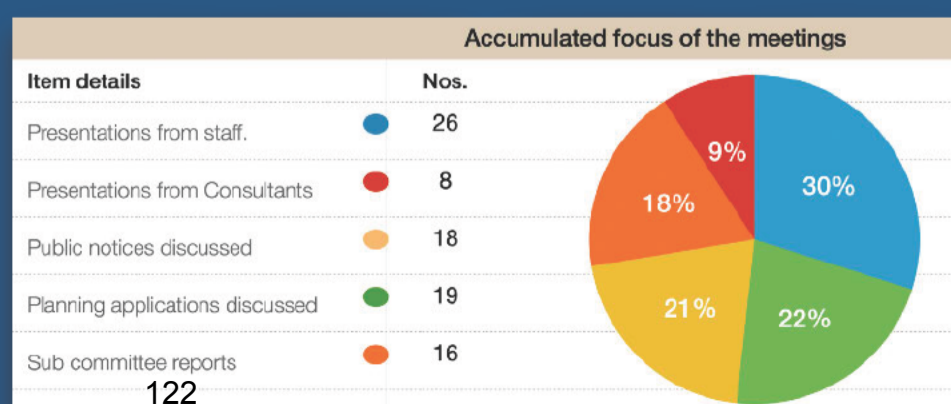
A. Issa  
Member

S. Leitch  
Member

A. Pfeffer  
Member

E. Poirier  
Member

Agenda items at ITCAC meetings are always discussed with great deliberations. Members come prepared. Multiple times, consultants appreciated member’s input and incorporated into design.



## 2.0 The Committee

### 2.1 Structure

The Integrated Transportation Community Advisory Committee (ITCAC) is composed of 15 members, meets every month and reports to the Municipal Council through the Civic Works Committee. There is a broad range of subjects & topics in the ITCAC’s domain which includes but is not limited to:

- Transportation master planning studies and implementation projects
- The long-term capital plans for pedestrians, transit, active transportation
- Land use plans that affect transportation matters
- Area Planning Studies, Secondary Plans and Official Plan reviews
- Assisting the development of new active transportation and transportation demand management policies, strategies and programs
- Advising on measures required to implement the City’s commitment to active transportation, including safety features

### 2.2 Work style

ITCAC was constituted on May 24 2022. First meeting was called on June 15, 2022. From June 2022 until the end of the term November 2023, ITACAC was supposed to meet 18 times however the Clerk’s office did not call a meeting in October 2022 due to staff’s commitment in Municipal Elections, hence a total of 17 meetings were scheduled & held.

ITCAC is a group of retired & active professionals who come from different professions & backgrounds, bring diverse experience, exposures and expertise from their respective fields. Chairs of Subcommittees are retired professionals who have led their organizations at top executive levels. Although ITCAC meets once a month, members & subcommittees keep working throughout the month. Professionals from different backgrounds e.g Environment, Transit, Vision zero, Electric vehicles etc have been invited to speak at subcommittee meetings. The work-ethics of the committee is based upon following points:

- Self starting & proactive
- Research-based
- Corporative & practical
- Optimistic, holistic
- Practical & futuristic approach
- Connection with grassroots
- Knowledge sharing

ITCAC never faced any quorum problem. All meetings were attended by majority of the members.



## 2.3 S.W.O.T

### Strengths

- Dedicated team of professionals that are committed to improving the City Of London
- Diverse professional backgrounds that brings all areas of expertise to program/project review
- Sharing of information and research
- Direct connection with community organizations city-wide
- Network of active and retired professionals
- Diverse collective experience in a team settings
- Not afraid to offer counter opinions to the norm (out of the box thinking)

### Weaknesses

- Varied commitment level from member to member
- No fixed location available for subcommittee meetings
- Need to improve front-end consultation with Civic Admin program/project teams
- Lacks input from younger age demographic

### Opportunities

- Improve front-end consultation with Civic Admin program/project teams
- Shared Zoom or Microsoft Teams licence will add convenience to the meetings
- Encourage younger demographic for new committee appointments
- University & colleges may designate student representatives to attend the meetings

### Threats

- Perception Community Advisory Committees do not add value

Chair of ITCAC is member of every subcommittee, similarly chair of a subcommittee is also member other subcommittees. Chair & Vice chair of subcommittees are official members of ITCAC.



## 2.4 Subcommittees - The Power Hub

In order to address the broad range of subjects mentioned above, ITCAC has formed four subcommittees who meet frequently and present their reports to committee in the monthly meetings. Subcommittees also invite professionals from various fields to participate in their meetings. To save time and avoid any conflict with scheduling, most of time subcommittee hold collective meeting and distribute time for each subcommittee to present and discuss respective agenda items/reports. Each Subcommittee is properly populated:

Following are the names and email contacts for the each subcommittee Chair & Vice chair.



### Road Safety Subcommittee

Chair Antonio Santiago.  
Vice chair Ashfaq Hussain.

email: [REDACTED]  
email: [REDACTED]



### Active Transportation Subcommittee

Chair Vincent Lubrano.  
Vice chair John Vareka.

email: [REDACTED]  
email: [REDACTED]



### MMP Subcommittee

Chair Ralph Buchal.  
Vice chair Dan Foster

email: [REDACTED]  
email: [REDACTED]



### Environment & Transit Subcommittee

Chair Trevor Kerr.  
Vice chair Devinder Luthra.

email: [REDACTED]  
email: [REDACTED]

ITCAC subcommittee are not silos rather work groups of experts who take the deep dive and come up with proposals and solutions. During the term subcommittees presented 16 report/ resolutions.



## 2.4.1 SubCommittee contributions - Road Safety & Vision Zero

- Active initiative, participation & feedback on the Col. Talbot – Southdale roundabout project with regard to pedestrian, vision and hearing impaired, and cyclist safety.
- Continuous working on economic burden of road accidents, major cause of accidents and proposed solutions from City’s vision zero perspective. Requested input from City Staff for accident and fatal accident statistics for the City of London and surrounding areas for the last 10 years.
- Requested review of the English – Queens intersection project to provide lessons on the planning and design of intersections particularly with regard to safety aspects.
- Examined trend of e-scooters on the multi-use paths from people with disability lenses. Requested review of plan for e-scooters and cargo e-bikes to run on multi-use pathways as they can be a significant danger to pedestrians, vision and hearing impaired, and cyclists due to their speed, size, and weight.
- Voiced concern over the location of entrances and exits of new subdivisions with regard to road traffic safety.
- Road width problem at Oxford Street - Facing East, West of Westdel Bourne.



In 2022, there were approximately 8300 traffic collisions in London and 10 people died on our roads. “The 13 members of our Traffic Management Unit lead the charge in traffic safety. These members are also collision analysts who examine the causes of our most serious collisions.” London Police



## 2.4.2 SubCommittee contributions - Active Transportation & MMP

- Successful in engaging city to update the cycling infrastructure routes map
- Part of a working group with city staff helping to create the 2024 map
- Has been asked by MMP project team to help identify critical gaps in the current infrastructure
- Working on prototype of interactive map that would deliver “safe” cycling routes upon inquiry
- Has been active in all project discussions in terms of active transportation impacts and has staked clear parameters of the type of infrastructure wanted and that not desired i.e. roundabouts.



For Col. Talbot – Southdale Consultants incorporated feedback from ITCAC into the design with respect to active transportation and road safety perspective.

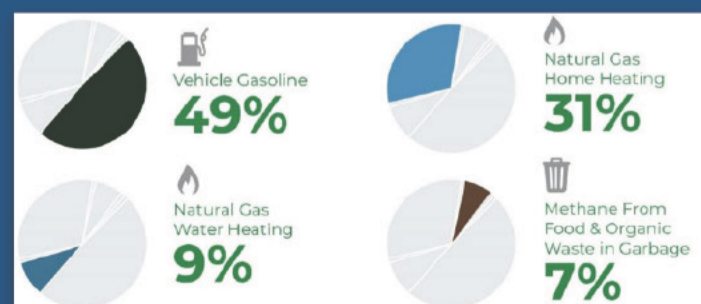


## 2.4.3 SubCommittee contributions - Environment & Transit

- Conducted review on the electric buses impact on the Environment. Requested council to direct London Transit to provide data related to their electric bus fleet project. Data/report from London Transit is still awaited as per the directions from council to London Transit in September 2023.
- Report on reducing congestion by increasing transit ridership from new subdivisions.
- Sometimes the location of bus stops become the traffic congestion points themselves. Generally, transit drivers complain that bus bays create problems in the schedule adherence because other vehicles don't give busses passage to come out from bus-bays onto the road. This problem may be addressed through the introduction of bylaws. Subcommittee suggested to create "lay-bys" / bus bays for buses on major routes
  - o As a safety issue
  - o To maintain the flow of traffic
  - o To increase the number of automobiles in the curb lane
- A report to the committee on adding protection for pedestrians and cyclists at roundabouts
  - o Move the pedestrian crossing further from the circle
  - o Add a flashing light when a person wishes to cross



As per London's Climate Emergency Action Plan, 89% of Greenhouse Gas Emission from the Average Household in London (2019) comes from Gasoline & Natural gas.





## 3.0. Recommendations

### 3.1 Addressing Time-Boxing

A common observation amongst Advisory Committees is that often there is insufficient time available to allow for review and advice on any given project/proposal presented. Mostly, these projects/proposals are related to infrastructure development/renewals or bylaw amendments.

It is also the case that often multiple Community Advisory Committees are involved as each Community Advisory Committee will apply their own unique perspective. (i.e. Planning applications are presented to the CACOP, ECAC, ESAACAC & ITCAC). For example if there is a planning application then it will be presented to the respective Community Advisory Committee as per the following schedule:

1st Wednesday	2nd Wednesday	3rd Wednesday	3rd Thursday
ESAACAC	CACOP	ITCAC	ECAC

Assuming that the 45-day public consultation cycle begins at the 3rd week of the month,

**ECAC:** The item will be presented to this Community Advisory Committee as an added agenda and if there is something relevant to the committee, most likely the committee will be able to provide its opinion at its next meeting.

**ESAACAC:** The item will be presented to this Community Advisory Committee as a regular agenda item and if there is something relevant to the committee, the committee will have four weeks to respond and most likely may finalize its observations at its regular meeting.

**CACOP:** The item will be presented to this Community Advisory Committee as a regular agenda item. If there is something relevant to the committee then it is less likely that CACOP will be able to present its considered opinion at its next regular meeting.

**ITCAC:** The item will be presented to this Community Advisory Committee as regular agenda item but at the time of the committee’s meeting about 30 days would have already passed and there will be no chance for ITCAC to approve its considered opinion in its upcoming regular meeting because the cut-off date would have passed before the ITCAC’s next regular meeting.

As per the example cited above, few projects which were supposed to be presented to ITCAC, never made their way to ITCAC’s meeting and so on. There is an easy fix to address this problem.

- CACOP - Community Advisory Committee on Planning.
- ECAC - Ecological Community Advisory Committee
- ESAACAC - Environmental Stewardship and Action Community Advisory Committee
- ITCAC. - Integrated Transportation Community Advisory Committee

ITCAC reports to the Municipal Council through the Civic Works Committee. The ITCAC will advise and support City Council in the implementation of various municipal plans, including but not limited to:

- Transportation Master Plan (TMP);
- London Road Safety Strategy (LRSS); and
- Bicycle Master Plan (BMP).



## Recommendations



*In order to eliminate the **time-boxing** issue, a subject which is related to more than one CAC should be circulated to all CACs irrespective of the timing of the meeting. If there is a meeting scheduled in the next seven days, it should appear as an agenda item and for the rest of the CACs it should be circulated to all the members of the other concerned CACs.*

### 3.2 Annual report

Prior to the introduction of the new Community Advisory Committee structure, Advisory Committees were expected to create a Work Plan (WP). These WPs contained all the projects/proposals the concerned Advisory Committees were supposed to work on during their respective terms. These WPs served as an ad-hoc progress report to their Standing Committees because WPs were included in the minutes of Advisory Committee meetings. Prior to the present format of Community Advisory Committees, *the monthly update on the WP was a key measurement tool for the success of the Transportation Advisory Committee.*

Another very important by-product of the WP was that at the end of the term, the old WP was carried forward to become the initial WP of new Advisory Committee at the start of its term hence the new Advisory Committee was fully aware of the projects/proposals undertaken by their predecessors.

Due to its nature as a historical record and valuable reference documents, WP support Community Advisory Committee business continuity, and when used properly, can provide more focus and shorten the learning curve for new members.

In order to allow for a smooth transition, business continuity and to enhance project/program background knowledge for the present & future Community Advisory Committee members as well as enhancing the effectiveness of Community Advisory Committee and better monitoring at the Standing Committee/Council level, we recommend following:



- a. *Given that the terms of Community Advisory Committees have been extended till March 2025, all Community Advisory Committees may be asked to present a their annual report for the period May 2022 - Nov 2023 to Council through their respective Standing Committees.*
- b. *In the future, all Community Advisory Committee should be expected to create an approved WP at the beginning of their term and to submit a final progress report in its final meeting of the term to Council through their respective Standing Committees.*

Annual report will provide a snap shot of committee's working and present the performance results and major initiatives.



### 3.3 Non-voting members from other Organizations

Historically, the Advisory Committees were composed of voting members selected by council and non-voting representations from respective Boards & Commissions as well. For example, the Transportation Advisory Committee (the predecessor of ITCAC) had representatives from LTC, LPS and the Health Unit. They were seen as valuable resources that added to the overall effectiveness of the Committee.

These resources were removed in the new CAC structure.

In ITCAC's case, Transit is the subject of just about every meeting. From the provision of Bus stops to the promotion of active transportation, ITCAC needs input from London Transit very frequently. In the absence of this resource, it is not possible for the committee to have timely and updated information which may assist members and/or Sub Committees in the performance of their duties. For example, in its August 2023 meeting, ITCAC submitted a motion via CWC that the City Council direct London Transit Commission to provide information related to the electric bus fleet roll out plan and few other important points related to Londoners. Council directed the London Transit commission on September 27, 2023. Four (4) months later, the information which could have been readily available in August remains undelivered.



In order to improve the efficiency and effectiveness of ITCAC, it is recommended that LTC, LPS, London Airport, Chamber, LEDC, CAA and London Middlesex Road Safety committee may be asked/directed to nominate a senior level officer to represent their respective organizations at all ITCAC public meetings.

The domain of Transportation & Road Safety spans multiple departments, agencies, boards & commissions. Representation from related boards & commissions saves time in the decision making process.



## Road Safety Sub Committee



Antonio Santiago  
Chair

Retired Professional Engineer. Mechanical engineer. Experience in food manufacturing, automotive, warehouse, transportation, logistics, and defence industries. Trainer and facilitator. Business and conversational English coach. Aspiring photographer. Prolific reader. Loves music. Awesome singer.



Ashfaq Kash  
Vice Chair

Ashfaq was recognized for my volunteer work in the City of London in advancing the issues related to persons with disabilities, About the time that he stopped working due to his vision loss he was called on by the City of London to review the Facility Accessibility Design Standard that the City was preparing. Leveraging his engineering knowledge, he provided his input and from that point onwards he became an active advocate for Persons with Disabilities and started to volunteer with the City on their advisory committees.

## Active Transportation Sub Committee



Vincent Lubrano  
Chair

Vincent Lubrano III is a retired hotel professional. Born in New Jersey in the USA he was educated at Randolph-Macon College in Virginia where he earned a BA in History. He spent the last 20 years of his 35 year hotel career at Best Western Hotel and Resorts as a Manager in Quality Control.

Luckily for Vince, he married a Canadian, Kristina Bendikas, in 1987. This enabled Vince and Kris to emigrate to London when they both retired in 2019. Vince is an avid cyclist and when not riding his bike he volunteers at the London Public Library, Ontario Senior Games and London Cycling Link. He has been a member of ITCAC since its inception in 2023.



John Veraka  
Vice Chair

John is born in London and currently works in the water treatment industry as a mechanical designer. He has 2 daughters, ages 11 & 13, and enjoys cycling with them throughout the city on the new protected bike lanes, quiet side streets, or on the TVP.

ITCAC's Senior members, at average, bring more than three decades of individual experience in their respective fields.



## Mobility Master Plan Sub Committee



Ralph Buchal  
Chair

Prof. Ralph Buchal was a faculty member in the Department of Mechanical and Materials Engineering from 1987 until retirement in 2019. He taught many different undergraduate and graduate courses, and was the Capstone Design Coordinator for several years. He has supervised at least a hundred capstone design projects. His research interests include design and manufacturing, and engineering education. He is also an avid year-round cyclist.



Dan Foster  
Vice Chair

Dan retired with distinction following 38 years in various Managerial and Executive positions with the Canada Post Corporation and its subsidiary, Canada Post International. He relocated from Ottawa to London in 2012 and has since that time served as a Member and Chair of the City of London Transportation Advisory Committee. Dan loves to play hockey, committed golfer, music enthusiast & good singer.

## Environment & Transit Sub Committee



Trevor Kerr  
Chair

Trevor - a retired educator, brings tons of diverse experience to the ITCAC. He has been an active member of Transportation Advisory Committee City of London during 2018-2022 term as well. Trevor is a natural sportsman who loves to coach & do umpiring. He is currently Vice chair of Integrated Transportation Community Advisory Committee.



Devinder Luthra  
Vice Chair

Devinder Luthra retired from insurance industry and later successfully ran Medical Rehabilitation Clinics in Toronto. He is also serving on Eldon house board of directors as well as at TVPIC London. A father & dedicated husband who loves to crack jokes among friends. Devinder is fond of visiting new places, meet people & make new friends. A committed community worker, serving at various community organizations and service clubs like Optimist club, Rotary club international.



Tariq Khan  
Chair ITCAC

Tariq Khan, a retired senior bureaucrat with a specialization in Local Governance and municipal management. A Londoner, mathematician by qualifications, sportsman by nature, music lover at heart, community worker by passion, father & husband. Tariq is national director for Transportation Action Canada as well as regional director Transport action Ontario. He is also national Director at Cancer Registries Canada - an Organization dedicated to cancer research, President Optimist club London North and Governor at Board of Governors Wester Fair Association.

## 5.0 References

<https://pub-london.escribemeetings.com/meetingscalendarview.aspx?MeetingViewId=2&Year=2022&Expanded=Integrated%20Transportation%20Community%20Advisory%20Committee>

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# Environmental Stewardship and Action Community Advisory Committee

## Report

4th Meeting of the Environmental Stewardship and Action Community Advisory Committee  
March 6, 2024

Attendance B. Samuels (Chair), B. Amendola, R. Duvernoy, I. ElGhamrawy, A. Ford, M. Griffith, A. Hames, M.A. Hodge, C. Hunsberger, A. Pert, N. Serour and H. Lysynski (Clerk)

ABSENT: C. Mettler and L. Vuong

ALSO PRESENT: Councillor J. Pribil; M. Fabro, W. Jeffery, S. Rowland, J. Stanford, M. Szarka and P. Yeoman

The meeting was called to order at 4:32 PM; it being noted that B. Amendola, R. Duvernoy, I. ElGhamrawy, A. Ford, M. Griffith, A. Hames, M.A. Hodge, C. Hunsberger, A. Pert and N. Serour 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 3rd Report of the Environmental Stewardship and Action Community Advisory Committee

That it BE NOTED that the 3rd Report of the Environmental Stewardship and Action Community Advisory Committee, from its meeting held on February 7, 2024, was received.

### 4. Sub-Committees and Working Groups

#### 4.1 Climate Emergency Action Plan Working Group update

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a discussion with respect to the next steps for developing climate focused communications related to the Climate Emergency Action Plan (CEAP) Working Group proposed actions; it being noted that the CEAP Working Group will contact Corporate Communications for assistance.

### 5. Items for Discussion

#### 5.1 Printing Yard Signs for Naturalization

That the expenditure of \$1,000 from the 2024 Environmental Stewardship and Action Community Advisory Committee Budget BE ALLOCATED to printing the attached yard signs for naturalized lawns.

5.2 Earth Fest – Saturday, April 20, 2024

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a discussion with respect to Earth Fest; it being noted that the Civic Administration will review the possibility of having onsite representation to address naturalization and to respond to the community's questions.

5.3 Tree Protection By-law

That the following actions be taken with respect to the City of London Tree Protection By-law:

- a) the Civic Administration BE ASKED to review opportunities to enforce the Tree By-law within the *Provincial Offenses Act* window of enforcement; and,
- b) this matter BE INCLUDED on the Civic Works Deferred List.

**6. Additional Business**

6.1 Future Agenda Items

That the Committee Clerk BE REQUESTED to add the following matters to future Agendas:

- a) the Tree Protection By-law related to aerial mapping; and,
- b) Neighbourhood Decision Making Grants related to climate related projects; it being noted that a Sub-Committee consisting of B. Samuels, A. Hames and M.A. Hodge was created to discuss these matters.

**7. Adjournment**

The meeting adjourned at 5:47 PM.



Proposal: Printing signs for naturalized yards  
February 27, 2024

Background:

In August 2023, ESACAC submitted recommendations for the Yard and Lot Maintenance By-law to be reviewed for clarifying the rules for naturalization. Council then passed a motion requesting that staff develop public education materials to support by-law enforcement, including information for recipients of by-law orders and prospective complainants. In January 2024, ESACAC submitted recommendations for public education materials, including a new webpage and content for an information pamphlet. In February, the Community and Protective Services Committee adopted changes to the by-law in alignment with staff recommendations. The updated by-law will be voted on by Council on March 5.

A key component of the transition to greater acceptance of naturalized yards is supporting Londoners to prevent conflicts with neighbours. It is generally recommended to communicate where landscaping is intentional, to help distinguish naturalized yards from neglected ones. Installing an information sign is a simple way to communicate the functions of and desire for a naturalized yard.

To encourage more Londoners to take up naturalization projects on private land, **ESACAC proposes to use up to \$1,000 of the committee’s annual budget towards printing yard signs that can be distributed in the community at no cost to residents.** The signs could be printed on white corrugated plastic, similar to existing signs that the City distributes for residential rain garden projects (see below). It is recommended these new signs should be printed as soon as possible, ahead of the upcoming growing season.

ESACAC proposes the following language for the signs, with the web link made to align with the City’s communications about naturalization and the Yard and Lot Maintenance By-law moving forward.

## Nature lives here

This area is maintained as wildlife habitat with plants providing environmental benefits.

[London.ca/neighbourhood-greening\\*](https://london.ca/neighbourhood-greening*)



Existing rain garden sign

Proposed language for new sign

\* Link to be updated to reflect City’s website with information about naturalizing yards, per ESACAC’s previous submission to regarding communications.

Dear Committee Members,

I would appreciate an opportunity to discuss with you some aspects of the Harris Park shoreline reconstruction:

\*Release of the Environmental Impact Statement, including a wildlife inventory. This has not yet been made public even though requests have been made for review.

\*A request to use non-petroleum based products such as tar for walkways. Instead explore alternatives such as metal grills.

\*A request to review materials in building an outlook platform and/or the cost and need for such a platform.

These concerns were raised at public open houses, but not addressed by staff. Information was also forwarded to staff and not addressed.

The Harris Park Project has frustrated many residents and has exposed deficiencies on how these projects are designed, tendered, costs associated with these projects, and the lack of alternative approaches to these projects.

Flooding is a very serious issue that is changing rapidly. As far as I know, London still uses 250-year flood cycle and in some cases 100-year storm models to inform floodplain mapping. If the insurance industry is shifting to 20-year models, that could have massive implications for real estate and land use planning policies. Still using a 250 model has become out of date. <https://www.cbc.ca/news/climate/quebec-desjardins-flooding-mortgage-1.7129986>

It is understandable to have limited knowledge of stormwater management, and rely heavily on staff recommendations. These projects are massively expensive and have huge environmental impacts. The learning curve for these projects is steep. My experience is that the public open houses tend to be dismissive of public concerns simply because it is assumed that public understanding of the issues do not compare to the expertise of staff. Public concerns are typically explained away. There are many examples of this in written correspondence with staff.

Therefore it may be that smaller changes can be accomplished to make the project less harmful and polluting.

Thank You

AnnaMaria

Dear CWC. Please use this letter as my request for delegation status and delete the previous letter.

Thank You. And can you please confirm.

AnnaMaria

Dear Committee Members,

I would appreciate an opportunity to discuss with you aspects of the Harris Park shoreline reconstruction:

With all stormwater projects, public open houses are designed to simply inform the public but not serious adjust the project to alleviate concerns raised during the open houses. It is understandable to have limited knowledge of stormwater management, and rely heavily on staff recommendations. These projects are massively expensive and have huge environmental impacts. The learning curve for these projects is steep.

Therefore, public open houses tend to be dismissive of public concerns simply because it is assumed that the public understanding of the issues do not compare to the expertise of staff. Public concerns are typically explained away.

For example, the Environmental Impact Study was not released prior to the public open houses. The public was not able to review it. It was only recently released and has raised even more questions regarding environmental protection.

Staff have stated that the design of the reconstruction was determined many years ago during the One River Assessment Project when Matt Brown was mayor. That was approx. 8 years ago. Since then there have been many concerns raised about climate change, the loss of tree cover, wildlife habitat and the future of Harris Park.

Those concerns were raised and yet all were ignored because the project was essentially already set in stone prior to any public open houses. Even the smallest changes brought forward have been ignored, such as the necessity of a concrete lookout platform over the river and the use of potted trees in a park.

Concerns have been raised about using petroleum (tar) for pathways to access the river's edge, the number paths into naturalized areas, the cost of the concrete lookout and the necessity of removing mature trees from the park and a road through the park.

The answers that have been provided to date have been inconsistent. Initially we were told that the widening of the Thames Valley Parkway was to alleviate bike and pedestrian congestion. Now we are being told it is to facilities large transport trucks for festivals.

We are being told the the cutting of mature trees before the nesting season was needed to comply with the Migratory Birds Convention Act to avoid nest removal, yet the same is not applied to ground nesting or shoreline migratory birds. None of these answers are justified in the Act itself and are 'answers of convenience' believing the public will not understand.

The problem with stormwater is that staff believe the public and Council lack the understanding to review these projects. The public in the Harris Park review raised

questions because overall the project does not make sense on the most basic instincts. And many now are asking whether stormwater staff chose to proceed with the current design to facilitate the Farhi high rise behind Bankers Row.

Essentially, the current design is extreme and expensive. It is not just reinforcing the embankment as staff presented to the public, but removing the floodplain altogether. That was not presented to the public. We also learned that these projects are funded by a levy on our Hydro Bills. I hidden cost that is not publicly revealed on our bills.

I am asking that staff be held to account and make the public whole. I am also asking for a review the design of the Harris Park embankment restoration and the need for a road through the park. This project has not yet being tendered.

AnnaMaria Valastro