

# Agenda

## Civic Works Committee

10th Meeting of the Civic Works Committee

June 11, 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.

Pages

### 1. Disclosures of Pecuniary Interest

### 2. Consent

2.1	6th Report of the Integrated Transportation Community Advisory Committee	3
2.2	Hyde Park Pumping Station Single Source Pump Purchase	5
2.3	Mud Creek Phase 2B: RFT-2024-060 Construction Contract and Consultant Supervision Award and Project Budget Increase	8
2.4	Appointment of Consulting Engineers for the Infrastructure Renewal Program: Round 2	14
2.5	RFT-2024 -084 Greenway Flood Protection Tender Award	20
2.6	RFP-2024-078 Byron Bridge Rehabilitation Detailed Design and Construction Administration Appointment of Consulting Engineer	25
2.7	Funding to Support the Continuation of UTRCA Monitoring Program for the Dingman Creek Subwatershed	31
2.8	Temporary Recycling Residual Disposal Fee Adjustment for Existing Customers at W12A Landfill	35
2.9	Contract Price Increase: Dundas Street TVP Active Transportation Connection	42

### 3. Scheduled Items

### 4. Items for Direction

5. **Deferred Matters/Additional Business**

6. **Adjournment**

# Integrated Transportation Community Advisory Committee

## Report

6th Meeting of the Integrated Transportation Community Advisory Committee  
May 15, 2024

Attendance T. Khan (Chair), R. Buchal, E. Eady, T. Kerr, S. Leitch, V. Lubrano III, A. Pfeffer and J. Vareka and J. Bunn (Acting Committee Clerk)

ABSENT: D. Foster, A. Husain, A. Issa, D. Luthra, and E. Poirier and A. Santiago

ALSO PRESENT: Councillor J. Pribil; K. Alasmar, G. Dales, C. De Leon, D. Hall, D. MacRae, A. Miller, K. Oudekerk, J. Raycroft and P. Yeoman

The meeting was called to order at 3:03 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

#### 2.1 2024 Neighbourhood Connectivity Plan – Fairmont

That it BE NOTED that the presentation, dated May 15, 2024, from K. Alasmar, Engineer In Training, Transportation Planning and Design, with respect to the 2024 Neighbourhood Connectivity Plan for Fairmont, was received.

#### 2.2 Vision Zero London – Road Safety Update

That it BE NOTED that the presentation, dated May 2024, from C. De Leon, Traffic and Transportation Engineer, Traffic Engineering, with respect to a Vision Zero London Road Safety Update, was received.

#### 2.3 Environment and Infrastructure Services Thames Valley Parkway Closure - Greenway Flood Protection

That it BE NOTED that the presentation, dated May 15, 2024, from K. Oudekerk, Division Manager, Wastewater Treatment Operations, with respect to the Environment and Infrastructure Services Thames Valley Parkway Closure and Greenway Flood Protection, was received.

### 3. Consent

#### 3.1 5th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 5th Report of the Integrated Transportation Community Advisory Committee, from the meeting held on April 17, 2024, was received.

#### 3.2 Municipal Council Resolution – 4th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the Municipal Council resolution, from the meeting held on April 23, 2024, with respect to the 4th Report of the Integrated Transportation Community Advisory Committee, was received.

**4. Sub-Committees and Working Groups**

None.

**5. Items for Discussion**

5.1 Request for a Response from the London Transit Commission re Electric Buses

The London Transit Commission BE REQUESTED to provide the following information to the Integrated Transportation Community Advisory Committee:

- a) provision of transit services;
- b) current Service Plan (Conventional and Special);
- c) criteria of provision of transit services in new subdivisions;
- d) areas and subdivisions in London where no transit services are available;
- e) zero emission bus fleet implementation and rollout plan;
- f) when Londoners may see the first group of zero emission buses on the roads; and,
- g) how many buses and which routes will be used in the pilot project.

**6. Adjournment**

The meeting adjourned at 4:32 PM.

## 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:** Hyde Park Pumping Station Single Source Pump Purchase  
**Date:** June 11, 2024

## Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the single source purchase of a Flowserve pump for the Hyde Park Pumping Station under Section 14.4 d) of the City's Procurement of Goods and Services Policy:

- (a) The price submitted by Directrik Inc. of \$282,697.64, CAD, excluding HST, for the supply of one vertical turbine pump **BE ACCEPTED**;
- (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 purchase;
- (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 Hyde Park Pumping Station is responsible for boosting water pressures in the northwest area of the city to ensure end users have acceptable water pressure abiding to both Provincial and City of London standards. As the northwest area of the city continues to grow, upgrades to the pumping station are needed in order to meet both existing and future water demands.

This report recommends the single source procurement of a Flowserve brand pump that will subsequently be installed at the Hyde Park Pumping Station to match the existing pumps currently installed at the facility.

## 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

- Appointment of Consulting Engineering Hyde Park Pumping Station Upgrades – Civic Works Committee Report - June 22, 2021

- Award of Consulting Engineering Services for the South and West London Water Servicing Study – Civic Works Committee Report – August 11, 2020
- Approval of the 2019 Development Charges By-Law and Background Study – Strategic Priorities and Policy Committee Report - May 6, 2019

## 2.0 Discussion and Considerations

### 2.1 Project Description

Previously, AECOM Canada Ltd. was appointed as the consultant to undertake the detailed design and contract administration of the Hyde Park Pumping Station Upgrades project. AECOM assessed the current and future water demands in the Hyde Park area and determined that a Flowserve Vertical Turbine Pump that matches the existing pumps in the Hyde Park Pumping Station was the recommended pump for the project. The added benefit of matching the new pump to the existing pumps in the station is operational ease and efficiency. As such, this report recommends the single source procurement of a vertical turbine pump. Funds to purchase this pump are included in the Water capital budget.

## 3.0 Financial Impact/Considerations

### 3.1 Procurement Process

Directrik is the sole authorized distributor for Flowserve to the municipal market in Ontario. Therefore AECOM, on behalf of the City, issued a request for quotation to Directrik for the Single Source purchase of the pump from Directrik in accordance with Section 14.4 d) of the City's Procurement of Goods and Services Policy.

The quote received to purchase the pump from Directrik was \$200,101 USD (excluding HST). However, Civic Administration is seeking the approval of \$282,697.64 CAD (excluding HST) as indicated in the Source of Financing Report attached as Appendix A. The conversion from USD to CAD considers a currency rate exchange as well as a contingency for any increase in currency rate exchange between the time of report production and execution of the purchase. Any unused portion of the additional funds will be returned to the appropriate financial accounts.

Once the pump is purchased and delivered, an open bidding process will be initiated for the installation of the pump, followed by a tender award.

## Conclusion

In order to meet the increased water demands in the Hyde Park Area, an additional pump at the Hyde Park Pumping Station is required. Due to the need for compatibility with the existing pumps at the Hyde Park Pumping Station, it is recommended that staff proceed with the procurement of the identified pump as a single source purchase.

**Prepared by:** Aaron Rozentals, P.Eng., GDPA  
Division Manager, Water 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: Kevin Graham, Alan Dunbar, Gary McDonald – City of London  
Matt Simons – AECOM Canada Ltd.

Appendix 'A' – Sources of Financing

**Appendix "A"**

#24113

June 11, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Hyde Park Pumping Station Single Source Pump Purchase  
(Subledger FS21HP01)  
Capital Project EW3593 - Hyde Park Pumping Station Upgrade  
Directrik Inc. - \$282,697.64 (excluding HST)

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

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

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed To This Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
Engineering	132,752	132,752	0	0
Construction	1,184,048	0	287,674	896,374
<b>Total Expenditures</b>	<b>\$1,316,800</b>	<b>\$132,752</b>	<b>\$287,674</b>	<b>\$896,374</b>

**Sources of Financing**

Drawdown from City Services - Water Reserve Fund (Development Charges) (Note 1)	1,316,800	132,752	287,674	896,374
<b>Total Financing</b>	<b>\$1,316,800</b>	<b>\$132,752</b>	<b>\$287,674</b>	<b>\$896,374</b>

**Financial Note:**

Contract Price	\$282,698
Add: HST @13%	36,751
Total Contract Price Including Taxes	319,449
Less: HST Rebate	-31,775
Net Contract Price	\$287,674

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

---

Jason Davies  
Manager of Financial Planning & Policy

ah

## 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:** Mud Creek Phase 2B: RFT-2024-060 – Construction Contract  
and Consultant Supervision Award and Project Budget  
Increase

**Date:** June 11, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the Mud Creek Phase 2B: RFT-2024-060 – Construction Contract:

- a) the bid submitted by CH Excavating (2013) at its tendered price of \$11,864,196.42 excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by CH Excavating (2013) was the lowest of four (4) bids received and meets the City's specifications and requirements in all areas;
- b) AECOM Canada Ltd. **BE AUTHORIZED** to carry out the resident inspection and contract administration for the "Mud Creek Phase 2B RFT-2024-060 – Construction Contract" in accordance with the estimate on file, at the upset amount of \$1,349,144.83, excluding HST, in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy;
- c) the financing for these projects **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 these projects.
- 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-2024-060); 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

This report recommends award of the construction tender to CH Excavating (2013) for the reconstruction of Mud Creek corridor from the north side of the CN Rail to the north side of Oxford Street West and includes the installation of a new storm and trunk sanitary sewers, watermain and Oxford Street road restoration. The overall project is intended to be constructed in one continuous phase of work through 2024 and into 2025. This report also provides the rationale to increase the budget to complete the project.

## Linkage to the Corporate Strategic Plan

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

- Climate Action and Sustainable Growth:
  - Waterways, wetlands, watersheds, and natural areas are protected and enhanced.
  - London is more resilient and better prepared for the impacts of a changing



climate; and

- Infrastructure is built, maintained, and secured to support future growth and protect the environment.
- Mobility and Transportation
  - London's active transportation network is better connected and serves persons of all ages and abilities.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

- CWC – May 22, 2024 - Mud Creek East Branch Phase 2A and 2B: RFT-2023-128 — Culvert Installation Project and Consultant Fee Increases
- CWC – June 13, 2023 - Appointment of Consulting Engineers for Contract Administration Services: Stormwater Infrastructure and Channel Remediation Projects
- CWC – July 26, 2022 – Consultant Contract Increase for Mud Creek Phase 2 Detailed Design.

#### 1.2 Mud Creek Project and Location

Phase 2 of the Mud Creek project involves Phase 2A: a new culvert crossing at Oxford Street West and Phase 2B: expanding the stormwater flow capacity of over 750m of the main Mud Creek channel from the north side of the CN Rail culvert crossing, northerly to Oxford Street, all to alleviate the frequent flooding in the Oxford Street West and Proudfoot Lane areas and to allow for approximately 54 hectares of prime infill and intensification lands to develop upstream. Please refer to the location map in Appendix 'B'.

### 2.0 Discussion and Considerations

During the May 22, 2024 CWC meeting, project fees were increased due to the following changes:

- Phase 2A construction cost increases due to dewatering challenges at the Oxford culvert;
- The addition of a watermain casing on Oxford Street; and,
- Additional design fees associated with addressing the items above.

Due to upcoming infill and intensification in the Mud Creek subwatershed, it was recently determined that the stormwater channel project could also leverage two opportunities to accommodate future growth in the area:

#### 1. *Trunk Sanitary Sewer Capacity for Infill Growth*

The trunk sanitary sewer design was included in this assignment as it was recently indicated that upstream sanitary sewer capacity may become an issue over the next few years with future infill developments being constructed north of Oxford Street. Installing a 750mm diameter trunk sanitary sewer on the west side of the new Mud Creek channel from the south limit to the north limit of the existing trunk sanitary sewer easement, would facilitate future development growth in the upstream sanitary sewershed while eliminating disruption of what will become a newly constructed Mud Creek channel.

The design of adding 180 linear meters of sanitary sewer to the project amounted to \$20,000. The cost for construction and contract administration for the new trunk sanitary sewer is \$625,884.38 in the tender results and is funded by the Housing Accelerator Fund to support meeting the City's housing goals.

## 2. Proudfoot Lane Culvert Extension

As part of the approval by the Upper Thames River Conservation Authority (UTRCA) for the two-zone flood mapping for the Mud Creek corridor, the City and Bluestone Properties are coordinating the design and installation of the Proudfoot Lane culvert extension to facilitate a future “dry access” to the lands owned by Bluestone Properties at 450 Oxford Street West. Dry access is necessary for lands designated as “flood fringe” in a two-zone floodplain.

Upon installation, Bluestone shall include the details of the access design in a future development application for their property, all subject to approvals by the City and UTRCA. Coordinating the private access with the City’s project is advantageous to avoid future disruption to the channel works once vegetation begins to establish.

A cash allowance of \$880,000 has been included in the tender for the construction of the culvert extension. A formal memorandum of understanding agreement will be executed by the mayor as part of the tender execution process.

## 3.0 Financial Impact/Considerations

### 3.1 Tender Summary

The tender for the Mud Creek Phase 2B Channel Remediation Project closed on Wednesday May 29, 2024. Four(4) contractors submitted tender prices as listed below, excluding HST. All tenders received include a contingency of \$1,400,000.

**Table 1: Summary of submitted tender prices**

<b>Contractor</b>	<b>Tender Price Submitted</b>
CH Excavating (2013)	\$ 11,864,196.42
Bre-Ex Construction Inc.	\$ 12,081,898.67
Schouten Excavating Inc.	\$ 13,021,782.75
J-AAR Civil Infrastructures Limited	\$ 15,012,624.17

All tenders have been checked by the Environment and Infrastructure Department and AECOM Canada Limited and no mathematical errors were found. The results of the tendering process indicate a competitive process. The tender estimate prior to tender opening was \$11.5M including contingency, excluding HST.

### 3.2 Consulting Engineer Services

Due to the knowledge and positive performance on the detailed design assignment, AECOM was invited to submit a proposal to carry out the resident inspection and contract administration for this project.

Staff have reviewed the additional design and contract administration fee submissions, including the time allocated to each project task, along with hourly rates provided by the consultant’s staff members. The submission was found to be consistent with other project assignments of similar scope. The continued use of the identified consultant on this 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 AECOM Canada Ltd. to ensure that the City receives the product specified and associated value.

### **3.3 Mud Creek Budget Impacts**

Due to the additional Consultant design fees for added project scope, previous tender costs and extras, an increase to the Mud Creek budget is recommended and summarized in Appendix 'A'. This is a Development Charges-funded project. The additional budget will adhere to the same growth/non-growth splits.

## **Conclusion**

Civic Administration has reviewed the tender bids and recommends CH Excavating (2013) be awarded the construction contract for the Mud Creek Phase 2B Channel Remediation 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:** **Shawna Chambers, P.Eng., DPA**  
**Division Manager, Stormwater 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 and Infrastructure**

**Attach:** Appendix 'A' – Sources of Financing  
Appendix 'B' – Location Map

**cc:** Paul Titus, Jason Senese, Gary McDonald

**Appendix "A"**

#24115

June 11, 2024

(Award Contract)

Chair and Members

Civic Works Committee

RE: Mud Creek Phase 2B: RFT-2024-060 - Construction Contract and Consultant Supervision Award and Project Budget

(Subledger SWM21003)

Capital Project ES2681-2 - Mud Creek East Br Phase 2 (CN to Oxford)

Capital Project ESHAF002 - HAF - Mud Creek 2B

CH Excavating (2013) - \$11,864,196.42 (excluding HST)

AECOM Canada Ltd. - \$1,349,144.83 (excluding HST)

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

Finance Supports confirms that the cost of this project cannot be accommodated within the financing available in the Capital Budget, but can be accommodated through additional drawdowns from the Sewage Works Renewal Reserve Fund and the City Services - Stormwater Reserve Fund, and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Additional Requirement (Note 2)	Revised Budget	Committed To Date	This Submission	Balance for Future Work
<b>ES2681-2 - Mud Creek East Br Phase 2 (CN to Oxford)</b>						
Engineering	3,013,778	0	3,013,778	1,699,688	1,314,090	0
Construction	15,549,075	5,187,687	20,736,762	8,931,195	11,805,567	0
City Related Expenses	106,747	0	106,747	106,747	0	0
<b>ES2681-2 Total</b>	<b>18,669,600</b>	<b>5,187,687</b>	<b>23,857,287</b>	<b>10,737,630</b>	<b>13,119,657</b>	<b>0</b>
<b>ESHAF002 - Mud Creek 2B</b>						
Engineering	58,800	0	58,800	0	58,800	0
Construction	578,100	0	578,100	0	578,100	0
<b>ESHAF002 Total</b>	<b>636,900</b>	<b>0</b>	<b>636,900</b>	<b>0</b>	<b>636,900</b>	<b>0</b>
<b>Total Expenditures</b>	<b>\$19,306,500</b>	<b>\$5,187,687</b>	<b>\$24,494,187</b>	<b>\$10,737,630</b>	<b>\$13,756,557</b>	<b>\$0</b>

**Sources of Financing**

<b>ES2681-2 - Mud Creek East Br Phase 2 (CN to Oxford)</b>						
Drawdown from Sewage Works Renewal Reserve Fund (Note 2)	11,780,517	3,273,430	15,053,947	6,775,444	8,278,503	0
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1 and 2)	6,889,083	1,914,257	8,803,340	3,962,186	4,841,154	0
<b>ES2681-2 Total</b>	<b>18,669,600</b>	<b>5,187,687</b>	<b>23,857,287</b>	<b>10,737,630</b>	<b>13,119,657</b>	<b>0</b>
<b>ESHAF002 - Mud Creek 2B</b>						
Other Federal Grants- Housing Accelerator Fund (Note 3)	636,900	0	636,900	0	636,900	0
<b>ESHAF002 Total</b>	<b>636,900</b>	<b>0</b>	<b>636,900</b>	<b>0</b>	<b>636,900</b>	<b>0</b>
<b>Total Financing</b>	<b>\$19,306,500</b>	<b>\$5,187,687</b>	<b>\$24,494,187</b>	<b>\$10,737,630</b>	<b>\$13,756,557</b>	<b>\$0</b>

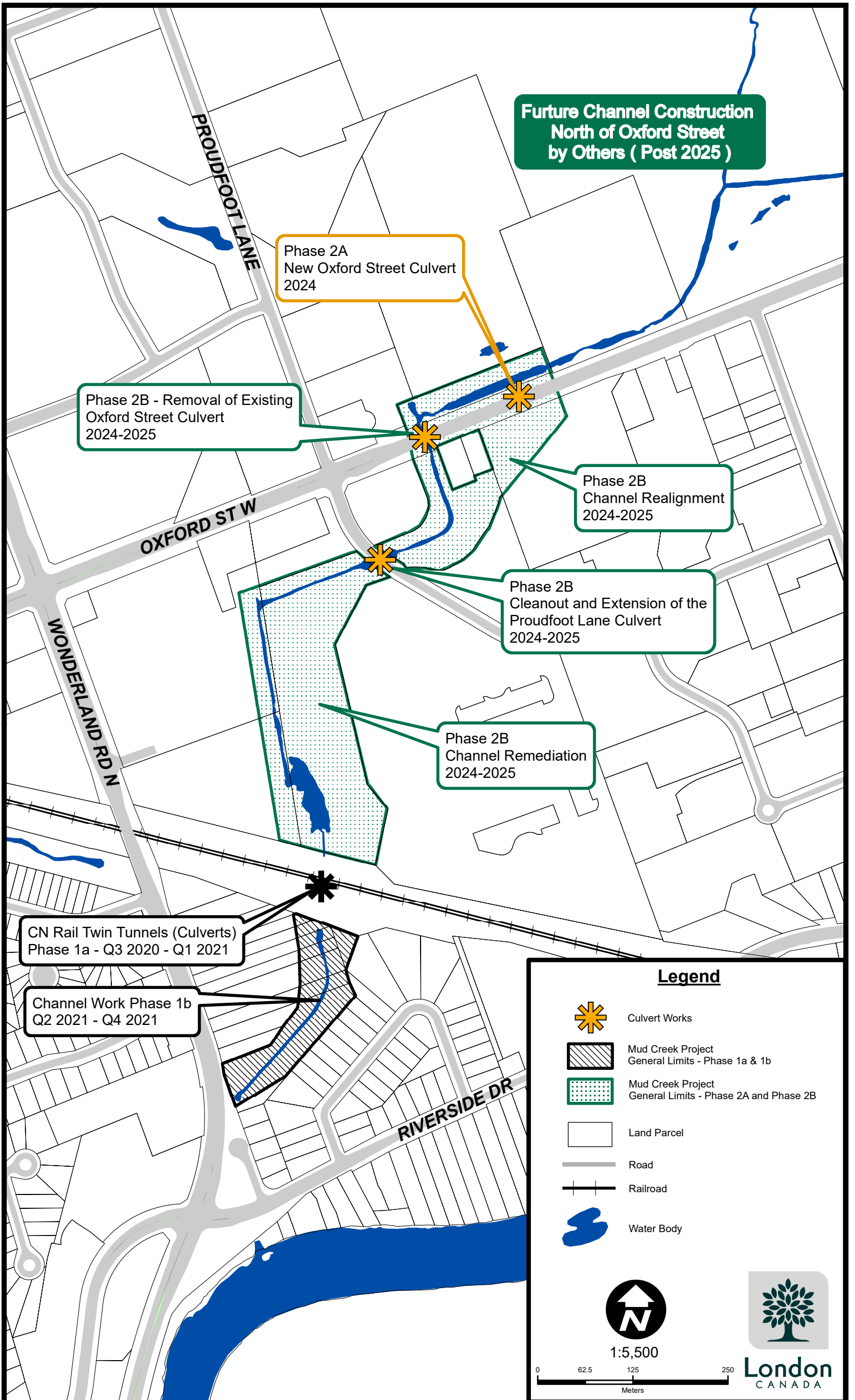
Financial Note:	AECOM - Engineering ES2681-2	AECOM - Engineering ESHAF002	AECOM Total	CH - Construction ES2681-2	CH - Construction ESHAF002	CH Total
Contract Price	\$1,291,362	\$57,783	\$1,349,145	\$11,296,095	\$568,101	\$11,864,196
Contingency	0	0	0	350,000	0	350,000
Add: HST @13%	167,877	7,512	175,389	1,468,492	73,854	1,542,346
Less: HST Rebate	-145,149	-6,495	-\$151,644	-1,309,021	-63,855	-1,372,876
<b>Total Contract Price</b>	<b>\$1,314,090</b>	<b>\$58,800</b>	<b>\$1,372,890</b>	<b>\$11,805,567</b>	<b>\$578,100</b>	<b>\$12,383,667</b>

Financial Note (continued):	Grand Total
Contract Price	\$13,213,341
Contingency	350,000
Add: HST @13%	1,717,735
Less: HST Rebate	-1,524,520
<b>Total Contract Price</b>	<b>\$13,756,557</b>

**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:** The additional requirement can be accommodated through additional drawdowns from the Sewage Works Renewal Reserve Fund and the City Services - Stormwater Reserve Fund. The uncommitted balance of the reserve funds with the inclusion of this project are: Sewage Works Renewal Reserve Fund: \$29.9 M, City Services - Stormwater Reserve Fund: \$0.9 M.

**Note 3:** Project ESHAF002 - Mud Creek 2B is funded from the Housing Accelerator Fund (HAF). The City of London received \$74.1 million from the Federal government through HAF that can be applied to infrastructure that supports new housing.



**Future Channel Construction  
North of Oxford Street  
by Others ( Post 2025 )**

Phase 2A  
New Oxford Street Culvert  
2024

Phase 2B - Removal of Existing  
Oxford Street Culvert  
2024-2025

Phase 2B  
Channel Realignment  
2024-2025








Phase 2B  
Cleanout and Extension of the  
Proudfoot Lane Culvert  
2024-2025


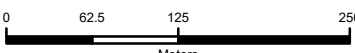
Phase 2B  
Channel Remediation  
2024-2025


CN Rail Twin Tunnels (Culverts)  
Phase 1a - Q3 2020 - Q1 2021

Channel Work Phase 1b  
Q2 2021 - Q4 2021

**Legend**

-  Culvert Works
-  Mud Creek Project  
General Limits - Phase 1a & 1b
-  Mud Creek Project  
General Limits - Phase 2A and Phase 2B
-  Land Parcel
-  Road
-  Railroad
-  Water Body

  
 1:5,500  
  
 0 62.5 125 250  
 Meters

  
**London**  
 CANADA

## 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: Round 2

**Date:** June 11, 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:

- (a) The following consulting engineers **BE APPOINTED** to carry out consulting services for the identified projects, at the upset amounts identified below, in accordance with the estimate on file, and in accordance with Section 15.2(e) of the City of London's Procurement of Goods and Services Policy:
  - (i) GM BluePlan Engineering Limited **BE APPOINTED** consulting engineers to complete the pre-design, detailed design and construction administration for sanitary sewer infrastructure upsizing on Second Street, from Oxford Street to Pottersburg Creek, in the total amount of \$412,379.00 (including contingency), excluding HST;
  - (ii) AECOM Canada Ltd. **BE APPOINTED** consulting engineers to complete the Downtown Core Area Sanitary Infrastructure Assessment Study, in the total amount of \$124,607.00 (including contingency), excluding HST;
- (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

This report recommends the award of engineering consultant appointments to undertake work involving sanitary sewer infrastructure. These consultant appointments will lead to a sanitary sewer infrastructure upsizing construction project on Second Street, and a study which will provide forward guidance on future growth and capacity improvement strategies to service development and population growth in the downtown core area.

## Linkage to the Corporate Strategic Plan

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

- Mobility and Transportation:
  - Londoners can move around the city safely and easily in a manner that meets their needs by incorporating cycling infrastructure and safety enhancements.
- Climate Action and Sustainable Growth:
  - The infrastructure gap is managed for all assets; and

- 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**

- CWC – May 28, 2018 – Revised Grouped Consultant Selection Process.

### **2.0 Discussion and Considerations**

#### **2.1 Work Description**

This report recommends the appointment of engineering consultants for two engineering assignments, as detailed below.

##### **2.1.1 Second Street Sanitary Sewer Upsizing Project**

The project on Second Street will increase sanitary sewer capacity to accommodate near term and future development growth along the Oxford Street corridor. Improvements to cycling infrastructure needs at the CN railway crossing are also being coordinated through the project. The existing watermain and storm sewers are intended to remain. The project limits are provided within Appendix 'B' – Location Map. The consultant will evaluate the capacity of the sanitary sewer system throughout the project limits, and will identify which sections of the sanitary sewer infrastructure along Second Street require upsizing to accommodate growth. The subsequent engineering design/tender work and construction administration will undertake the identified sanitary sewer upsizings. Construction is anticipated for 2025.

It is noted that the City is currently undertaking construction of an Infrastructure Renewal project immediately south of the project limits on Second Street, including a new sanitary sewer crossing of Pottersburg Creek. The sanitary sewer infrastructure on Second Street being installed through the current 2024 construction project has been proactively upsized in anticipation of an increase in sanitary sewer flow.

##### **2.1.2 Downtown Core Area Sanitary Infrastructure Assessment Study**

The Downtown Core Area Sanitary Infrastructure Assessment Study will review sanitary infrastructure capacity utilizing proposed increased population densities and recommend future projects to accommodate growth. The study is being undertaken to support the current process of preparing a new comprehensive (ReThink Zoning) future zoning by-law for the City of London and to the core area of downtown London.

This study will assess the sanitary infrastructure and will identify capacity improvement strategies associated with the infill and development intensification anticipated in London's downtown as well as to assess the rated capacity of the Greenway Wastewater Treatment Plant (WWTP) to handle future growth of the downtown.

The findings of this study will be used for infrastructure planning, policy, and budgeting purposes. The consultant will identify opportunities to create capacity improvements to support development intensification as well as provide short-term solution options for accommodating future developments within a five to ten year timeframe.

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

#### **3.1 Project Funding Summary**

Funds for the two projects identified have been budgeted to support the engineering work as shown in Appendix 'A' – Sources of Financing. It is noted that the Second Street project is identified as an eligible project for funding from the Housing Accelerator Fund (HAF). The fees for the new projects, recommended for approval in this

report, are summarized in Table 1 below. All values below include 10% contingency and exclude HST.

Table 1: Summary of Project Assignment Fees

Street(s)	Consultant	Design Fee	Construction Administration Fee	Total Fee
Second Street Sanitary Sewer Upsizing Project	GM BluePlan Engineering Limited	\$209,682.00	\$202,697.00	\$412,379.00
Downtown Core Area Sanitary Infrastructure Assessment	AECOM Canada Ltd.	\$124,607.00	NA	\$124,607.00

### 3.2 Procurement Process

The engineering consultant selection procedure for the Infrastructure Renewal Program utilized a grouped consultant selection process developed in partnership with the Financial Services - Purchasing and Supply Division, subsequently approved by Council June 12, 2018 and is used for all Infrastructure Renewal Program consultant appointments. This two-stage grouped procurement process is in accordance with Section 15.2(e) of the Procurement of Goods and Services Policy.

The first stage of the process is an open, publicly advertised Request for Qualifications. Statement of Qualifications submissions were received from a province wide group of nineteen prospective consultants. The Statement of Qualifications were evaluated by the Environmental Engineering Services Department resulting in a short-list group of eleven engineering consulting firms.

The second stage of the process is a competitive Request for Proposal. Consultants from the short listed group are invited to submit a formal proposal to undertake a specific engineering assignment. Three consultants were invited to submit a proposal for each of the identified project assignments.

An evaluation of the proposals was undertaken by the Environment and Infrastructure Department including both a technical and cost component. Engineering consultants are recommended based on their knowledge and understanding of project goals, their experience on directly related projects, their project team members, capacity and qualifications, and overall project fee.

## Conclusion

The projects discussed within this report have been identified as high priority for meeting near term and future growth and development needs.

All the firms recommended through this engineering consultant appointment have shown their competency and expertise with infrastructure projects of this type.

**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.



Appendix 'A' – Sources of Financing

Appendix 'B' – Location Map

**Appendix "A"**

#24110  
June 11, 2024  
(Appoint Consulting Engineers)

Chair and Members  
Civic Works Committee

RE: Infrastructure Renewal Program: Round 2  
Capital Project ES241424 - Infrastructure Renewal Program - Sanitary Sewers  
Capital Project ESHAF001 - HAF Infrastructure Renewal - Second Street  
GM BluePlan Engineering Limited - \$412,379.00 (excluding HST) (Subledger WS25C001)  
AECOM Canada Ltd. - \$124,607.00 (excluding HST) (Subledger NT24ES07)

**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>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES241424 - Infrastructure Renewal Program - Sanitary Sewers</b>				
Engineering	2,000,000	947,844	126,800	925,356
Construction	13,445,971	5,012,268	0	8,433,703
City Related Expenses	25,000	3,333	0	21,667
<b>ES241424 Total</b>	<b>15,470,971</b>	<b>5,963,445</b>	<b>126,800</b>	<b>9,380,726</b>
<b>ESHAF001 - HAF - Infrastructure Renewal - Second Street</b>				
Engineering	419,637	0	213,373	206,264
Construction	1,500,000	0	206,265	1,293,735
<b>ESHAF001 Total</b>	<b>1,919,637</b>	<b>0</b>	<b>419,638</b>	<b>1,499,999</b>
<b>Total Expenditures</b>	<b>\$17,390,608</b>	<b>\$5,963,445</b>	<b>\$546,438</b>	<b>\$10,880,725</b>

**Sources of Financing**

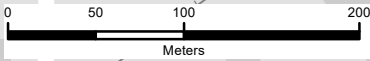
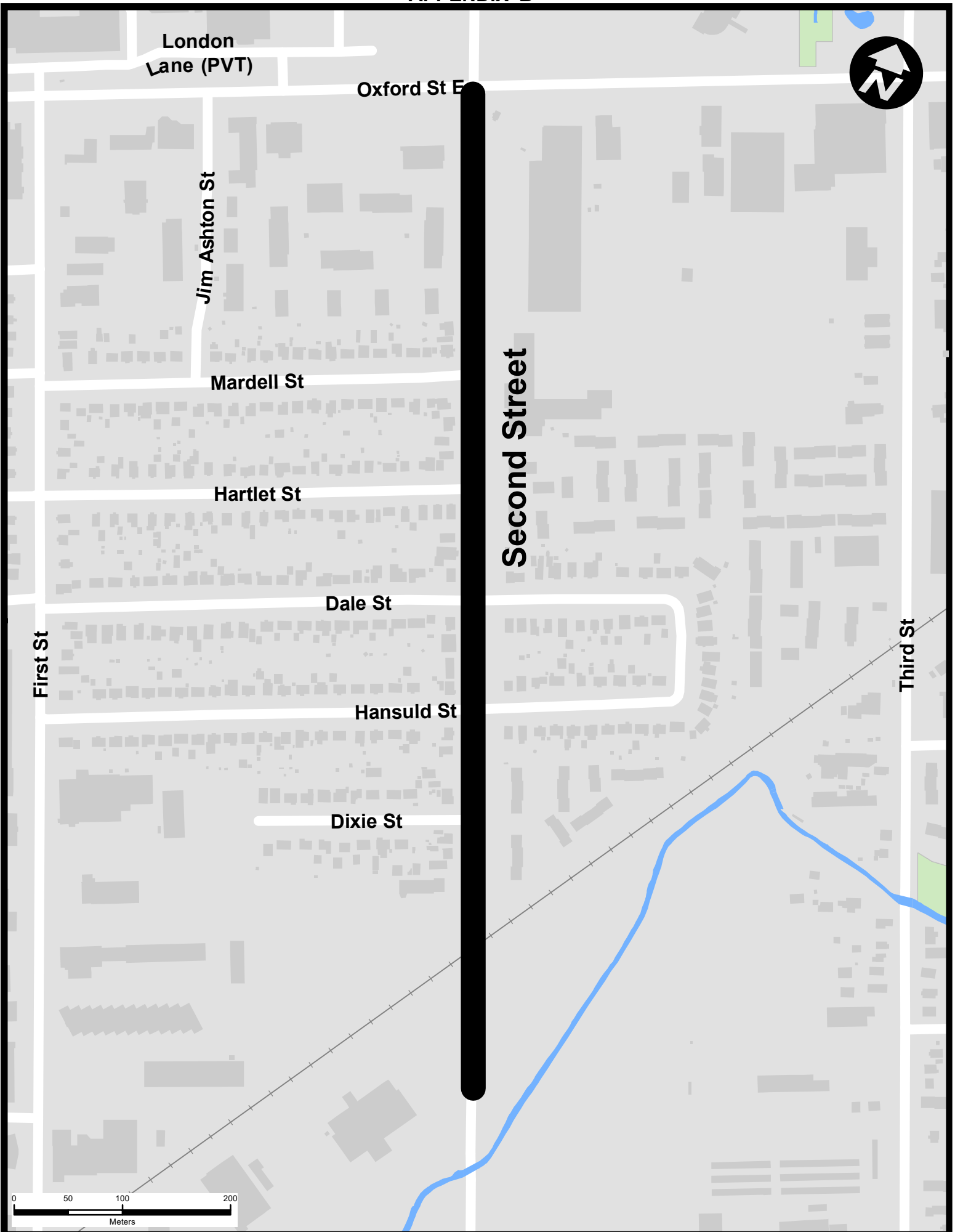
<b>ES241424 - Infrastructure Renewal Program - Sanitary Sewers</b>				
Capital Sewer Rates	2,500,250	2,500,250	0	0
Drawdown from Sewage Works Renewal Reserve Fund	10,720,721	1,213,195	126,800	9,380,726
Canada Community-Building Fund	2,250,000	2,250,000	0	0
<b>ES241424 Total</b>	<b>15,470,971</b>	<b>5,963,445</b>	<b>126,800</b>	<b>9,380,726</b>
<b>ESHAF001 - HAF - Infrastructure Renewal - Second Street</b>				
Other Federal Grants- Housing Accelerator Fund (Note 1)	1,919,637	0	419,638	1,499,999
<b>ESHAF001 Total</b>	<b>1,919,637</b>	<b>0</b>	<b>419,638</b>	<b>1,499,999</b>
<b>Total Financing</b>	<b>\$17,390,608</b>	<b>\$5,963,445</b>	<b>\$546,438</b>	<b>\$10,880,725</b>

<b>Financial Note</b>	<b>GM BluePlan Engineering</b>	<b>GM BluePlan Construction</b>	<b>GM Blue Plan Total</b>	<b>AECOM</b>
Contract Price	\$209,682	\$202,697	\$412,379	\$124,607
Add: HST @13%	27,259	26,351	53,610	16,199
Total Contract Price Including Taxes	236,941	229,048	465,989	140,806
Less: HST Rebate	-23,568	-22,783	-46,351	-14,006
Net Contract Price	\$213,373	\$206,265	\$419,638	\$126,800

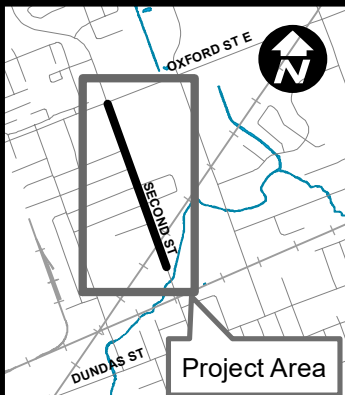
<b>Financial Note (continued)</b>	<b>Grand Total</b>
Contract Price	\$536,986
Add: HST @13%	69,809
Total Contract Price Including Taxes	606,795
Less: HST Rebate	-60,357
Net Contract Price	\$546,438

**Note 1:** Project ESHAF001 - Infrastructure Renewal - Second Street is funded from the Housing Accelerator Fund (HAF). The City of London received \$74.1 million from the Federal government through HAF that can be applied to infrastructure that supports new housing.

Jason Davies  
Manager of Financial Planning & Policy  
ah



LOCATION MAP



2025 Sanitary Sewer Infrastructure Upsizing Project

Second Street from Oxford Street East to north of Pottersburg Creek

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



London CANADA  
300 Dufferin Avenue,  
PO Box 5035  
London, Ontario  
N6A 4L9  
www.London.ca

 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:** RFT-2024-084 Greenway Flood Protection Tender Award  
**Date:** June 11, 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 construction of flood protection at Greenway Wastewater Treatment Plant:

- a) the bid submitted by Stone Town Construction Limited at its tendered price of \$24,477,992.06, excluding HST, for the construction of flood protection at Greenway Wastewater Treatment Plant **BE ACCEPTED**;
- b) the increase in fees for engineering services related to design and contract administration for the Greenway Flood Protection projects of \$760,641.00, plus HST, **BE APPROVED**;
- 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; 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

Greenway Wastewater Treatment Plant is located within the flood plain of the Thames River and is therefore susceptible to flooding events that are expected to become more frequent and more severe with climate change. By providing protection from flooding events, infrastructure worth over \$500 million is better protected from natural disaster and full treatment capability is maintained even during other significant flooding events. The City was able to obtain federal funding under the Disaster Mitigation and Adaptation Fund to contribute up to 40% of the cost of these works.

This report recommends the award of a tender for the construction of flood protection measures at Greenway Wastewater Treatment Plant and an increase in fees to the City's engineering consultant to reflect the expected scope of services for contract administration.

## Linkage to the Corporate Strategic Plan

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

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

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Equipment Preselection. Civic Works Committee. October 24, 2023.

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

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

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

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

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

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

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

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

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

### 2.0 Discussion and Considerations

#### 2.1 Discussion

The Greenway Wastewater Treatment Plant, located at 109 Greenside Avenue, is the City's largest plant and treats approximately 60% of the wastewater produced in London. With climate change, the City of London and other communities are experiencing more frequent and intense wet weather events, which increases the potential for flooding. Greenway is in a location that would be impacted by flooding of the Thames River. Through the federal Disaster Mitigation and Adaptation program, the City has secured funding of up to 40% of the cost to construct flood protection measures at the Greenway Wastewater Treatment Plant to protect against floods up-to and including a 1 in 250-year storm event. The flood protection systems, once complete, will improve asset resilience, enhance treatment capabilities during flood events, and enhance the safety of plant staff during those events.

Following the completion of an Environmental Assessment and the pre-purchase of key equipment, detailed design was completed to allow the construction contract to be put out for tender. The project includes the construction of a flood barrier consisting of a combination of earthen berm and sheet pile wall, as well as an effluent pumping station to allow treated flows to be discharged even when river levels are elevated.

During construction, there will be closures of the Thames Valley Parkway and Terry Fox Parkway in the vicinity of Greenway, but those closures have been restricted to the winter period. It is expected that the Thames Valley Parkway will be closed for two months or less, while the Terry Fox Parkway may require up to three months, both ending no later than March 2025. The construction contract includes bonus and penalty clauses to incentivize the contractor to keep the duration of the closure to a minimum.

## **2.2 Procurement Process – Construction Contract**

The procurement of a General Contractor to complete the construction of flood protection at Greenway Wastewater Treatment Plant was conducted as a two-part process, with prospective contractors first pre-qualified to bid based on their experience, expertise and capacity as determined by RFPQ-2023-303. Contractors were pre-qualified for flood protection projects at both the Greenway and Adelaide plants. These pre-qualified contractors were then invited to submit tenders for the Greenway project in response to RFT-2024-084. Of the five firms who were pre-qualified, four submitted compliant bids. Stone Town Construction Limited was the lowest submitted tender at a total cost of \$24,477,992.06, excluding HST, which was within the expected budget. As per Section 13.2 of the Procurement of Goods and Services Policy, Committee and City Council must approve award of tenders greater than \$6,000,000.

## **2.3 Consultant Fee Increase**

When the Request for Proposals was issued to procure the services of an Engineering Consultant to complete detailed design and provide contract administration for the flood protection projects at both Greenway and Adelaide wastewater treatment plants, an assumed contract duration was provided in order to establish an equal playing field for the procurement process. It was known at the time to be conservative, and that future consulting fees would be reviewed and considered based on the final design and expected construction duration put forward during tender.

Construction of the Greenway flood protection works is expected to require 143 weeks as compared with the 80 weeks that was mandated by the City for pricing during the Request for Proposals. As a result of this additional time, the City has negotiated with CIMA+, the prime consultant for this project, a fee increase of \$760,641.00 plus HST, including a 34.8% contingency. The significant contingency is intended to capture the potential variability in this project without being overly cautious with the increase in base scope, which in this case is seen to be a reasonable strategy. It is recommended that the contract be amended as requested.

It is noted that the upcoming tender for flood protection at Adelaide wastewater treatment plant may require a similar amendment to the consulting fees.

## **3.0 Financial Impact/Considerations**

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

## Conclusion

The Greenway Flood Protection project is a significant undertaking with a high level of complexity that provides essential protection against climate. Pre-qualification of the potential general contractors helps ensure lower risk and higher quality construction. Stone Town Construction Limited submitted the lowest compliant tender in a competitive process involving five pre-qualified bidders and is prepared to undertake the work. Staff recommends that the contract be awarded to Stone Town Construction Limited in the amount of \$24,477,992.06 plus HST.

In addition, the City's Engineering Consultant, CIMA+, will be required to provide contract administration services for a longer duration than was originally contemplated at the time of the procurement of their services. Staff recommends that the contract with CIMA+ for engineering services related to the flood protection projects be increased by \$760,641.00 plus HST accordingly.

**Prepared by:** Kirby Oudekerk, MPA, P. Eng.  
Division Manager, Wastewater Treatment Operations

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

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

Appendix 'A' – Source of Financing

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

**Appendix "A"**

**#24112**

June 11, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: RFT-2024-084 Greenway Flood Protection Tender Award  
(Subledger FS210001)  
Capital Project ES3230 - DMAF Greenway WWTP Flood Protection  
CIMA+ - \$760,641.00 (excluding HST)  
Stone Town Construction Limited - \$24,477,992.06 (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>Committed To Date</b>	<b>This Submission</b>
Engineering	2,244,989	1,470,961	774,028
Construction	24,908,805	0	24,908,805
City Related Expenses	21,971	21,971	0
Vehicle and Equipment	1,230,535	1,230,535	0
<b>Total Expenditures</b>	<b>\$28,406,300</b>	<b>\$2,723,467</b>	<b>\$25,682,833</b>

**Sources of Financing**

Drawdown from Sewage Works Renewal Reserve Fund	17,170,644	1,634,080	15,409,700
Federal Funding - Disaster Mitigation and Adaptation Fund (DMAF)	11,235,656	1,089,387	10,273,133
<b>Total Financing</b>	<b>\$28,406,300</b>	<b>\$2,723,467</b>	<b>\$25,682,833</b>

**Financial Note**

	<b>Engineering</b>	<b>Construction</b>	<b>Total</b>
Contract Price	\$760,641	\$24,477,992	\$25,238,633
Add: HST @13%	98,883	3,182,139	3,281,022
Total Contract Price Including Taxes	859,524	27,660,131	28,519,655
Less: HST Rebate	-85,496	-2,751,326	-2,836,822
Net Contract Price	\$774,028	\$24,908,805	\$25,682,833

---

Jason Davies

Manager of Financial Planning & Policy

ah



## 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:** RFP-2024-078 Byron Bridge Rehabilitation  
Detailed Design and Construction Administration  
Appointment of Consulting Engineer

**Date:** June 11, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the appointment of a consulting engineer for the detailed design, tendering and construction administration of the Byron Bridge Rehabilitation:

- (a) The proposal submitted by Dillon Consulting Limited **BE ACCEPTED** to provide consulting engineering services to complete the detailed design, tendering, and construction administration services at an upset amount of \$403,749.50, excluding HST, as per Section 15.2 (e) of the Procurement of Goods and Services Policy;
- (b) the financing for this assignment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this assignment;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents including agreements, if required, to give effect to these recommendations.

## Linkage to the Corporate Strategic Plan

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

## Analysis

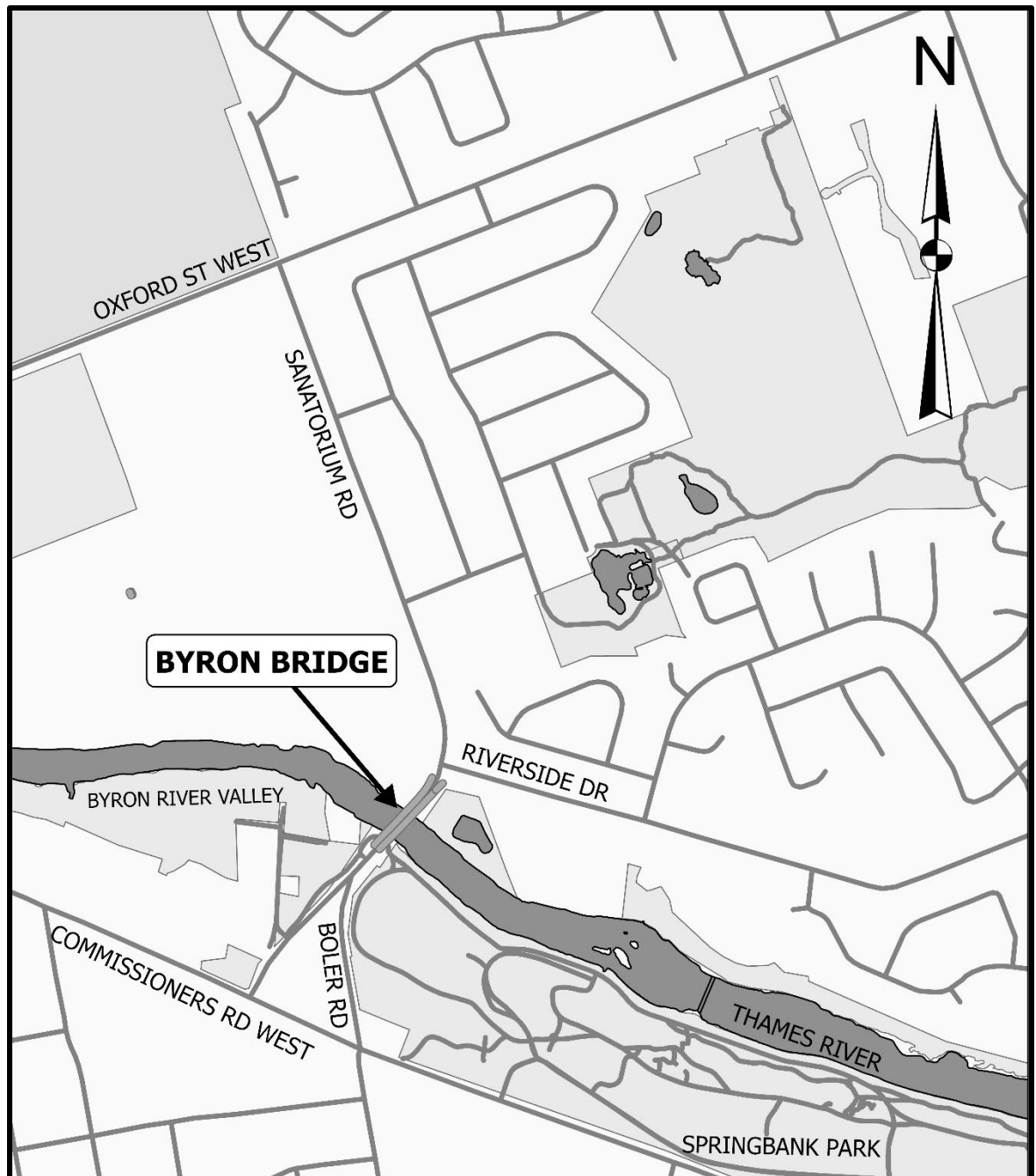
### 1.0 Context

The purpose of this report is to recommend the appointment of a consulting engineer to undertake the detailed design, tendering, and contract administration for an interim minor rehabilitation of the Byron Bridge. This project is recommended to address immediate structural needs, prevent future deterioration, and extend the service life of the bridge. Council approval of this consultant assignment is required in accordance with the City's Procurement of Goods and Services Policy.

## 2.0 Discussion and Considerations

### 2.1 Project Background

Byron Bridge was originally constructed in 1965 and is located on Boler Road over the Thames River (Figure 1). The structure is a five span precast concrete girder bridge and supports an average daily traffic volume of 21,000 vehicles per day and a significant number of pedestrians and cyclists. The structure has a sidewalk on the west side and supports a watermain and a sanitary sewer.



**Figure 1:** Byron Bridge, Boler Road over the Thames River

During the periodic inspection of the bridge in 2023, severe deterioration of the bridge girders was identified as a rehabilitation need. It is recommended that a minor rehabilitation be completed in the near term to address these immediate structural needs and to extend the structure's service life until such time as the bridge can be scheduled for replacement.

The proposed bridge rehabilitation includes:

- Prestressed girder repairs;
- Concrete patch repairs;
- Expansion joint improvements;
- Deck drain replacements;
- Localized repairs to the existing railings; and,
- Replacement of the existing asphalt and waterproofing system.

This project will also include localized repairs to the watermain and replacement of the sanitary sewer that are suspended from the bridge.

The functionality of the bridge was reviewed with respect to active transportation. This included examining the feasibility of widening the bridge to provide additional active transportation features. It was determined that it is not practically feasible nor cost-effective to widen the existing bridge given the bridge age, height, foundations and locations within the river. The scope of the current consulting assignment will include a review of options to determine the best manner to accommodate pedestrians and cyclists within the existing bridge deck width. In the longer term this bridge will require replacement which will provide an opportunity to create a new, wider bridge deck to better accommodate all users.

## **2.2 Procurement Process**

The consultant selection process for this assignment has been undertaken in accordance with Section 15.2 (e) of the City's Procurement of Goods and Services Policy which states:

“Assignments for complex projects, or projects with estimated consulting fees greater than the CFTA threshold for goods and services limit as amended, shall be awarded based on a two (2) stage process with the first stage being an open, publicly advertised expression of interest/pre-qualification stage (REOI/RFPQ), and the second being a RFP of the short-listed firms, of which there shall be a minimum of three (3) qualified firms stating their approach to the proposed project and their experience and knowledge of projects similar in nature.”

A procurement process was completed under RFPQ-2023-800 to pre-qualify engineering consultants for design and contract administration of transportation infrastructure projects. As a second stage, RFP-2024-078, was issued for this project to solicit proposals from three qualified engineering consulting firms. City staff have reviewed all proposals, including the financial and technical components, and selected Dillon Consulting Limited as having the best submission to address the required scope of work and providing the best value for the city.

## **3.0 Financial and Schedule Considerations**

Funds are identified in the capital budget for the engineering, detailed design, and construction administration of the Byron Bridge rehabilitation project as per the Source of Financing attached as Appendix A.

It is anticipated that construction will commence in 2025. As an important link across the Thames River, the service disruptions associated with this construction project will be carefully considered in coordination with the City's ReNew London Capital Construction Program. During construction, one lane of traffic will be maintained using temporary traffic control signals and pedestrian access will also be maintained during construction.

A communications plan for the construction will be developed early during design to inform residents, emergency services, schools and LTC of the impacts caused by the project.

## **Conclusion**

It is recommended that an interim minor rehabilitation be completed on the Byron Bridge to improve its condition and ensure that the bridge remains in a good state of repair until it is scheduled for future replacement. The scope of the rehabilitation also includes localized repairs to the watermain and replacement of the sanitary sewer.

Through a competitive procurement process, Dillon Consulting Limited has demonstrated a comprehensive understanding of the requirements for this project. Based on the evaluation of their submitted proposal it is recommended that Dillon Consulting Limited be appointed as the consulting engineer to undertake the detailed design, tendering, and construction administration for the Byron Bridge rehabilitation project in the amount of \$403,749.50 excluding HST.

Council approval of this consultant appointment is required in accordance with the City's Procurement of Goods and Services Policy.

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

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

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

Appendix A: Source of Financing

c: Curtis Watson, P.Eng., Dillon Consulting Limited  
Andrew Denomme, P.Eng., TP&D  
Steven Mollon, City of London, Procurement & Supply

**Appendix "A"**

#24105

June 11, 2024

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: RFP-2024-078 Byron Bridge Rehabilitation Detailed Design and Construction Administration

(Subledger BR240001)

Capital Project TS176324 - Bridges Major Upgrades

Capital Project ES241423 - Infrastructure Renewal Program - Sanitary Sewers

Capital Project EW376523 - Infrastructure Renewal Program - Watermains

Dillon Consulting Limited - \$403,749.50 (excluding HST)

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

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

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>TS176324 - Bridges Major Upgrades</b>				
Engineering	483,352	174,623	308,729	0
Construction	7,057,276	0	0	7,057,276
City Related Expenses	20,000	0	0	20,000
<b>TS176324 Total</b>	<b>7,560,628</b>	<b>174,623</b>	<b>308,729</b>	<b>7,077,276</b>
<b>ES241423 - Infrastructure Renewal Program - Sanitary Sewers</b>				
Engineering	1,993,977	1,326,894	93,184	573,899
Engineering (Utilities Share)	106,054	106,054	0	0
Land Acquisition	5,000	5,000	0	0
Construction	11,420,916	11,288,737	0	132,179
Construction (Utilities Share)	1,168,347	1,168,347	0	0
City Related Expenses	25,000	190	0	24,810
<b>ES241423 Total</b>	<b>14,719,294</b>	<b>13,895,222</b>	<b>93,184</b>	<b>730,888</b>
<b>EW376523 - Infrastructure Renewal Program - Watermains</b>				
Engineering	2,974,905	1,591,517	8,941	1,374,447
Construction	17,725,306	14,948,703	0	2,776,603
Relocate Utilities	1,457	0	0	1,457
City Related Expenses	993	993	0	0
<b>EW376523 Total</b>	<b>20,702,661</b>	<b>16,541,213</b>	<b>8,941</b>	<b>4,152,507</b>
<b>Total Expenditures</b>	<b>\$42,982,583</b>	<b>\$30,611,058</b>	<b>\$410,854</b>	<b>\$11,960,671</b>

**Sources of Financing**

**TS176324 - Bridges Major Upgrades**

Drawdown from Transportation Renewal Reserve Fund	4,760,628	0	0	4,760,628
Canada Community-Building Fund	2,800,000	174,623	308,729	2,316,648
<b>TS176324 Total</b>	<b>7,560,628</b>	<b>174,623</b>	<b>308,729</b>	<b>7,077,276</b>

**ES241423 - Infrastructure Renewal Program - Sanitary Sewers**

Capital Sewer Rates	8,812,878	8,812,878	0	0
Drawdown from Sewage Works Renewal Reserve Fund	2,382,015	1,557,943	93,184	730,888
Canada Community-Building Fund	2,250,000	2,250,000	0	0
Other Contributions	1,274,401	1,274,401	0	0
<b>ES241423 Total</b>	<b>14,719,294</b>	<b>13,895,222</b>	<b>93,184</b>	<b>730,888</b>

## Appendix "A"

#24105

June 11, 2024

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: RFP-2024-078 Byron Bridge Rehabilitation Detailed Design and Construction Administration

(Subledger BR240001)

Capital Project TS176324 - Bridges Major Upgrades

Capital Project ES241423 - Infrastructure Renewal Program - Sanitary Sewers

Capital Project EW376523 - Infrastructure Renewal Program - Watermains

Dillon Consulting Limited - \$403,749.50 (excluding HST)

**EW376523 - Infrastructure Renewal Program - Watermains**

Capital Water Rates	12,193,444	12,193,444	0	0
Drawdown from Water Works Renewal Reserve Fund	7,084,217	2,922,769	8,941	4,152,507
Canada Community-Building Fund	1,425,000	1,425,000	0	0
<b>EW376523 Total</b>	<b>20,702,661</b>	<b>16,541,213</b>	<b>8,941</b>	<b>4,152,507</b>

<b>Total Financing</b>	<b>\$42,982,583</b>	<b>\$30,611,058</b>	<b>\$410,854</b>	<b>\$11,960,671</b>
------------------------	---------------------	---------------------	------------------	---------------------

<b>Financial Note:</b>	<b>TS176324</b>	<b>ES241423</b>	<b>EW376523</b>	<b>Total</b>
Contract Price	\$303,389	\$91,573	\$8,787	\$403,749
Add: HST @13%	39,441	11,904	1,142	52,487
Total Contract Price Including Taxes	342,830	103,477	9,929	456,236
Less: HST Rebate	-34,101	-10,293	-988	-45,382
Net Contract Price	\$308,729	\$93,184	\$8,941	\$410,854

Jason Davies  
Manager of Financial Planning & Policy

ah

## Report to Civic Works Committee

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

**From:** Shawna Chambers, P.Eng., DPA  
Division Manager, Stormwater Engineering, Environment and Infrastructure

**Subject:** Funding to Support the Continuation of UTRCA Monitoring Program for the Dingman Creek Subwatershed

**Date:** June 11, 2024

## Recommendation

That on the recommendation of Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the Dingman Creek Surface Monitoring Program:

- (a) Upper Thames River Conservation Authority **BE APPOINTED** to complete the 2024 Dingman Creek Surface Monitoring Program in accordance with the estimate, on file, at an upset amount of \$161,550, excluding HST, in accordance with Section 14.4 (d), (e) & (h) of the City of London's Procurement of Goods and Services Policy;
- (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

This report seeks approval to continue funding the Dingman Creek subwatershed 2024 annual surface monitoring program on behalf of the City.

### Dingman Creek Surface Monitoring Program

The Dingman Creek subwatershed is the largest subwatershed within the City of London with a total area of 17,200 hectares, 74% of which is located within city limits. The subwatershed is the focus of significant urban development and is the subject of an on-going Environmental Assessment and floodplain mapping update. The proposed one-year monitoring program would continue the City's historical water quantity, quality, and biological monitoring programs in Dingman Creek. Data obtained by this program is used to calibrate floodplain modeling, assess overall stream health, and identify opportunities for stormwater management improvements.

After successful implementation of a three-year pilot project, this report recommends the UTRCA continue with a one-year monitoring program of the Dingman Creek, recognizing that the Ministry of Environment, Conservation and Parks (MECP) are expected to provide new stormwater management monitoring guidance to municipalities by the end of 2024.

## Linkage to the Corporate Strategic Plan

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

- Climate Action and Sustainable Growth:
  - London is one of the greenest and most resilient cities in Canada in alignment with the Council-declared climate emergency and the Climate

Emergency Action Plan.

- London'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 – June 13, 2023 - Funding to Support UTRCA Capital/Maintenance Projects and City Watercourse Monitoring Program
- Civic Works Committee – April 20, 2022 – Appointment of Services for Dingman Creek Surface Water Monitoring Program
- Civic Works Committee – June 22, 2021 – Appointment of Consulting Engineer for the Dingman Creek Subwatershed Stage 2 Lands; Schedule C Municipal Class Environmental Assessment
- Civic Works Committee – March 18, 2019 – Appointment of Services for Dingman Creek Surface Water Monitoring Program (ES2452)

### **2.0 Discussion and Considerations**

Prior to 2018, surface water monitoring programs within the Dingman Creek subwatershed were conducted by various consultants and City staff, in addition to UTRCA completing their own monitoring separate from City programs. In 2018, the City awarded UTRCA a three-year subwatershed pilot monitoring program. The program was intended to streamline surface water monitoring data collection, data sharing, and reporting between the City and UTRCA. Benefits of this collaborative approach include long-term consistency in data collection, reduction in data collection duplication, and digital data archiving through UTRCA's existing Western Ontario Environmental Database (WOED) accessible to both parties.

The 2018 pilot project successfully achieved its goals and staff recommend continuing to work with the UTRCA staff to conduct monitoring of Dingman Creek. The one-year Dingman Creek surface water monitoring program includes:

- Continuous flow and water level monitoring data at 23 different existing permanent stations in the Dingman Creek subwatershed to calibrate future floodplain and stormwater modeling conditions,
- Collection of Dingman Creek monitoring data to build upon the existing historical datasets of water chemistry data and biologic data, including aquatic invertebrate and fisheries data,
- Compiling data into a single database that can be shared, accessed, and utilized by both UTRCA and the City, and
- An annual Dingman Creek Subwatershed Surface Monitoring Report, to be updated at regular intervals to consider overall trends of the Dingman Creek system.

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

#### **3.1 Procurement Process**

The UTRCA has experienced and knowledgeable staff trained in performing surface water monitoring tasks as part of their day-to-day activities. These staff are well-versed in the Dingman Creek monitoring program, surface water monitoring protocols, and





## Appendix "A"

#24111

June 11, 2024

(Award Contract)

Chair and Members  
Civic Works Committee

RE: UTRCA Monitoring Program for the Dingman Creek Subwatershed  
(Subledger NT24ES08)

Capital Project ES543519 - Subwatershed Impact Monitoring (2019-2023)  
Upper Thames River Conservation Authority - \$161,550.00 (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>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
Engineering	1,280,473	337,282	164,394	778,797
Construction	6,106	6,106	0	0
<b>Total Expenditures</b>	<b>\$1,286,579</b>	<b>\$343,388</b>	<b>\$164,394</b>	<b>\$778,797</b>

### Sources of Financing

Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	1,286,579	343,388	164,394	778,797
<b>Total Financing</b>	<b>\$1,286,579</b>	<b>\$343,388</b>	<b>\$164,394</b>	<b>\$778,797</b>

### Financial Note

Contract Price	\$161,550
Add: HST @13%	21,002
Total Contract Price Including Taxes	182,552
Less: HST Rebate	-18,158
Net Contract Price	\$164,394

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

---

Jason Davies  
Manager of Financial Planning & Policy

ah

## 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:** Temporary Recycling Residual Disposal Fee Adjustment for Existing Customers at W12A Landfill

**Date:** June 11, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the attached proposed by-law (Appendix “A”) **BE INTRODUCED** at the Municipal Council meeting to be held on June 25, 2024 to amend By-law A-59, being “A by-law to provide for Various Fees and Charges” to establish a new temporary fee for existing customers that can no longer haul recycling process residuals in walking floor transfer trailers to the W12A Landfill due to operational constraints.

## Executive Summary

The purpose of this report is to request approval to establish a new temporary fee in the City of London’s Fees and Charges By-law for existing customers that can no longer haul recycling process residuals in walking floor transfer trailers to the W12A Landfill due to operational constraints at the landfill site.

The remaining space in the last waste disposal cell of the originally approved W12A Landfill is currently being filled. Efficiently filling this remaining space requires reducing the active operational space leading up to the active tipping face, which has resulted in an operational constraint such that very shortly there is no longer enough room to receive and unload large walking floor transfer trailers.

The inability to receive walking floor transfer trailers at the W12A Landfill is expected to continue until mid-2025.

For the City of London to retain a large portion of the existing revenue stream and preserve the long term revenue stream from existing customers, a temporary fee of \$30 per tonne is proposed. The current fee is \$40 per tonne. The proposed temporary fee is expected to off-set some of the additional hauling costs that will be incurred by customers who will now have to use different hauling methods.

The introduction of the proposed temporary tipping fee should minimize financial risk to the City of London. It also remains supportive of local businesses and the desire to continue to recycle more materials in London. It is estimated that this change would reduce the 2024 actual gross tipping fee revenue generated at the W12A Landfill by approximately \$230,000.

## 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:

- 2024-2027 Consolidated Fees and Charges By-law (November 21, 2023, meeting of the Strategic Priorities and Policy Committee, Item #3.1)

#### 1.2 Purpose of Existing W12A Recycling Process Residual Waste Tipping Fee

The Council approved fees for waste disposal at the W12A Landfill include a Residual Waste Tipping Fee that has a rate of \$40 per tonne versus the regular waste which is tipped at \$47 per tonne (minimum vehicle tare weight of 10 tonnes). This price differential is designed as a recycling incentive to businesses to work with the local recycling industry to divert materials from landfill. Only the remaining materials (i.e., residuals) that have been processed for the purpose of extracting recoverable materials qualify for this reduced tipping fee.

Over the years, large scale recyclers in London have delivered Recycling Process Residuals to the W12A Landfill in large transfer trailers (i.e., walking floor transfer trailers designed to eject the load of materials at the landfill) to reduce transportation costs (e.g., fewer vehicles required, less fuel consumed, etc.). Small scale recyclers traditionally do not produce enough residual materials to warrant the use of transfer trailers and use smaller hauling vehicles as part of their operation.

#### 1.3 Current Operations

The remaining space in the last waste disposal cell of the originally approved W12A Landfill is currently being filled. Efficiently filling this remaining space requires reducing the active operational space leading to the active tipping face, which has resulted in an operational constraint such that there is no longer enough operational space to receive and unload large transfer trailers. Operationally, receiving walking floor transfer trailers at the W12A Landfill requires a larger active tipping face as they take more room to unload and turn around.

Walking floor transfer trailers are predominantly used by customers disposing of Recycling Process Residuals at W12A. These customers can continue to dispose of Recycling Process Residual however this will need to use alternate hauling methods such as roll-off bins, which will add hauling costs.

Walking floor transfer trailers are a common and efficient transportation vehicle for waste and residual materials in Ontario and are accepted at large private landfills in southwestern Ontario and Michigan. Transfer trailers provide the ability move materials longer distances for final disposal and increase competition.

#### 1.4 Current Financial Matters

Recycling Process Residuals is a large volume waste type that is received at the W12A Landfill. About 50,000 tonnes were received in 2023. In 2023, this waste type generated approximately \$1,980,000 in gross tipping fee revenue. Most of this waste type was received in walking floor transfer trailers and predominantly from two customers (about 95%).

A large percentage of the materials to be recycled are associated with the construction and renovation industry. This area continues to grow due to current economic activity and the future outlook in London.

## **2.0 Discussion and Considerations**

### **2.1 Potential Impact of Higher Transportation Costs for Large Volume Recycling Process Residuals Customers**

No longer accepting walking floor transfer trailers is estimated to add approximately \$10 per tonne of hauling cost to existing customers disposing of Recycling Process Residual as they will need to haul in small loads. Rather than absorb the full additional cost customers may choose to shift their Recycling Process Residuals to other waste disposal sites that are further away but still receive walking floor transfer trailers. Using the existing loading and transportation system requires no changes for existing customers; whereas a switch to smaller hauling vehicles requires operational changes.

There are several large private disposal facilities are between 45 minutes and 2.5 hours from London.

### **2.2 Proposed Temporary Fee Adjustment**

To retain a large portion of the existing revenue stream and preserve the long term revenue stream from existing customers disposing of Recycling Process Residual in walking floor transfer trailers at the W12A Landfill, a temporary fee of \$30 per tonne is proposed. The proposed temporary fee is expected to off-set some of the additional hauling costs that will be incurred by customers who will now have to use different hauling methods.

This temporary fee reduction only applies to customers that currently use walking floor transfer trailers. There are no changes to other disposal fee categories.

The temporary fee would start July 1, 2024 and be in effect until mid-2025. The adjustment being proposed in this report is for 2024 with additional information provided for 2025 in the upcoming 2025 Fees and Charges By-law amendments.

## **3.0 Financial Impact/Considerations**

### **3.1 Potential Financial Impact**

Adding a new temporary fee for existing customers disposing of Recycling Process Residual that previously hauled in walking floor transfer trailers is estimated to reduce the 2024 actual gross tipping fee revenue generated at the W12A Landfill by approximately \$230,000. This estimate assumes that similar volumes to those in 2023 for this waste type are received in 2024. The estimated reduction in overall gross tipping fee revenue is expected to have a minor impact on the overall Garbage and Recycling budget and will be addressed in the 2024 mid-year and year-end operating budget monitoring reports.

The inability to receive walking floor transfer trailers at the W12A Landfill is expected to continue into 2025, until the first cell of the expanded W12A Landfill can receive waste. Extension of the new fee proposed in this request (i.e., updates to 2025 Fees and Charges By-law) and 2025 budget implications will be addressed as part of the 2025 budget update process.

### **3.2 Potential Financial Risks**

Under a worst-case scenario, if there is a decision that no temporary fee adjustment is warranted, the financial risk would be associated with the loss of a portion of, to the majority of, this revenue stream. This amount could range between \$900,000 and \$1.8 million in gross revenue over a 12 month period. There would be some offsetting cost savings associated with some operational reductions depending on the actual amount of waste reduced.

## Conclusion

This report recommends approval to establish a new temporary W12A Landfill tipping fee for existing customers hauling Recycling Process Residuals in walking floor transfer trailers effective July 1, 2024, until the end of 2024.

The estimated loss of gross tipping fee revenue received at W12A for the remainder of 2024 is expected to have a minor impact on the overall Garbage and Recycling budget and will be accounted for in the 2024 mid-year operating budget monitoring report. The proposed tipping fee reduction is expected to extend into 2025 and the necessary adjustments will be made as part of the 2025 budget update process.

The proposed new temporary tipping fee is designed to mitigate against larger financial risks that could occur if existing customers shift their business to other landfill sites located within 45 minutes to 2.5 hours from London.

**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 A by-law to amend By-law A-59 being "A by-law to provide for Various Fees and Charges" to establish a new temporary fee for existing customers that can no longer haul recycling process residuals in walking floor transfer trailers to the W12A Landfill due to operational constraints.

## Appendix A

Bill No.  
2024

By-law No. A-\_\_\_\_\_

A by-law to amend By-law A-59 being “A by-law to provide for Various Fees and Charges” to establish a new temporary fee for existing customers that can no longer haul recycling process residuals in walking floor transfer trailers to the W12A Landfill Site due to operational constraints.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS section 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS section 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1);

AND WHEREAS section 391(1) of the *Municipal Act, 2001* provides that a municipality may impose fees or charges on persons:

- (a) for services and activities provided or done by or on behalf of it;
- (b) for costs payable by it for services and activities provided or done by or on behalf of any other municipality or any local board; and
- (c) for the use of its property including property under its control;

AND WHEREAS it is deemed expedient to pass this by-law;

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

1. That Schedule “1” of By-law A-59 entitled “A By-law to provide for Various Fees and Charges” be amended under the Environmental Services Garbage Recycling and Composting Grouping to add a new temporary fee for existing customers who can no longer haul recycling process residuals to the W12A Landfill in Walking Floor Transfer Trailers, as outlined in the table attached as Schedule “A” to this by-law.
2. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on June 25, 2024.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 25, 2024  
Second Reading – June 25, 2024  
Third Reading – June 25, 2024



**Schedule "A"**

**Schedule 1, 2024 Fees & Charges - Environmental Services**

Service Grouping: Garbage Recycling and Composting

<b>Service/Activity</b>	<b>Unit of Measure</b>	<b>2024 Effective Date</b>	<b>2024 Fee</b>
Garbage Collection and Disposal, Solid Waste Temporary Disposal Fees: Recycling Process Residuals for Existing Customers No Longer Able to Haul in Walking Floor Transfer Trailers	Tonne	July 1/24 expires Dec. 31/24	\$30.00

## 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: Dundas Street TVP Active  
Transportation Connection  
**Date:** June 11, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the Dundas Street TVP Active Transportation Connection project:

- a) Dundas TVP Active Transportation Connection (Tender RFT21-04) construction contract value with L-82 Construction Ltd. **BE INCREASED** by \$170,000 to \$2,535,763.20 (excluding HST) in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy;
- b) the financing for these projects **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 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 contract for the Dundas Street TVP Active Transportation Connection project requires additional funds due to required coordination work with underground utility work and an adjacent construction 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

None.

## 2.0 Discussion and Considerations

### 2.1 Discussion

In April 2021, the City began construction on the Dundas Street TVP Active Transportation Connection project to install separate bike lanes, pedestrian and cycle crossings and improve landscaping along Dundas Street from Ridout Street to the Kensington Bridge. The project is now complete apart from some minor landscaping work, including pedestrian connectivity to Museum London.

The final work is taking place in June of 2024, rather than 2021, due to advanced underground utility relocation work required for the Downtown Loop and Municipal Infrastructure Improvements Phase 2 that would have conflicted with the work from the Dundas Street TVP Active Transportation Connection project. Following this utility work, the Downtown Loop Phase 2 project work began in 2022 and conflicted with the proposed final work for this project. Now that the Downtown Loop Phase 2 project is complete, the final landscaping component can be completed on the Dundas Street TVP project.

In May of 2024 additional funds were requested pursuant to the City's Procurement of Goods and Services Policy.

Throughout the duration of the project there were numerous unforeseeable encumbrances that required a majority of the original project contingency. It has been determined that an additional \$170,000 it required to complete this project. These additional costs cover the rising costs to complete the work several years later.

### 3.0 Financial Impact/Considerations

An additional \$170,000 for the contract with L-82 Construction Ltd. is required to complete the project contract. This funding is available in the approved 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 Dundas Street TVP Active Transportation Connection project construction contract.

**Prepared by:** Ugo DeCandido, P.Eng., Division Manager, Construction Administration

**Submitted by:** Jennie Dann, P.Eng., Director, Construction and Infrastructure Services

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

**Attach:** Appendix 'A' – Sources of Financing:  
▪ Dundas Street TVP Active Transportation Connection project (RFT21-04)

**cc:** Garfield Dales, Division Manager, Transportation Planning & Design  
Gary McDonald, Budget Analyst, Finance & Corporate Services

**Appendix "A"**

**#24109**

June 11, 2024

(Contract Increase)

Chair and Members  
Civic Works Committee

RE: Contract Price Increase: Dundas Street TVP Active Transportation Connection (RFT21-04)  
(Subledger RD190019)  
Capital Project TS1748 - Dundas Place - TVP Active Transportation Connection (PTIS)  
L-82 Construction Ltd. - \$170,000.00 (excluding HST)

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

Finance Supports confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and 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	771,726	771,726	0	0
Construction	3,225,223	2,793,336	172,992	258,895
City Related Expenses	3,051	2,977	0	74
<b>Total Expenditures</b>	<b>\$4,000,000</b>	<b>\$3,568,039</b>	<b>\$172,992</b>	<b>\$258,969</b>

**Sources of Financing**

Debenture By-Law No. W.-5656-14 (Note 1)	1,068,001	963,371	46,708	57,923
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,600,000	1,427,216	69,197	103,588
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,331,999	1,177,453	57,087	97,459
<b>Total Financing</b>	<b>\$4,000,000</b>	<b>\$3,568,039</b>	<b>\$172,992</b>	<b>\$258,969</b>

**Financial Note:**

Contract Increase	\$170,000
Add: HST @13%	22,100
Total Contract Price Including Taxes	192,100
Less: HST Rebate	-19,108
Net Contract Increase	\$172,992

**Note 1:** Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act.

\_\_\_\_\_  
Jason Davies  
Manager of Financial Planning & Policy

ah