

Agenda Including Addeds  
Civic Works Committee

10th Meeting of the Civic Works Committee

July 16, 2024

9:30 AM

Council Chambers - Please check the City website for additional meeting detail information. Meetings can be viewed via live-streaming on YouTube and the City Website.

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

Members

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

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact [CWC@london.ca](mailto:CWC@london.ca) or 519-661-2489 ext. 2425.

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2.7 School Zone Speed Limit Reductions on Major Streets Amendments to the Traffic and Parking By-law	75
2.8 Upper Thames River Conservation Authority and West London Dyke Phases 9 Through 13 Design	84
3. Scheduled Items	
4. Items for Direction	
5. Deferred Matters/Additional Business	

5.1 (ADDED) DELEGATION – B. Samuels, Chair, Environmental Stewardship and Action Community Advisory Committee – 8th Report of the Environmental Stewardship and Action Community Advisory Committee

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## 6. Adjournment

# Integrated Transportation Community Advisory Committee

## Report

7th Meeting of the Integrated Transportation Community Advisory Committee  
June 19, 2024

Attendance                    T. Khan (Chair), R. Buchal, E. Eady, L. Thomas-Gray, A. Husain, V. Lubrano III, D. Luthra, E. Poirier, A. Santiago, J. Vareka and J. Bunn (Acting Committee Clerk)

ABSENT: D. Foster, A. Issa, T. Kerr, S. Leitch and A. Pfeffer

ALSO PRESENT: J. Dann, S. Grady, D. Hall, P. Lupa, D. MacRae, J. Michaud, A. Miller, N. Moffatt and J. Stanford

The meeting was called to order at 3:01 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 Short-Term Cycling and Pathway Projects

That the presentation, dated June 19, 2024, from D. Hall, Program Manager, Acting Transportation, with respect to the Short-term Cycling and Pathway Projects, was received.

2.2 Mobility Master Plan Actions and Policies

That it BE NOTED that the verbal presentation from S. Grady, Traffic and Transportation Engineer with respect to the Mobility Master Plan Actions and Policies, was received.

**3. Consent**

3.1 6th Report of the Integrated Community Advisory Committee

That it BE NOTED that the 6th Report of the Integrated Transportation Community Advisory Committee, from the meeting held on May 15, 2024, was received.

3.2 Municipal Council Resolution – 5th Report of the Integrated Transportation Community Advisory

That it BE NOTED that the Municipal Council resolution, from the meeting held on May 14, 2024, with respect to the 5th Report of the Integrated Transportation Community Advisory Committee, was received.

3.3 (ADDED) Notice of Planning Application - Official Plan and Zoning By-law Amendments - Transit Village Amendments - Oxford-Richmond and 100 Kellogg Lane

That it BE NOTED that the Notice of Planning Application, dated June 13, 2024, from S. Filson, Planner, with respect to Official Plan and Zoning By-

law Amendments related to Transit Village Amendments for Oxford-Richmond and 100 Kellogg Lane, was received.

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

- 4.1 Vision Zero (Roadside Safety) Sub-Committee – Bradley Avenue Traffic Cones

That it BE NOTED that the communication, dated June 6, 2024, from A. Santiago, Vision Zero (Roadside Safety) Sub-Committee, with respect to Bradley Avenue Traffic Cones, was received.

**5. Items for Discussion**

None.

**6. Adjournment**

The meeting adjourned at 4:01 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:** Appointment of Consulting Engineer for Contract  
Administration Services and CP Rail Flagging Fees: Hyde  
Park Assignment 'A' - Phase 2 Project  
**Date:** July 16, 2024

## Recommendation

That on the recommendation of Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the appointment of consulting engineers for contract administration services for the Hyde Park Assignment 'A' - Phase 2 Stormwater Infrastructure construction project:

- (a) Stantec Consulting Limited, **BE AUTHORIZED** to carry out the resident inspection and contract administration for the Hyde Park Assignment 'A' Phase 2 project in accordance with the estimate, on file, at an upset amount of \$243,764.00, including contingency, excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (b) the allowance of the mandated Canadian Pacific Railway (CP) flagging personnel during the construction of the Hyde Park Assignment 'A' - Phase 2 tunnel works per the anticipated CP flagging requirements **BE APPROVED** for the Hyde Park Assignment 'A' - Phase 2 project, with an estimated fee of \$52,034, excluding HST;
- (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; 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

Stantec Consulting Limited worked with city staff to complete the challenging Hyde Park stormwater infrastructure lifecycle replacement needs in response to climate change and to accommodate development growth within the City. This project is the second phase of the original Hyde Park Assignment 'A' design awarded to Stantec Consulting Limited.

## 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.

## Analysis

### 2.1 Background Information

#### 1.1 Previous Reports Related to this Matter

- CWC – June 13, 2023 – Appointment of Consulting Engineers for Contract Administration Services: Stormwater Infrastructure and Channel Remediation Projects.
- CWC – August 31, 2021 – Appointment of Consulting Engineer for the Hyde Park EA SWM Works – Assignment ‘A’ Detailed Design

### 2.0 Discussion and Considerations

#### 2.1 Work Description – Hyde Park EA Works Assignment ‘A’ – Phase 2

Stantec’s original assignment included the detailed design of several components of the stormwater management (SWM) works recommended by the Hyde Park EA Addendum as follows:

1. Hyde Park SWM 1 Retrofit within existing block.
2. Hyde Park SWM 1B1 Retrofit within existing block.
3. Trenchless design of a new storm culvert under the Canadian Pacific (CP) Rail line, and a new storm channel south of the CP Rail into a new inlet into Hyde Park SWM facility 1B1.
4. Decommissioning of the temporary Matthews Hall Subdivision SWM Facility.

Due to ongoing land acquisition negotiations and CP Rail tunnel crossing approvals, the above noted work was separated into two project tenders. Phase 1 tender consisted of item #1 which was constructed in 2023. In June 2024, items #2-4 were tendered for construction following receipt of the CP Rail agreement and the necessary land acquisition. The location map of these projects is provided in Appendix ‘B’.

Stantec’s original design assignment did not anticipate the separation of this project into two separate tender phases and thus, additional contract administration fees are required to facilitate the resident inspection and contract administration of Phase 2.

All work was designed and will be constructed in accordance with the mitigation and compensation plan identified in the Environmental Impact Study (EIS) and additional features identified through this detailed design.

Phase 2 construction tender will be awarded through the Administrative Approval of Tender Acceptance/Contract Award (AATACA) process.

### 3.0 Financial Impact/Considerations

#### 3.1 CP Rail Flagging Requirements

In accordance with the Canadian Pacific Railway (CP) agreement with the City, it is mandated that CP flagging personnel be present at all times when work progresses within the CP right-of-way, unless otherwise approved by CP. A conservative estimate of \$52,034 (excluding HST) has been identified for this project.

#### 3.2 Consulting Engineer Services

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

Due to the knowledge and positive performance on the detailed design assignments, Stantec Consulting Limited was invited to submit a proposal to carry out the resident inspection and contract administration for their project.

Staff have reviewed the fee submissions, including hourly rates and the time allocated to each project task, as provided by Stantec Consulting Limited. The submission was found to be consistent with other project assignments of similar scope. The continued use of the identified consultant 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.

Funds have been budgeted in the Stormwater capital budgets to support the recommended award, as identified in Appendix ‘A’ - Sources of Financing.

**Conclusion**

Replacing infrastructure at the end of its lifecycle and rehabilitating existing stormwater infrastructure is essential to building a sustainable city and to adapt to climate change for the future. The recommended engineering consultant assignment will allow the construction project to be completed in the best financial and technical interests of the City. It is recommended that Stantec Consulting Limited continue as the consulting engineer for the purpose of resident inspection and contract administration services.

<b>Prepared by:</b>	<b>Shawna Chambers, P.Eng., DPA Division Manager, Stormwater Engineering</b>
<b>Submitted by:</b>	<b>Ashley Rammeloo, MMSc, P.Eng. Director, Water, Wastewater, and Stormwater</b>
<b>Recommended by:</b>	<b>Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment and Infrastructure</b>
<b>cc:</b>	Gary MacDonald Alan Dunbar Jason Davies Paul Titus

Appendix ‘A’ – Sources of Financing

Appendix ‘B’ – Location Map

Appendix "A"

#24137  
July 16, 2024  
(Appoint Consulting Engineer)

Chair and Members  
Civic Works Committee

RE: Contract Administration Services and CP Rail Flagging Fees: Hyde Park Assignment 'A' - Phase 2 Project  
(Subledger SWM24003)  
Capital Project ESSWM-HP5 - SWM Facility - Hyde Park No 5  
Stantec Consulting Limited - \$243,764.00 (excluding HST)  
Canadian Pacific Railway (CP) - \$52,034.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
Engineering	2,134,000	769,622	0	1,364,378
Land Acquisition	444,700	206,014	0	238,686
Construction	7,068,978	2,488,510	301,004	4,279,464
City Related Expenses	70,022	70,022	0	0
Total Expenditures	\$9,717,700	\$3,534,168	\$301,004	\$5,882,528

Sources of Financing

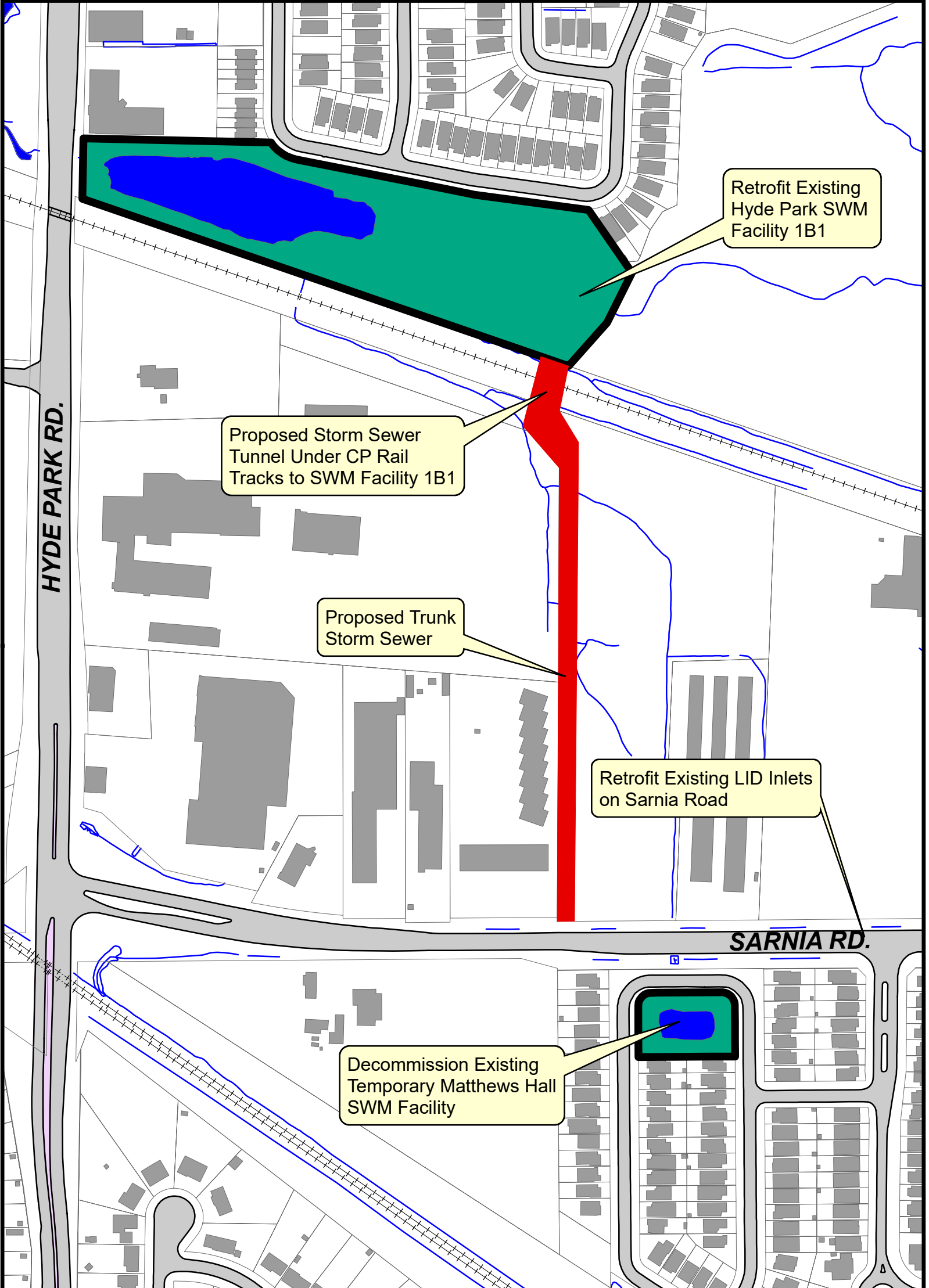
Debenture By-law No. W.-5560-200	142,218	0	0	142,218
Drawdown from Sewage Works Renewal Reserve Fund	289,667	157,069	13,378	119,220
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	9,285,815	3,377,099	287,626	5,621,090
Total Financing	\$9,717,700	\$3,534,168	\$301,004	\$5,882,528

Financial Note:	Stantec - ESSWM-HP5	CP Rail - ESSWM-HP5	Total
Contract Price	\$243,764	\$52,034	\$295,798
Add: HST @13%	31,689	6,765	38,454
Total Contract Price Including Taxes	275,453	58,799	\$334,252
Less: HST Rebate	-27,399	-5,849	-33,248
Net Contract Price	\$248,054	\$52,950	\$301,004


**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





PROJECT LOCATION MAP - APPENDIX 'B'





1:3,000


0 37.5 75 150


Meters


**Legend**


 Existing SWM Facilities

 Trunk Storm Sewer and Tunnel Alignment/Location

 Land Parcel


 Road

 Railroad

 Water Body

Map Produced by  
the Stormwater  
Engineering Division

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



## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee  
**From:** Kelly Scherr, P.Eng., MBA, FEC  
Deputy City Manager, Environment, and Infrastructure  
**Subject:** Appointment of Consulting Engineers for the Infrastructure  
Renewal Program: Round 3  
**Date:** July 16, 2024

## Recommendation

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

- (a) the following consulting engineers **BE APPOINTED** to carry out consulting services for the identified Infrastructure Renewal Program funded projects, at the upset amounts identified below, in accordance with the estimate on file, and in accordance with Section 15.2(e) of the City of London's Procurement of Goods and Services Policy:
  - (i) Spriet Associates London Limited **BE APPOINTED** consulting engineers to complete the pre-design, and detailed design of Nightingale Ave from Dundas Street to Elias Street, in the total amount of \$243,039.50 (including contingency), excluding HST;
  - (ii) Stantec Consulting Limited **BE APPOINTED** consulting engineers to complete the servicing study, and preliminary design of the Chelsea Green area located along Adelaide Street, immediately south of the Thames River, in the total amount of \$301,442.35 (including contingency), excluding HST;
- (b) WT Infrastructure Solutions Inc. **BE APPOINTED** consulting engineers to complete the detailed design and construction administration for the Sewer Renewal Project Package, in the total amount of \$244,601.00 (excluding HST), noting this bid is being reported as an irregular bid per the Procurement of Goods and Services Policy, Section 19.4(b) and (c), only one bid was received for this request for proposal;
- (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; 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

The Infrastructure Renewal Program is an annual program intended to maintain the lifecycle and operation of municipal infrastructure at an acceptable performance level. The engineering consultants work with city staff to complete the Infrastructure Renewal Program projects and meet the challenging infrastructure lifecycle replacement needs. The engineering consulting work recommended within this report will support the reconstruction of an estimated \$6,500,000 of capital infrastructure in 2025.

This report recommends the award of engineering consultant appointments for the Infrastructure Renewal Program. Project location maps are attached in Appendix 'B'.

## Linkage to the Corporate Strategic Plan

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

- Climate Action and Sustainable Growth:
  - The infrastructure gap is managed for all assets;
  - London's infrastructure is built, maintained, and secured to support future growth and protect the environment; and
  - London has a strong and healthy environment by incorporating stormwater management quantity and quantity controls to protect downstream waterways, wetlands, watersheds, and natural areas.

## Analysis

### 1.0 Background Information

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

- CWC – May 28, 2018 – Revised Grouped Consultant Selection Process
- CWC – April 9, 2024 – Appointment of Consulting Engineers for the Infrastructure Renewal Program
- CWC – June 11, 2024 – Appointment of Consulting Engineers for the Infrastructure Renewal Program: Round 2

### 2.0 Discussion and Considerations

#### 2.1 Work Description

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

The City infrastructure design groups within each service area work closely together to co-ordinate infrastructure repair, rehabilitation, and replacement. City staff prepare a list of the highest priority projects, taking into consideration condition assessment, capacity, criticality of the infrastructure link, and the safety and social impacts should the infrastructure link fail. City staff meet regularly throughout the year to co-ordinate their respective work with the goal of aligning construction projects so more than one infrastructure element can be renewed, which significantly reduces social disruption and saves on construction costs. Design work starts early in the budget cycle which allows projects to tender early in the season, so the most competitive construction pricing can be realized.

This report recommends the appointment of engineering consultants for three engineering assignments. A location map is provided for each project in Appendix 'B.'

Highlights of the projects include:

- Nightingale Avenue, scheduled for 2025 construction, will proactively replace an aging sanitary sewer and upsize the existing watermain;
- Chelsea Green Servicing Study will provide an overall municipal water and sewer servicing strategy, including the separation of 1,166 meters of existing combined sewers; and
- The Sewer Renewal Project Package, scheduled for 2025 construction, combines three smaller sewer renewal projects into one project package for efficient project delivery.

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

Street(s)	Consultant	Design Fee	Construction Administration Fee	Total Fee
Nightingale Ave	Spriet Associates London Limited	\$243,039.50	-	\$243,039.50
Chelsea Green Servicing Study	Stantec Consulting Limited	\$301,442.35	-	\$301,442.35
Sewer Renewal Project Package	WT Infrastructure Solutions Inc	\$161,347.00	\$83,254.00	\$244,601.00

### 3.0 Financial Impact/Considerations

#### 3.1 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 Engineering and Infrastructure Service Area 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.

Three firms submitted proposals for the Nightingale Ave and Chelsea Green Servicing Study Request for Proposals. For the Single Sewer Renewal Package, only one firm submitted a proposal. After consultation with the City’s Purchasing Department, the decision was made to open the sole proposal.

An evaluation of the proposals was undertaken by the Environment and Infrastructure Service Area including a review of the time allocated to each project task, along with hourly rates provided by each of the consultant’s staff members. The submissions were found to be consistent with other project assignments of similar scope. 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**

Replacing infrastructure at the end of its lifecycle is essential to building a sustainable city. The recommended engineering consultant assignments for the Infrastructure Renewal Program are another step forward in replacing London’s aging infrastructure. The projects discussed within this report have been identified as high priority due to the age, poor condition and associated risk of failure associated with the infrastructure.

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

**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: D. Gough, K. Johnson, K. Chambers., I. Harris

Appendix ‘A’ – Sources of Financing

Appendix ‘B’ – Location Maps

Appendix "A"
#24135
July 16, 2024
(Appoint Consulting Engineers)
Chair and Members
Civic Works Committee
RE: Infrastructure Renewal Program: Round 3
Capital Project EW376523 - Infrastructure Renewal Program - Watermains
Capital Project ES241423 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
Spriet Associates London Limited - \$243,039.50 (excluding HST) (Subledger WS25C002)
Stantec Consulting Limited - \$301,422.35 (excluding HST) (Subledger WS25C003)
WT Infrastructure Solutions Inc. - \$244,601.00 (excluding HST) (Subledger WS25C004)

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

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

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
<b>EW376523 - Infrastructure Renewal Program - Watermains</b>				
Engineering	2,974,905	1,591,517	221,626	1,161,762
Construction	17,725,306	17,250,258	0	475,048
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>18,842,768</b>	<b>221,626</b>	<b>1,638,267</b>
<b>ES241423 - Infrastructure Renewal Program - Sanitary Sewers</b>				
Engineering	2,199,346	1,908,673	290,673	0
Engineering (Utilities Share)	106,054	106,054	0	0
Land Acquisition	5,000	5,000	0	0
Construction	11,288,737	11,288,737	0	0
Construction (Utilities Share)	1,168,347	1,168,347	0	0
City Related Expenses	1,098	1,098	0	0
<b>ES241423 Total</b>	<b>14,768,582</b>	<b>14,477,909</b>	<b>290,673</b>	<b>0</b>
<b>ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment</b>				
Engineering	2,000,000	885,848	290,673	823,479
Construction	11,344,893	10,637,178	0	707,715
City Related Expenses	100,000	1,984	0	98,016
<b>EW376523 Total</b>	<b>13,444,893</b>	<b>11,525,010</b>	<b>290,673</b>	<b>1,629,210</b>
<b>Total Expenditures</b>	<b>\$48,916,136</b>	<b>\$44,845,687</b>	<b>\$802,972</b>	<b>\$3,267,477</b>

Sources of Financing

<b>EW376523 - Infrastructure Renewal Program - Watermains</b>				
Capital Water Rates	12,193,444	12,193,444	0	0
Drawdown from Water Works Renewal Reserve Fund	7,084,217	5,224,324	221,626	1,638,267
Canada Community-Building Fund	1,425,000	1,425,000	0	0
<b>EW376523 Total</b>	<b>20,702,661</b>	<b>18,842,768</b>	<b>221,626</b>	<b>1,638,267</b>
<b>ES241423 - Infrastructure Renewal Program - Sanitary Sewers</b>				
Capital Sewer Rates	8,862,166	8,862,166	0	0
Drawdown from Sewage Works Renewal Reserve Fund	2,382,015	2,091,342	290,673	0
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>14,768,582</b>	<b>14,477,909</b>	<b>290,673</b>	<b>0</b>
<b>ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment</b>				
Capital Sewer Rates	1,242,500	1,242,500	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,952,393	8,032,510	290,673	1,629,210
Canada Community-Building Fund	2,250,000	2,250,000	0	0
<b>EW376523 Total</b>	<b>13,444,893</b>	<b>11,525,010</b>	<b>290,673</b>	<b>1,629,210</b>
<b>Total Financing</b>	<b>\$48,916,136</b>	<b>\$44,845,687</b>	<b>\$802,972</b>	<b>\$3,267,477</b>

#24135  
July 16, 2024  
(Appoint Consulting Engineers)

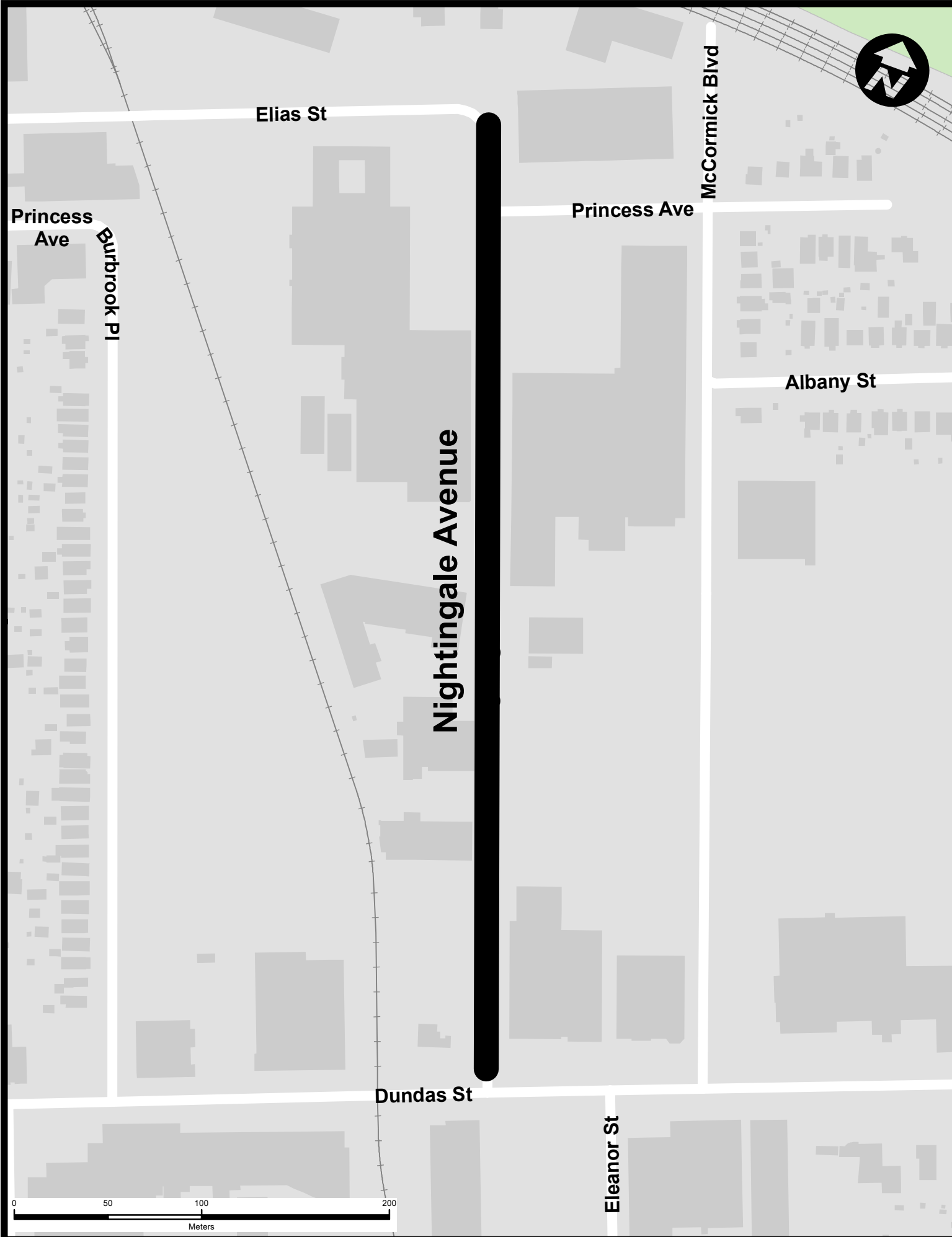
Chair and Members  
Civic Works Committee

RE: Infrastructure Renewal Program: Round 3  
Capital Project EW376523 - Infrastructure Renewal Program - Watermains  
Capital Project ES241423 - Infrastructure Renewal Program - Sanitary Sewers  
Capital Project ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment  
Spriet Associates London Limited - \$243,039.50 (excluding HST) (Subledger WS25C002)  
Stantec Consulting Limited - \$301,422.35 (excluding HST) (Subledger WS25C003)  
WT Infrastructure Solutions Inc. - \$244,601.00 (excluding HST) (Subledger WS25C004)

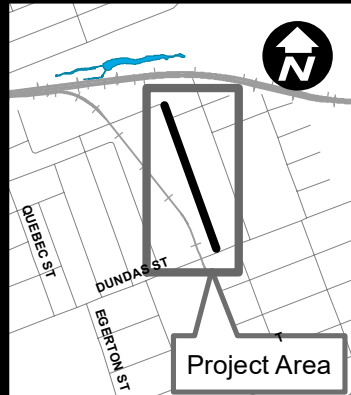
	EW376523	EW376523	EW376523	
Financial Note (Total by Project)	Spriet	Stantec	Total	
Contract Price	\$97,216	\$120,577	\$217,793	
Add: HST @13%	12,638	15,675	28,313	
Total Contract Price Including Taxes	109,854	136,252	246,106	
Less: HST Rebate	-10,927	-13,553	-24,480	
Net Contract Price	\$98,927	\$122,699	\$221,626	
	ES241424	ES241424	ES241424	ES241424
Financial Note (Total by Project)	Spriet	Stantec	WT	Total
Contract Price	\$72,912	\$90,433	\$122,301	\$285,646
Add: HST @13%	9,479	11,756	15,899	37,134
Total Contract Price Including Taxes	82,391	102,189	138,200	\$322,780
Less: HST Rebate	-8,195	-10,165	-13,747	-32,107
Net Contract Price	\$74,196	\$92,024	\$124,453	\$290,673
	ES254023	ES254023	ES254023	ES254023
Financial Note (Total by Project)	Spriet	Stantec	WT	Total
Contract Price	\$72,912	\$90,433	\$122,301	\$285,646
Add: HST @13%	9,479	11,756	15,899	37,134
Total Contract Price Including Taxes	82,391	102,189	138,200	\$322,780
Less: HST Rebate	-8,195	-10,165	-13,747	-32,107
Net Contract Price	\$74,196	\$92,024	\$124,453	\$290,673
	Spriet	Stantec	WT	Total
Financial Note (Total by Company)				
Contract Price	\$243,040	\$301,443	\$244,601	\$789,084
Add: HST @13%	31,595	39,188	31,798	102,581
Total Contract Price Including Taxes	274,635	340,631	276,399	\$891,665
Less: HST Rebate	-27,318	-33,882	-27,493	-88,693
Net Contract Price	\$247,317	\$306,749	\$248,906	\$802,972

Jason Davies  
Manager of Financial Planning & Policy

ah



LOCATION MAP




2025 Infrastructure Renewal Program  
Nightingale Avenue

Nightingale Avenue from Dundas Street to Elias Street

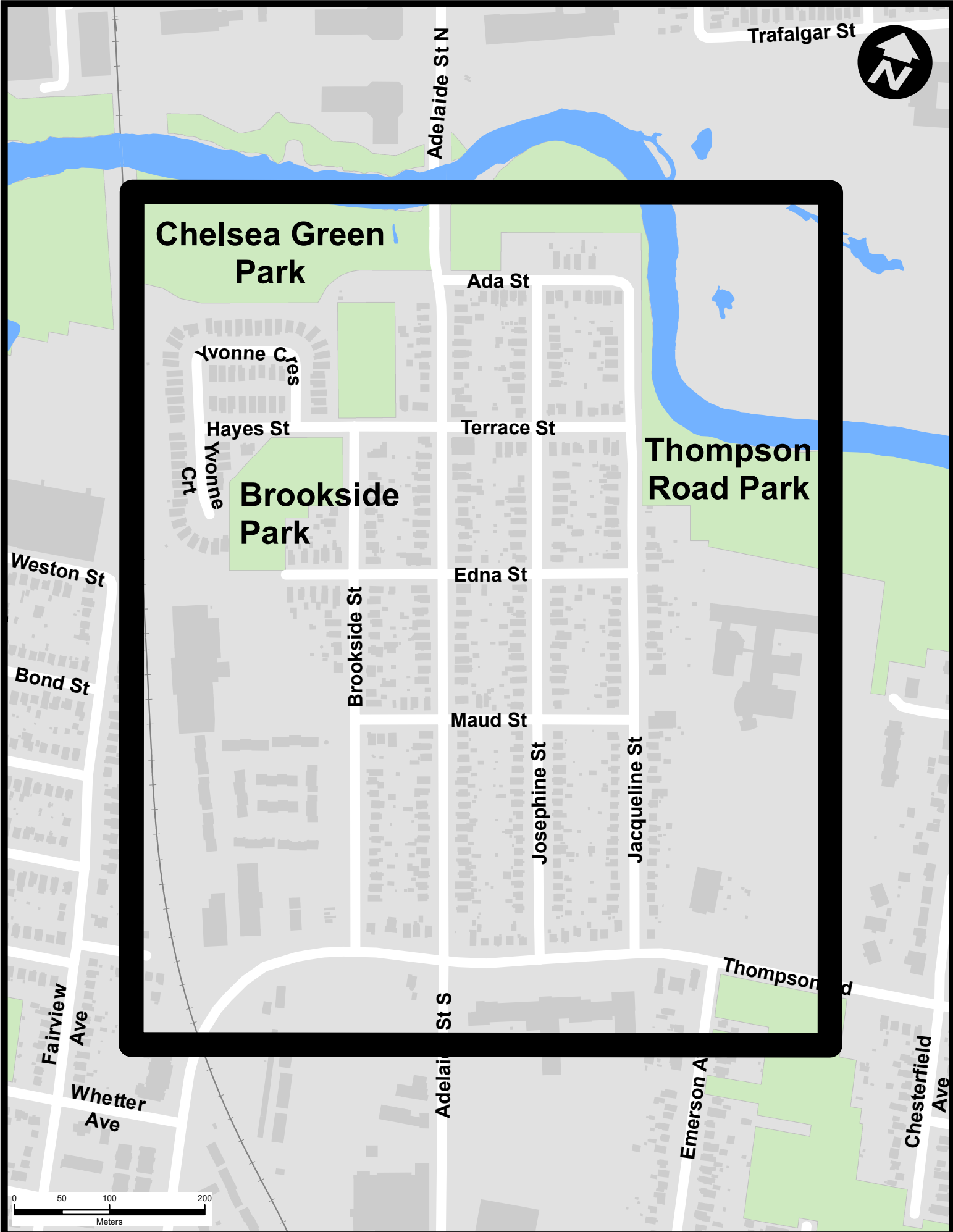
Map Produced by  
the Sewer  
Engineering  
Division  
June 10, 2024 CM



**London**  
CANADA  
300 Dufferin Avenue,  
PO Box 5035  
London, Ontario  
N6A 4L9  
[www.London.ca](http://www.London.ca)

 Approximate Project Limits






LOCATION MAP



2025 Infrastructure Renewal Program  
Chelsea Green Servicing Study

Map Produced by  
the Sewer  
Engineering  
Division  
June 13, 2024 CM

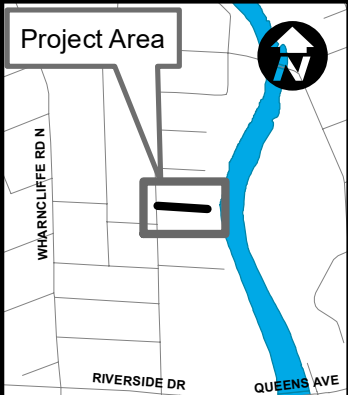


 Approximate Project Limits

APPENDIX 'B'



LOCATION MAP




2025 Infrastructure Renewal Program  
Sewer Renewal Package

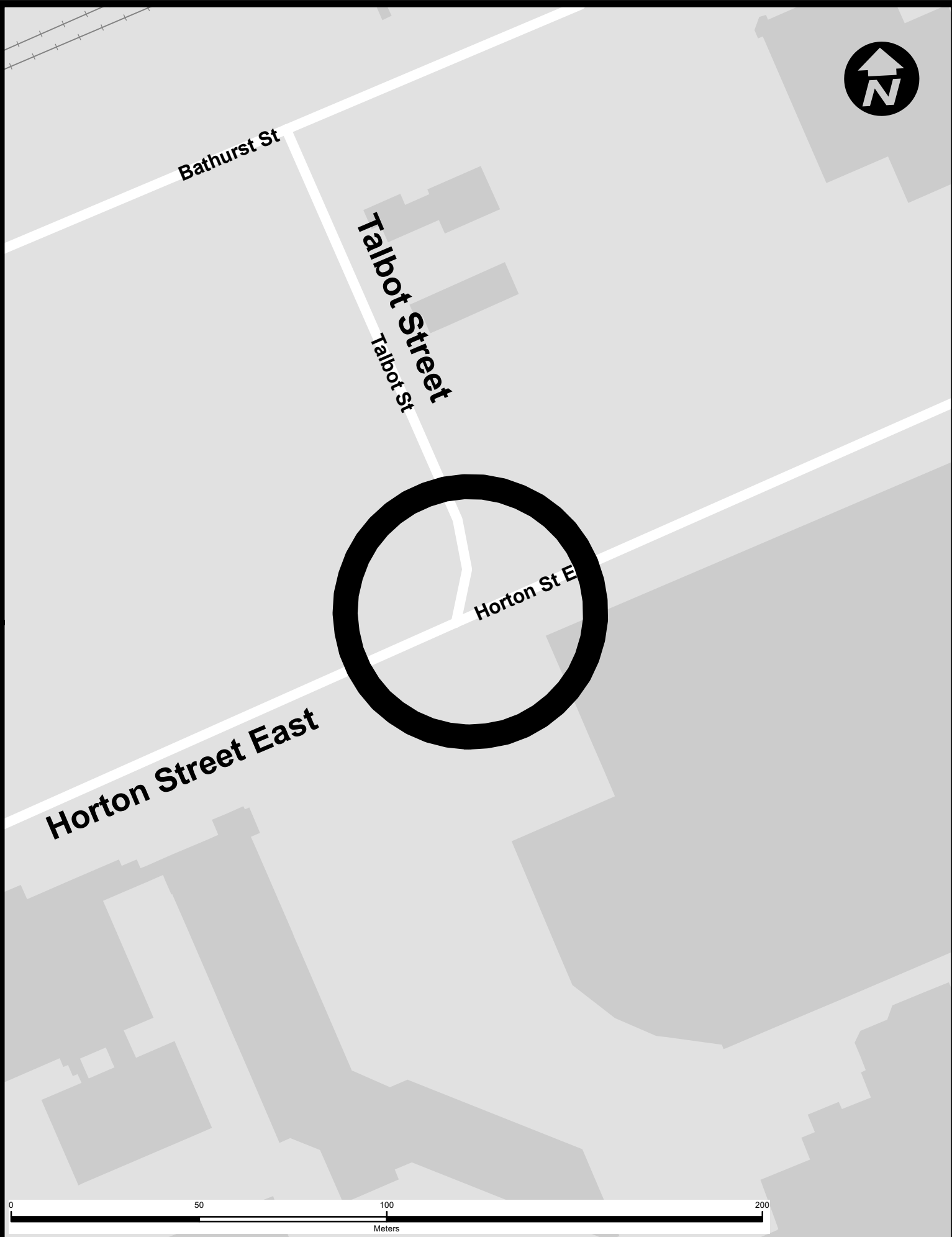
Cherry Street from Wilson Avenue to east limit

Map Produced by  
the Sewer  
Engineering  
Division  
June 13, 2024 CM



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

 Approximate Project Limits




LOCATION MAP



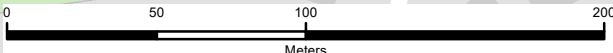
2025 Infrastructure Renewal Program  
Sewer Renewal Package  
Horton Street East at Talbot Street

Map Produced by  
the Sewer  
Engineering  
Division  
June 13, 2024 CM

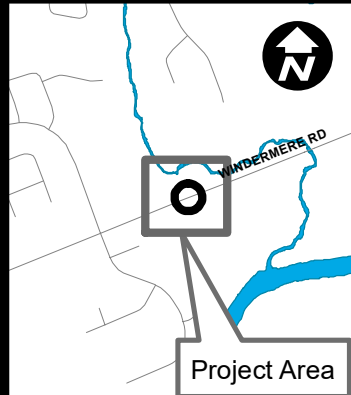


 Approximate Project Limits

APPENDIX 'B'




LOCATION MAP



2025 Infrastructure Renewal Program  
Sewer Renewal Package

Windemere Road approximately 250m east of Doon Drive

 Approximate Project Limits

Map Produced by  
the Sewer  
Engineering  
Division  
June 13, 2024 CM



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: Mid-year Update: Green Bin and Collection Program  
Implementation  
Date: July 16, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with:

- a) The following report **BE RECEIVED** for information purposes it being noted that a second update on Green Bin and collection system matters will be provided in January 2025; and
- b) Civic Administration **BE DIRECTED** to report on the cost, the advantages and disadvantages, design considerations and other potential opportunities and implications of the following changes to the collection system including:
  - i. Adding pet waste to the Green Bin program in 2025,
  - ii. Reviewing the Garbage Container Limit and the Garbage Container Exemption periods to ensure there is a balance between customer service and an incentive to reduce waste and maximize the use of the Green Bin and recycling systems, and
  - iii. Providing additional collection services or other solutions for items like diapers, incontinence products, large bulky items, other materials, and hard to service townhome complexes, in 2025 or 2026.

Executive Summary

This Executive Summary contains many key items that have been measured, observed, received in the form of feedback during the first six months of the Green Bin program, the change to biweekly garbage collection and the introduction of a booking system for large furniture and large bulky items. London’s Green Bin Program and other collection changes for households who set their garbage to the curb launched on January 15, 2024.

Part A – Green Bin Performance and Other Available Data

Quantity of Green Bin Materials Collected

- A total of 6,740 tonnes of Green Bin materials have been collected and transformed into a nutrient rich organic product for farm fields (by the end of June). Details on Green Bin diversion, overall waste diversion, etc. will be available in the year end update report.

Program Monitoring – Green Bin Setout, Participation and Garbage Setout Compliance

- Green Bin program participation has grown from an initial 40% to about 60% (based on monitoring areas).
- A preliminary comparison with eight comparable Green Bin programs in Ontario identifies that program participation ranges between 41% and 69% with the average being 57%.
- The average number of garbage containers placed at the curb on a biweekly basis was observed to be 2 per collection.

- About 3.5% of the households monitored over a six-week period were non-compliant with garbage placed out in the wrong collection week.

### **Information Compiled Through Service London**

- As expected, overall contacts have increased due to the program changes. In the last half of January, there were around 260 contacts a day to Service London and many of these were related to Green Bin and garbage service requests, complaints, requests for information about the Green Bin program and collection schedule.
- The number of contacts is averaging between 120 and 150 per day between in the last few months (including contacts for booking large furniture and large bulky items).

### **Other Green Bin Program Adjustments and Impacts**

- Medical Exemptions - The City offers a medical exemption with respect to the number of bags/containers at the curb. Prior to January 15, 2024, there were 22 exempted locations. After January 15, 2024, another 29 locations have been exempted.

### **Illegal Dumping on City Boulevards, Parks, Roadsides and Other Public Properties**

- City Roadside Operations have reported that the program changes have had impacts to City boulevards and roadsides in the form of illegal dumping and an increase in debris.
- City Parks Operations have noted an increase in the amount of household garbage turning up in parks garbage containers in particular at locations with parking lots (e.g., arenas using the dumpsters and parks where they can unload in a parking lot).
- For illegal dumping and debris, Service London is experiencing approximately 4 contacts per day in 2024 versus 3 contacts per day in 2023.
- Further details to estimate the amount, types of materials and areas are being compiled including a list of potential prevention measures. This work will continue through the summer and fall months.

### **Part B – Resident Feedback through Get Involved Website**

The City of London's community engagement online platform, Get Involved [getinvolved.london.ca/greenbin](https://getinvolved.london.ca/greenbin), was used to provide information and collect resident feedback between mid-January to end of June 2024.

- 7,497 feedback responses received.
- 67% of respondents provided more information about themselves. About half of the respondents were between the ages of 30 to 50, 70% identify as female and 20% speak a language other than English at home.

#### **Green Bin Program feedback key highlights:**

- Approximately 67% of respondents stated that they found the information package to be helpful and informative for every aspect of the Green Bin Program and 20% stated it was enough for basic information.
- The majority of respondents (61%) are interested in being provided feedback on how the Green Bin program is performing.
- Approximately 55% selected that the list of acceptable Green Bin materials is adequate.

#### **Biweekly garbage and other collection program feedback key highlights:**

- Household satisfaction for the new collection schedule changes for Green Bin and recycling (collected weekly) has 72% of the respondents satisfied or somewhat satisfied.

- Household satisfaction for the new collection schedule changes for garbage collection (collected biweekly) has 53% of the respondents satisfied or somewhat satisfied.
- 43% of households are not satisfied with the new collection schedule changes for garbage collection (collected biweekly).
- Almost half (45%) have no concerns with the 3 container limit. About 10% have some concerns but support the 3 container limit.
- The most common concern with handling pet waste in-between biweekly garbage collection is the length of time to hold onto pet waste (30%).
- The most common concern with handling diapers and menstrual products is the length of time to hold onto them (30%).

### **Part C – Update: Overview of other Select Municipalities**

City staff continue to benefit from insight and operational experience in other Ontario and select Canadian jurisdictions. Updated details are contained in Appendices B through G. Some recent changes in the last year include:

- City of Ottawa is reducing the number of containers at the curb from 6 to 3 as part of biweekly garbage pickup starting September 24, 2024.
- In the last year, two municipalities (City of Barrie and Region of Durham comprised of many cities and towns) have added pet waste to the Green Bin.
- The majority of municipalities do not allow diapers/incontinence products in the Green Bin and these materials are placed in the garbage. The municipalities within Region of Durham added diapers in the Green Bin program, starting July 1, 2024.

### **Part D – Green Bin Pilot Project for Multi-residential Buildings**

The City of London launched the Green Bin Cart Pilot Project in April 2024. To date, 3 buildings are operational noting that one building on Talbot Street is starting using an “opt-in” concept. Data collection is underway at these locations. Discussions are underway with additional buildings to join the Pilot Project.

### **Financial Impact/Considerations**

There are no financial impacts or considerations as part of this update report. Details on Green Bin program costs and potential collection program adjustments will be provided in the one year update report currently scheduled for January 2025.

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

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

On April 12, 2022, Municipal Council approved the Climate Emergency Action Plan which includes Area of Focus 5, Transforming Consumption and Waste as Part of the Circular Economy. In addition, the 60% Waste Diversion Action Plan, including the Green Bin program, addresses various aspects of climate change mitigation within the waste management services area including greenhouse gas (GHG) reduction.

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 meetings include:

- Green Bin and Collection Program Changes (August 15, 2023 meeting of the Civic Works Committee (CWC), Item #4.2)
- RFP-2022-224 Green Bin Processing Services, (July 18, 2023 meeting of the CWC, Item #2.3)
- RFP-2022-105 Supply and Distribution of Green Bins and Kitchen Containers, (April 21, 2023 meeting of the CWC), Item #2.3)
- Updates: Green Bin Implementation, (June 21, 2022 meeting of the CWC, Item #2.3)
- Green Bin Program Design – Community Engagement Feedback (March 30, 2021 meeting of the CWC, Item #2.13)
- Community Engagement on Green Bin Program Design (November 17, 2020 meeting of the CWC, Item #2.3)
- Business Case 1 – 60% Waste Diversion Action Plan – 2020-2023 Multi -Year Budget (January 30, 2020 meeting of the Strategic Priorities & Policy Committee (SPPC), Item #4.12a)
- 60% Waste Diversion Action Plan – Updated Community Feedback (September 25, 2018 meeting of the CWC, Item #3.2)
- Public Participation Meeting 60% Waste Diversion Action Plan – Additional Information (September 25, 2018 meeting of the CWC, Item #3.2)
- 60% Waste Diversion Action Plan (July 17, 2018 meeting of the CWC, Item #3.1)

1.2 Overview of Collection Program Changes

A summary of the service changes that came into effect January 15, 2024 and those services that did not change are identified on Tables 1a and 1b.

Table 1a: Summary of Changes to the Number of Curbside Pickups as Part of the New Collection System

Collection Service and/or Items to Collect	Previous Services – Number of Pickups per Year	Current Services – Number of Pickups Per Year	Can these Items be Brought to the Enviro- Depots?
Green Bin	0	50	Under review
Garbage (including 3 Container Limit Exemption Pickups)	42	26	Yes, no change (Bagged Garbage Fees applies)
Small Furniture/Small Bulky Item Collection	42	26	No, no change
Blue Box	42	50	Yes, no change
Yard Waste Collection	5	5	Yes, no change
Leaf Collection	3	4	Yes, no change
Diapers and Incontinence Products	42	26	Yes, no change
Pet Waste	42	26	Yes, no change
Large Furniture/Large Bulky Item Collection (see Table 1b for further changes)	42	26	No, no change



**Table 1b: Summary of Other Changes as Part of the New Collection System**

Collection Service and/or Items to Collect	Previous	Current	Comment
Container/bag limit per pickup	3	3	No change to limit for garbage per pickup
Garbage Tag Fee and Bagged Residential Garbage	\$1.50	\$2.00	This fee was last increased 2012.
Large Furniture/Large Bulky Item Collection	Placed at the curb	Call in Service	New Service – Pickups for these items need to be booked.

A few summary items include:

- Green Bin and Blue Box collection are provided weekly on the same day except where a Statutory Holiday occurs (50 pickups per year). Garbage collection is provided at half the frequency and a provision to handle garbage was implemented to minimize the longer cycles created by Statutory Holidays;
- Under the new system, over the course of a year, more than 128 Green Bins and garbage bags/containers (50 Green Bin pickups plus 26 garbage pickups x 3 containers/bags per pickup) can be placed at the curb. In addition, there are currently four container/bag limit exemption periods included plus the use of an unlimited number of Blue Boxes increased to 50 pickups per year from 42;
- Previously, over the course of a year, more than 126 bags/containers of garbage (42 garbage pickups x 3 containers/bags per pickup) could be placed at the curb;
- A portion of the households are required to hold onto pet waste, diapers and/or incontinence products four to six additional days compared to the previous system;
- There is a shortened period of time between Green Week pickups focused on yard waste (from every six weeks to every five weeks) and one additional Green Week for leaf collection has been added; and
- Large furniture and large bulky items is on a booking system with a limit of 4 items per pickup. Small items are part of regular garbage pickup.

**1.3 Council Direction**

On August 29, 2023, City Council resolved that:

- f) the Civic Administration BE DIRECTED to establish a monitoring system to determine the level of household satisfaction with the Green Bin and collection program changes and report back to Civic Works Committee in July 2024 and at year end, including specific details on managing pet waste and diapers and incontinence products;

**2.0 Discussion and Considerations**

Section 2.0 is divided into five parts:

- Part A – Green Bin Performance and Other Available Data
- Part B – Resident Feedback through Get Involved Website
- Part C – Update: Overview of other Select Municipalities
- Part D – Green Bin Pilot Project for Multi-residential Buildings
- Part E – City Staff Focus and Recommendations

Part A – Green Bin Performance and Other Available Data

2.1 Households Served and Quantity Collected

The City of London Green Bin Program for households who set their garbage to the curb launched on January 15, 2024. As of end of June, Green Bins have been delivered to 127,185 households with curbside service and Green Bin Carts (centralized collection point) delivered to about 1,130 households (27 complexes).

There are 64 townhomes complexes with about 2,500 units that do not have Green Bin service as the complex owner/management requires more time to determine how the service could be offered. In many cases there are space constraints and/or other on-site matters that need to be addressed. In the interim, to assist these complexes, garbage collection and recycling is provided weekly to ensure site cleanliness is maintained as best as possible. Site assessment at these locations will continue through summer and early fall.

From the program launch until the end of June, a total of 6,740 tonnes of Green Bin materials have been collected and transformed into a nutrient rich organic product for farm fields (Table 2).

Table 2: Green Bin Materials Collected Monthly by Collection Zone							
Collection Zone	January <sup>1</sup> (tonnes)	February (tonnes)	March (tonnes)	April (tonnes)	May (tonnes)	June (tonnes)	Total
A	143	242	228	246	271	256	1,386
B	82	222	225	310	251	229	1,319
C	102	236	221	294	247	229	1,329
D	131	227	211	231	300	220	1,320
E	159	226	218	237	295	250	1,386
Total	617	1,153	1,103	1,318	1,364	1,184	6,740

Notes:  
1. Green Bin Program started January 15, 2024.

On average, approximately 1,200 tonnes of Green Bin materials have been collected from London households each month. There is a slight variation in the collection zones across the city but overall all zones have similar quantities collected. The following neighbourhoods help to identify areas within each zone:

- Zone A: Oakridge, Byron, Westmount
- Zone B: Stoney Creek, Hyde Park, Sunningdale
- Zone C: Huron Heights, Carling, North London, Uplands
- Zone D: Argyle, Hamilton Rd, Lambeth
- Zone E: Glen Cairn, White Oaks, Glanworth

There has been a slight increase in the quantity of Green Bin materials collected month to month with the exception of June. This increasing trend may be due to seasonal variability, as the temperatures increase in the spring and Londoner’s start to use their Green Bins for the first time. It is anticipated that there will be additional increases and variation throughout the remainder of the first year of the new program.

City staff have confirmed with the Convertus Group that the quality of Green Bin materials that are arriving at the processing facility on Wellington Road are meeting expectations and all materials are being processed along with other organic materials at the facility. The outcome so far is London’s Green Bin materials have been used to create a an organic-rich product that is applied to local farm fields to replenish lost

nutrients within local farmlands and lessen farmers’ reliance on chemical or synthetic fertilizers.

Details on Green Bin diversion, waste generation, overall waste diversion, etc. will be available in the year end update report.

**2.2 Program Monitoring – Green Bin Setout, Participation and Garbage Setout Compliance**

City staff undertook two curbside monitoring periods for Green Bin set-out, household participation and bi-weekly garbage compliance as follows:

- A Green Bin setout is defined as a household placing their Green Bin to the curb for collection;
- A household is a Green Bin participant if set out to the curb occurs once within 2 collection cycles. Experience has shown that not all participants place a Green Bin at the curb each pickup;
- Biweekly garbage non-compliance is defined as a resident placing garbage out to the curb on the wrong collection day; and
- Monitoring periods occurred over two different timeframes:
  - March 18 to April 26, 2024 – a six week period to observe Green Bin and garbage container set-out, participation rates, number of garbage containers and biweekly garbage schedule compliance. A total of 1,000 households were observed (200 households per zone),
  - June 10 to 21, 2024 – a two week period to observe Green Bin setout and participation rates. A total of 2,000 households were observed (400 households per zone including the same 200 households in the March/April monitoring period).

The streets monitored are in the following neighbourhoods: Oakridge, Medway, Carling, Glen Cairn and Argyle. Program monitoring data was captured by a drive by observation on the day of collection. Weekly information was collected on the Green Bin and garbage set-outs. A summary of the average household participation in the monitoring areas is found on Table 3. Green Bin program participation has grown from an initial 40% to just over 60%. It was observed that a small percentage of households (between 1% and 3%) did place Green Bins at the curb in weeks 3 and 4. At this time they are not considered Green Bin program participants based on the current definition being used.

**Table 3: Green Bin Program Participation**

Monitoring Period	Average Participation (defined as once in a two week period)
January <sup>1</sup>	40%
March (1,000 households) <sup>2</sup>	55%
April (1,000 households) <sup>2</sup>	60%
June (1,000 households) <sup>2</sup>	55%
June (1,000 new households added to monitoring program) <sup>3</sup>	62%

Notes:

1. Number based on informal observations on many streets across London as part of initial implementation.
2. The same households were observed for three different, two week periods.
3. An additional 1,000 households were added to the monitoring period for two weeks.

A preliminary comparison with eight comparable Green Bin programs in Ontario (City of Barrie, Region of Durham, Region of Halton, Region of Niagara, Region of Peel, County of Dufferin, City of Hamilton and City of Kingston) identifies that program participation ranges between 41% and 69% with the average being 57%.

During the six week curbside monitoring campaign, the average number of garbage containers placed at the curb on a biweekly basis was observed to be 2 per collection (Table 4). This is one below the 3 container limit. The majority of households were able to manage their garbage within the existing container limit. It was observed that some households did not set garbage to the curb at all (about 5% of monitored households did not place garbage to the curb on garbage collection day but had a Green Bin and/or recyclables at the curb).

**Table 4: Garbage Container Quantity and Biweekly Garbage Setout**

March/April Monitoring Period (when garbage can be placed at the curb)	Average Number of Containers
Week 2	1.7
Week 4	2.1
Week 6	1.8
Average	2.0

In March/April, households were identified as being non-compliant with biweekly garbage collection if they had garbage containers or bags at the curb on the wrong collection week (Table 5). About 3.5% of the households monitored over a six-week period were non-compliant.

**Table 5: Household Non-compliance for Green Bin only Collection Weeks**

March/April Monitoring Period (when garbage cannot be placed at the curb)	Average non-compliance (all zones)
Week 1	4%
Week 3	5%
Week 5	2%
Average	3.5%

Residents who wish not to hold onto garbage for the two-week period have the option to drop-off bagged garbage at the EnviroDepots for a fee of \$2.00 per bag.

Additional containers above the three-container limit may be set to the curb with a garbage tag. In review of the 2024 garbage tag sales compared to the same time period in 2023, the sales are up 5% at the community centres and 15% at the EnviroDepots.

In 2024 compared to the same time period for 2023, the number of garbage bags delivered to the EnviroDepots is up about 10%.

**2.3 Information Compiled Through Service London**

The roll-out of the new Green Bin Program and collection schedule changes had residents contacting Service London on a wide range of waste management related matters. The total contacts from January to June 2023 versus 2024 (January to June) is presented in Table 6. Contacts include telephone call, email or submission through the Service London Portal (which is available 24 hours/7 days per week).

As expected, overall contacts have increased due to the program changes. In the first month there was around 190 contacts a day and many of these were related to Green Bin and garbage service requests, complaints, requests for information about the Green Bin program and collection schedule. The contacts per day were approximately 260 during the last half of January.

After six months, the number of contacts have reduced to between 130 and 140 per day including booking requests for large bulky items, Blue Box and EnviroDepots.

**Table 6: Service London Contact Data for All Waste Management Inquiries and Service-Related Matters**

	January	February	March	April	May	June
2024 Total Contacts	5,910 <sup>1</sup>	4,105	3,725	4,540	4,390	3,870
2024 Contacts per Day <sup>2,3</sup>	190 <sup>1</sup>	140	120	150	140	130
2023 Total Contacts	795	730	1,139	725	1,115	920
2023 Contacts per Day <sup>2</sup>	25	25	35	25	35	30

- Notes:
- 1. Over 70% of the contacts came after January 15 meaning contacts per day increased to about 260 for about two to three weeks.
  - 2. Based on number of calendar days in the month.
  - 3. Also includes about 45 Large Bulky Furniture and Large Bulky Items calls per day.

In summary, the contacts per day were related to a wide range of waste management matters such as:

- Inquiries related to acceptable Green Bin materials, types of liners, etc.;
- Garbage related matters regarding missed collections, garbage left behind, etc.;
- Service issues such as Green Bin not collected for various reasons. In the first month London experienced cold temperatures which had resulted in frozen contents inside the Green Bins, some residents had also overfilled their Green Bins as they were using the container weeks before their first collection day; and
- There have been 10,625 bookings for the Large Furniture & Large Bulky Item Pickup Program which started on October 1, 2023. The monthly summary is included on Table 7 for 2024. The number of large furniture and large bulky item bookings are approximately 45 per day and included in the total contacts in Table 6 above.

**Table 7: Service London Contact Data for Large Furniture & Bulky Item Requests in 2024**

	January	February	March	April	May	June
Total Contacts	1,035	1,100	1,290	1,715	1,635	1,500
Contacts per Day <sup>1</sup>	33	38	42	57	53	50

- Notes:
- 1. Based on number of calendar days in the month.

**2.4 Other Green Bin and Collection Service Adjustments and Impacts**

**Medical Exemptions**

The City of London started offering a medical exemption with respect to the number of bags/containers at the curb starting in January 2017. Individuals contact the City and details are confirmed including circumstances. Prior to January 15, 2024, there were 22 exempted locations. After January 15, 2024 another 29 locations have been exempted.

The medical exemption is serving its purpose. Based on the current number of requests, it is currently a manageable program.

**Illegal Dumping on City Boulevards, Parks, Roadsides and Other Public Properties**

City Roadside Operations have reported that the shift to biweekly garbage pickup and the implementation of a booking program for large furniture and bulky waste has had impacts to City boulevards and roadsides in the form of illegal dumping and an increase in debris. Three measurement programs are in place and will continue throughout 2024:

- Locations are being tracked and addressed by Roadside Operations staff in all three districts;
- Experience of Supervisors and other operations staff; and
- Concerns and issues that are reported directly to Service London.

All districts are reporting an increase in the amount of materials being illegally dumped in 2024. Items being identified that are associated with waste collection program changes are mattresses, large furniture and some bags of garbage. Construction, renovation and demolition materials are on the increase in the south end of London (rural areas) and are not part of program changes. However, there is a noticeable increase on bagged garbage in some of these locations.

Further details to estimate the amount, types of materials and areas are being compiled including a list of potential prevention measures. This work will continue through the summer and fall months.

City Parks Operations have noted an increase in the amount of household garbage turning up in parks garbage containers in particular at locations with parking lots (e.g., arenas using the dumpsters and parks where they can unload in a parking lot).

Similar to Roadside Operations, further details to estimate the amount, types of materials and areas are being compiled including a list of potential prevention measures. This work will continue through the summer and fall months.

Another measurement being used is a comparison of Service London contacts with the City between 2024 (January to June) versus 2023 (January to June) in a number of areas (Table 8). Contacts include telephone calls, emails or entry through the Service London Portal Submission.

Approximately 4 contacts for illegal dumping are occurring per day in 2024 versus 3 contacts per day in 2023.

**Table 8: Service London Contact Data for Illegal Dumping, Debris and Litter City Boulevards, Parks, Roadsides and Other Public Properties**

	January	February	March	April	May	June
2024 Total Contacts	100	125	130	155	135	95
2024 Contacts per Day <sup>1</sup>	3	4	4	5	4	3
2023 Total Contacts	70	60	70	145	125	95
2023 Contacts per Day <sup>1</sup>	2	2	2	5	4	3

Notes:

1. Based on number of calendar days in the month.

## Part B – Resident Feedback through Get Involved Website

### 2.5 Methodology

The City of London's community engagement online platform, Get Involved [getinvolved.london.ca/greenbin](https://getinvolved.london.ca/greenbin), was used to provide information and collect resident feedback on the new Green Bin Program and collection schedule changes:

- Resident feedback was collected over a five-month period from mid-January to end of June 2024;
- A total of 20 questions were asked in two sections: The Green Bin Program, biweekly garbage and collection program changes;
- It is important to note that this feedback method (online resident feedback) is non-random sampling, meaning it is not clear what the odds or probability that the data represents the total population (i.e., statistical validity cannot be determined); and
- A communications campaign promoted the resident feedback opportunity. The campaign included social and traditional media, radio ads, City E-newsletter, digital billboards and community events throughout the city.

### 2.6 Feedback

Overall, the community engagement program for Green Bin Program, collection changes and new schedule has received the highest number of feedback responses since it has been established on the Get Involved site. The 2024 resident feedback overview details and summary are available in Appendix A.

Key information from the resident feedback form includes:

- 7,497 responses received. 77% of respondents who started the feedback form completed it;
- 67% of respondents provided more information about themselves. About half of the respondents were between the ages of 30 to 50, 70% identify as female and 20% speak a language other than English at home.
- 9,705 unique visitors (number of individual devices – such as a phone, iPad, or computer - visiting the Get Involved page and viewed at least one page) were recorded; and
- 38,600 total visits (number of unique visits by individuals) and 54,000 total page views (number of total pages viewed on the Green Bin Get Involved page. This includes all clicks on the home page, photos, videos, and background information) were recorded in the January to June 2024 time period.

#### **Green Bin Program feedback key highlights:**

- The Green Bin delivered to each household included an information package on how to use the Green Bin. Approximately 67% respondents stated that they found the information package to be helpful and informative for every aspect of the Green Bin Program and 20% stated it was enough for basic information;
- The majority of respondents (61%) are interested in being provided feedback on how the Green Bin program is performing;
- Approximately 55% selected that the list of acceptable Green Bin materials is adequate;
- If materials are to be added to London's Green Bin in the future pet waste was selected the highest at 33% followed by more soiled paper products (26%) and cat litter (24%); and

- Over 2,600 general comments were received for the question ‘what other changes and improvements would you like to see for the Green Bin Program’. These were related to a wide range of topics such as:
  - Green Bin container type– different lock, more sturdy, taller handle, larger size,
  - Materials to add – examples: pet waste, diapers, cat litter, yard waste,
  - Green Bin Program in apartments.

#### **Collection program feedback key highlights:**

- Household satisfaction for the new collection schedule changes for Green Bin and recycling (collected weekly) has 72% of the respondents satisfied or somewhat satisfied;
- Household satisfaction for the new collection schedule changes for garbage collection (collected biweekly) has 53% of the respondents satisfied or somewhat satisfied;
- 43% of households are not satisfied with the new collection schedule changes for garbage collection (collected biweekly);
- The most common current concern for biweekly garbage collection was holding onto materials for too long (32%). Other concerns are too much garbage accumulating over a two-week period (21%) and missing a pick-up means four weeks between collection days (24%);
- Almost half (45%) have no concerns with the 3 container limit part of the biweekly garbage collection. About 9% have some concerns but support the 3 container limit. If the 3 container limit was to change, approximately 24% of respondents selected it should be moved to 4 containers per pickup;
- The most common concern with handling pet waste in-between biweekly garbage collection is the length of time to hold onto pet waste (30%). 13% of respondents do not have concerns about handling pet waste and 6% have concerns but can manage;
- The most common concern with handling diapers and menstrual products is the length of time to hold onto them (30%) followed by too much accumulated over a two-week period (22%). 21% have concerns with missing a pickup means four weeks between pickups. Approximately 19% of respondents have no concerns;
- Some communities have special programs for handling diapers and menstrual products. Residents were asked for their feedback on the type of program they would support for handling diapers and menstrual products. About 25% are undecided and 21% do not support any of the programs. If a program was to be supported, 25% selected using clear bags to contain diapers and place at the curb on the weeks garbage is not collected;
- Approximately 50% of the resident feedback asking about the amount they would be willing to pay for additional services for diapers was that they do not support any payment for potential new programs and 13% do not support any of the programs. A small number, about 11%, would be willing to pay between \$1 and \$4 per month for a potential new program for handling diapers; and
- Overall a range of 2,600 general additional comments and feedback amongst the collection schedule questions were provided. The common comments received expressed views on:
  - Weekly garbage collection and consistent collection day,
  - Concerns with diapers, pet waste,
  - Collection service related issues.



Part C – Update: Overview of other Select Municipalities

Information provided to Committee and Council in August 2023 has been updated and is included in this report as background information. London continues to benefit from insight and operational experience in other Ontario and select Canadian jurisdictions in the following areas:

- Weekly and Biweekly Garbage Collection (Appendix B)
- Schedule for Collection Services and Service Frequency (Appendix C)
- Container Limits and User Fees (Appendix D)
- Diapers and Incontinence Products (Appendix E)
- Pet Waste (Appendix F)
- Furniture and Bulky Items (Appendix G)

The following changes are contained in the Appendices B though G:

- City of Ottawa is reducing the number of containers at the curb from 6 to 3 as part of biweekly garbage pickup starting September 24, 2024;
- User fees for extra garbage containers/bags continue to range between \$1.75 to over \$6.00 with the average price from those municipalities with fees now being about \$2.75. Many municipalities have increased user fees (per container) in the last year including Toronto and several communities in Region of York;
- The majority of municipalities do not allow diapers and incontinence products in the Green Bin and these materials are placed in the garbage. Only Region of York, City of Toronto and municipalities in the Region of Durham as of July 1, 2024, allow placement in the Green Bin; and
- In the last year, two municipalities (City of Barrie and Region of Durham comprised of many cities and towns) have added pet waste to the Green Bin.

Part D – Green Bin Pilot Project for Multi-residential Buildings

The City of London launched the Green Bin Cart Pilot Project in April 2024 (Table 9). To date, 3 buildings are operational noting that one building on Talbot Street is starting as an “opt-in” concept.

Table 9: Status of Multi-Residential Green Bin Cart Pilot Project

Location	Start Date	Number of Building Units	Number of Units with Access to Green Bin Cart	Number of Green Bin 120 L Carts Collected Per Month
9 Commissioners Road East	Mid-April 2024	137	137	22 - On average carts are 75% full when collected
1371 Commissioners Road West	Mid-April 2024	40	40	7 - On average carts are 65% full when collected
505 Talbot Street	May 2024	199	20	9 - On average carts are 70% full when collected

Opportunities exist to expand the number of units involved at the Talbot location. Discussions are underway with additional buildings to join the Pilot Project. Additional data collection is also planned for the Pilot Project (e.g., participation, estimated quantities, resident feedback, etc.).

Part E – City Staff Focus and Recommendations

The amount of information and feedback being generated on a daily basis continues to demonstrate both the interest in the Green Bin program and related changes and identifies areas where items need to be further addressed and/or assessed. In general, the major areas of focus in the next six months will be on:

- Providing feedback to residents on the Green Bin program;
- Celebrating what has been achieved within a six month period;
- Undertaking additional curbside monitoring;
- Developing focused education and awareness materials for areas that have lower Green Bin participation;
- Reviewing in greater details the concerns expressed by residents with the Green Bin service and biweekly garbage pickup;
- Reviewing other Ontario municipalities to learn how they overcame the concerns being expressed by Londoners;
- Undertaking operational exercises to address curbside service concerns; and
- Examining and reporting on the cost, the advantages and disadvantages, design considerations and other potential opportunities and implications of the following changes to the collection system including:
  - i. Adding pet waste to the Green Bin program in 2025,
  - ii. Reviewing the Garbage Container Limit and the Garbage Container Exemption periods to ensure there is a balance between customer service and an incentive to reduce waste and maximize waste diversion, and
  - iii. Providing additional collection services or other solutions for items like diapers, incontinence products, large bulky items, other materials, and hard to service townhome complexes, in 2025 or 2026.

3.0 Financial Impact/Considerations

There are no financial impacts or considerations as part of this update report. Details on Green Bin programs costs and potential collection program adjustments will be provided in the one year update report currently scheduled for January 2025.

Conclusion

The report conclusion has been listed under Part E above and key items listed in the Executive Summary.

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Appendix A	Results of Feedback Through GetInvolved
Appendix B	Weekly and Biweekly Garbage Collection
Appendix C	Schedule for Collection Services and Service Frequency
Appendix D	Container Limits and User Fees
Appendix E	Diapers and Incontinence Products
Appendix F	Pet Waste
Appendix G	Furniture and Bulky Items

## Appendix A

### Summary of Resident Feedback Through the Get Involved Website

#### Online Engagement and Resident Feedback

The Community Engagement process to collect resident feedback on household satisfaction with the Green Bin Program and collection program changes was implemented January 15, 2024 when the new Green Bin Program had started.

Resident feedback was collected over a five-month period from mid-January to the end of June 2024. The City of London's community engagement online platform, Get Involved [getinvolved.london.ca/greenbin](https://getinvolved.london.ca/greenbin), was used to provide information and collect resident feedback on the new Green Bin Program and collection schedule changes. A total of 20 feedback questions were asked and divided into two parts, the Green Bin Program and collection schedule changes. At the end of the feedback form was 5 voluntary questions for respondents to share information about themselves.

The Green Bin Program feedback section consisted of 5 questions:

1. Did you find the information package provided inside your Green Bin and kitchen container helpful and informative about how to use the Green Bin?
2. What additional information would you like to see about the Green Bin and how to use it?
3. Do you find the list of accepted materials for the Green Bin program adequate?
4. If materials are added to the Green Bin in the future, what materials do you feel should be added?
5. What other changes and improvements would you like to see for the Green Bin Program?

The biweekly garbage collection changes feedback section consisted of 9 questions:

6. How would you rate your satisfaction of the new collection schedule changes for Green Bin and recycling (collected weekly)?
7. How would you rate your satisfaction of the new collection schedule changes for garbage collection (collected biweekly)?
8. What concerns, if any, might you have about biweekly garbage collection?
9. What concerns, if any, might you have with the 3 container limit as part of biweekly garbage collection?
10. What concerns, if any, might you have about handling pet waste in-between biweekly garbage collection?
11. What concerns, if any, might you have about handling diapers and menstrual product(s) in-between biweekly garbage collection?
12. Some communities have special program for handling diapers and menstrual product(s). What kind of program would you support?
13. For any of the potential new programs for handling diapers, would you be willing to pay for additional services?
14. If you have any additional concerns or feedback about the collection schedule?

Five general questions were asked:

15. If you are willing, please consider telling us a bit about yourself?
16. What is your postal code?
17. What is your age?
18. How do you identify?
19. Do you speak a language other than English at home?
20. Please share any other information you would like us to know about your identity.

Londoners were made aware of this engagement and feedback opportunity through a communications campaign that included the following communication methods:

- community outreach events;
- City website information including Our City e-news;
- print and traditional media;
- social media; and
- digital billboards.

A promotional digital billboard was displayed on rotation for approximately 5 months from mid-January to June 2024, and ongoing, at the following six locations:

- Wellington Street at Bathurst Street;
- Richmond Street at Horton Street E;
- Wellington Street at York Street (2 sides);
- Veterans Memorial Parkway at Gore Road (2 sides);
- Wonderland Road at Oxford Street W; and
- Oxford Street W at Wonderland Road.

The communication campaign details are provided in Table A.

**Table A – Community Engagement Communications Campaign**

Communication Type	Date(s) of advertisement
Social media (Twitter, Facebook, Instagram)	January to June 2024
Green In the City Virtual Event	January 9, 2024 590 attended, 1,100 registered. Views on recorded session on YouTube: over 1,200.
Radio advertising (9 local stations)	January 15 to February 4, 2024
Digital Billboards	January to June 2024 (6 locations). In rotation of a couple different designs.
Print and traditional media	CityGreen May & June 2024 edition – 76,350 copies printed. Local new stations publishing the story in May.
Other digital media	Our City e-newsletter delivered to 8,475 recipients. Newsletter that included Green Bin launch or feedback requests in 2024: <ul style="list-style-type: none"><li>• January 25: 34% open rate, 4% link clicks</li><li>• April 25: 41% open rate, 5% link clicks</li><li>• May 16: 37% open rate, 5% link clicks</li><li>• June 6: 32% open rate, 3% link clicks</li></ul>

It is important to note that this feedback method (online resident feedback) is non-random sampling, meaning it is not clear what the odds or probability that the data represents the total population (i.e., statistical validity cannot be determined). Online feedback methods are often referred to as unrestricted, self-selected surveys. They are a form of convenience sampling. Care must be used in interpreting the results.

The key highlights of the resident feedback received through the Get Involved feedback form are:

- 7,497 completed feedback forms (77% who started the feedback form completed it). For comparison; the Green Bin Community Engagement Program design feedback conducted in 2021 received 3,777 completed feedback forms versus 7,497 completed in 2024);

- 38,600 total page visits (number of unique visits by individuals) and 54,000 views (number of total pages viewed on the Green Bin Get Involved page. This includes all clicks on the home page, photos, videos and background information). Since the Green Bin Program project was established on the Get Involved Site it has received the highest number of feedback responses; and
- 9,705 unique visitors (number of individual devices – such as phone, iPad or computer - visiting the Get Involved page and viewed at least one page).

### **Green in the City event – Green Bin Program Information Session**

A virtual Green in the City event included City staff presentations and discussion panel with residents who had experience with using a Green Bin Program in other Ontario municipalities. The City presentation included information about the new program, biweekly garbage collection and how the collection schedule was changing.

The event had 590 residents attend and 1,100 registered. At the end of the presentation there was a question and answer period where residents had the opportunity to find out more about London's Green Bin program. There were 215 questions and 65 comments received. Some examples of the questions asked were regarding accepted materials, how the Green Bin Program works, acceptable liners, tips for reducing odours, changes to the collection schedule and processing of Green Bin materials.

### **Additional Green Bin and Collection Schedule Changes information sessions**

An interactive display was featured at the January 2024 Lifestyle Homeshow, Western Fair District Agriplex (January 26 to 28, 2024) where 350 people provided in-person feedback. Residents who visited the City interactive display also spoke with City staff and were directed to visit the Get Involved site to complete the form directly online.

Londoners were also made aware of the feedback opportunity at information sessions provided by City staff from January to June 2024 at various locations:

- South London Resource Centre – March 1, 2024
- Ward Councillor townhall or community days – March through June 2024
- EarthFest & Community Earth Day events – April 2024
- London Hydro's EV Test Drive event – May 8 and 9, 2024
- Public Works Week, Touch-a-Truck event – May 25, 2024
- Orchard Park Neighbourhood Association – May 28, 2024
- Gathering in the Green – June 1, 2024

### **Online Engagement and Resident Feedback Results**

Each question below starts with the feedback form question asked which is then followed by background information for the purpose of this report. Some of the questions have different total number of responses because the feedback form had questions that may have been not answered, the option to select one answer and the option to select multiple answers.

### **Questions on the Green Bin Program**

#### **Question #1: Did you find the information package provided inside your Green Bin and kitchen container helpful and informative about how to use the Green Bin?**

The Green Bin distribution occurred between October 23 to December 2023. The Green Bin delivery to each household included:

- A 45 L Green Bin container with a kitchen container placed inside;
- Information package with program materials:

- Waste Reduction & Conservation Guide – contained information about how to use the Green Bin, acceptable materials and what to keep out;
- 2024 collection schedule – explanation of the collection schedule changes, biweekly garbage collection, weekly Green Bin and recycling collection; and
- Certified compostable bag sample and liner coupons.

The resident feedback received on the information package of program materials are provided below in Table A1. Approximately 67% of the residents who provided feedback on their satisfaction of the print materials inside, stated that the information package was helpful and informative and approximately 20% found it was enough for basic information.

**Table A1 – Did you find the information package provided inside your Green Bin and kitchen container helpful and informative about how to use the Green Bin?**

Question Options (select one)	Responses (%)	Number of Responses
Yes (detailed information on every aspect of the program)	66.8%	4,887
Maybe (enough for basic information)	19.7%	1,439
No (could have added more information)	3.3%	243
I did not receive the information package inside my Green Bin	1.3%	97
I am not using a Green Bin	7.6%	554
Other	1.3%	93
Total Responses		7,313

**Question #2: What additional information would you like to see about the Green Bin and how to use it?**

Residents were then asked if provided with additional information about the Green Bin Program, what type of information they wish to receive. The majority of respondents, 61%, are interested in being provided feedback on how the Green Bin program is performing and 21% would like to see more pictures and graphics (Table A2).

**Table A2 – What additional information would you like to see about the Green Bin and how to use it?**

Question Options (select all that apply)	Responses (%)	Number of Responses
More pictures and graphics	20.6%	1,435
Feedback on how the Green Bin program is performing	61.2%	4,252
Demonstration videos	7.3%	504
Other	10.9%	759
Total Responses		6,950

**Question #3: Do you find the list of accepted materials for the Green Bin program adequate?**

The materials accepted in London’s Green Bin Program include food waste, cooking oils and grease, soiled paper products and other materials such as houseplants and wooden cutlery. A list of items in those 3 categories are provided on the next page.

Food waste:

- Baked goods, candies
- Bread, cereal, pasta, noodles, rice, beans, grains
- Coffee filters and grounds, paper teabags
- Dairy products, including milk, yogurt, butter, cheese
- Dry baking ingredients, herbs, spices
- Eggs, eggshells
- Fats, cooking oils, food grease (liquid or solid)
- Fruits and vegetables (cooked or raw, including peels, scraps and pits)
- Meat, poultry, seafood, giblets, bones
- Nuts, seeds
- Salad dressing, mayonnaise, gravy, sauces

Food-soiled paper products:

- Paper napkins, paper towel, tissues (provided they are free of contaminants, such as household cleaners)
- Paper plates, cups, muffin wrappers (un-waxed and un-plasticized)
- Pizza boxes, cardboard
- Un-plasticized soiled paper food packaging (such as flour bags)
- Cardboard egg cartons

Other items:

- Household plants (including soil), cut flowers
- Pumpkins
- Wooden stir sticks, chop sticks, popsicle sticks, toothpicks
- Newsprint, paper bags (to wrap food and line containers)
- Waxed paper

The resident feedback on the level of satisfaction for the list of acceptable items is below in Table A3. Over half of the respondents stated that the list of acceptable materials in London’s Green Bin Program is adequate. Approximately 30% would like to see more materials added into the Green Bin and approximately 10% of residents who provided feedback are not using their Green Bin (Table A3).

**Table A3 – Do you find the list of accepted materials for the Green Bin program adequate?**

Question Options (select one)	Responses (%)	Number of Responses
Yes, it is adequate	54.6%	4,010
No, more types of materials should be accepted in the Green Bin	29.2%	2,144
No, fewer types of materials should be accepted in the Green Bin	0.7%	49
I am unsure	4.4%	326
I am not using the Green Bin	9.5%	697
Other	1.6%	118
Total Responses		7,344

**Question #4: If materials are added to the Green Bin in the future, what materials do you feel should be added ?**

Materials not accepted in London’s Green Bin Program include pet waste or animal products such as bedding or cat litter. Residents were asked if materials are to be added to the Green Bin Program in the future which materials should be added. This question allowed for multiple answers to be selected (Table A4).

About one-third, 33% of respondents would like to see pet waste added to London’s Green Bin Program in the future. About a quarter of respondents would like to see additional soiled paper products added to the Green Bin (26%), and about 22% feel that cat litter should be added.

**Table A4 – If materials are added to the Green Bin in the future, what materials do you feel should be added?**

Question Options (select all that apply)	Responses (%)	Number of Responses
Pet waste	32.8%	3,846
Cat litter	22.1%	2,596
Animal Bedding	8.3%	974
More soiled paper products	25.7%	3,019
I am not using a Green Bin	6.5%	767
Other	4.5%	530
Total Responses		11,732

**Question #5: What other changes and improvements would you like to see for the Green Bin Program?**

Over 2,600 comments were received for this question. In general, the changes and improvements noted by respondents were a wide range of comments. Some examples of topics include:

- Green Bin container type – larger size Green Bin, different lock, different handle and different shape of the bottom as materials get trapped if not using a liner;
- Program information and education – comprehensive list of accepted program materials, how to use the Green Bin and tips for controlling pests and reducing odours;
- Materials to add – examples: pet waste, diapers, cat litter and yard waste;
- Collection on the same day each week;
- Handling of Green Bin during collection and placement afterwards;
- Green Bin Program available for apartment households; and
- Increase in observed participation rates.

FYI(to be deleted) – many comments received were related to opinion of green bin program i.e. great, not using it, cancel it etc. and also reporting collection issues with handling of the bins or missed collections.

**Questions about Biweekly Garbage and Collection Program Changes**

**Question #6: How would you rate your satisfaction of the new collection schedule changes for Green Bin and recycling (collected weekly)?**

As part of the new Green Bin Program, the frequency of collection days changed:

- Weekly Green Bin and recycling collection
- Biweekly garbage collection

Household satisfaction or non-satisfaction for the collection schedule changes are below in Table A6. The majority of respondents, 56% are satisfied with the changes to the weekly collection for Green Bin and recycling and 16% are somewhat satisfied. 23% are not satisfied.



**Table A6 – How would you rate your satisfaction of the new collection schedule changes for Green Bin and recycling (collected weekly)?**

Question Options (select one)	Responses (%)	Number of Responses
I'm satisfied	55.9%	4,150
I'm somewhat satisfied (some changes are needed)	16.0%	1,188
I'm not satisfied	23.2%	1,719
I'm unsure	1.8%	133
Other	3.1%	229
Total Responses		<b>7,419</b>

**Question #7: How would you rate your satisfaction of the new collection schedule changes for garbage collection (collected biweekly)?**

When the Green Bin Program was implemented the garbage collection frequency changed to biweekly, every other week collection except when a Statutory Holiday occurs.

Overall the satisfaction or non-satisfaction with the new collection schedule changes for garbage collection indicates (Table A7):

- 42% of the respondents are not satisfied with the biweekly garbage collection schedule;
- 36% of respondents are satisfied with the biweekly garbage collection schedule; and
- 17% are somewhat satisfied.

**Table A7 – How would you rate your satisfaction of the new collection schedule changes for garbage collection (collected biweekly)?**

Question Options (select one)	Responses (%)	Number of Responses
I'm satisfied	35.5%	2,636
I'm somewhat satisfied (some changes are needed)	17.2%	1,274
I'm not satisfied	42.7%	3,172
I'm unsure	1.4%	106
Other	3.2%	235
Total Responses		<b>7,423</b>

**Question #8: What concerns, if any, might you have about biweekly garbage collection?**

A key reason for changing the garbage collection frequency to biweekly collection is to increase the use of the Green Bin and other waste diversion programs available such as recycling. Collecting the Green Bin weekly removes a large portion of the waste that generates odours.

Some households are required to hold onto materials for an additional four to six days compared to the previous collection system.

Overall, concerns with biweekly garbage collection are (Table A8):

- Holding onto materials too long (32%)
- Too much garbage is accumulated over a two-week period (21%)
- Missing a pickup means four weeks between collection days (24%)

**Table A8 – What concerns, if any, might you have about biweekly garbage collection?**

Question Options (select all that apply)	Responses (%)	Number of Responses
Too long to hold onto some materials (e.g., diapers, pet waste)	32.1%	4,621
Too much garbage is accumulated over a two-week period	20.7%	2,988
Missing a pickup means four weeks between collection days	24.3%	3,500
I have some concerns, but I support biweekly garbage collection (and weekly Green Bin and recycling pickup)	10.1%	1,460
I have no concerns about biweekly garbage collection	8.8%	1,263
I am undecided	0.4%	64
Other	3.5%	506
Total Responses		<b>14,402</b>

**Question #9: What concerns, if any, might you have with the 3 container limit as part of biweekly garbage collection?**

The container limit remained unchanged at 3 containers per collection when the garbage collection schedule changed to biweekly collection. Almost half of the respondents (45%) have no concerns with the 3 container limit part of the biweekly garbage collection. About 10% have some concerns but support the 3 container limit.

If the 3 container limit was to change, approximately 25% of respondents selected it should be moved to 4 containers per pickup (Table A9).

**Table A9 – What concerns, if any, might you have with the 3 container limit as part of biweekly garbage collection?**

Question Options (select all that apply)	Responses (%)	Number of Responses
I have no concerns about the 3 container limit	45.1%	3,608
I have some concerns with the 3 container limit but I support the current limit	9.3%	744
The 3 container limit should be moved to 4 containers per pickup	24.0%	1,920
The 3 container limit should be moved to 5 containers per pickup	13.6%	1,091
I am undecided	2.7%	214
Other	5.3%	424
Total Responses		<b>8,001</b>

**Question #10: What concerns, if any, might you have about handling pet waste in-between biweekly garbage collection?**

Previous community engagement indicated that residents would have concerns with holding onto pet waste for a two week period, accumulating amounts and missing a pickup.

Respondents have the same concerns with the most common concern of the length of time to hold onto pet waste (30%) (Table A10). This question also had the option to select multiple answers. 13% of respondents do not have concerns and 6% have concerns but can manage.

**Table A10 – What concerns, if any, might you have about handling pet waste in-between biweekly garbage collection?**

Question Options (select all that apply)	Responses (%)	Number of Responses
Too long to hold pet waste	30.3%	3,887
Too much is accumulated over a two-week period	23.6%	3,028
Missing a pickup means four weeks between collection days	22.5%	2,886
I have some concerns but can manage	6.3%	811
I have no concerns	12.8%	1,638
I am undecided	1.7%	221
Other	2.9%	373
Total Responses		12, 844

**Question #11: What concerns, if any, might you have about handling diapers and menstrual products in-between biweekly garbage collection?**

Previous community engagement indicated that residents would have concerns with handling diapers and menstrual product(s) in-between biweekly garbage collection for multiple reasons.

The most common current concern is the length of time to hold onto them (30%) followed by too much accumulated over two-week period (22%) and missing a pickup means four weeks between pickups (21%) (Table A11). Approximately 20% of respondents have no concerns.

**Table A11 – What concerns, if any, might you have about handling diapers and menstrual product(s) in-between biweekly garbage collection?**

Question Options (select all that apply)	Responses (%)	Number of Responses
Too long to hold onto diapers and menstrual product(s)	30.1%	3,658
Too much is accumulated over a two-week period	22.1%	2,685
Missing a pickup means four weeks between collection days	20.5%	2,490
I have some concerns but can manage	3.9%	476
I have no concerns	18.7%	2,275
I am undecided	2.3%	279
Other	2.5%	299
Total Responses		12,162

**Question #12: Some communities have special programs for handling diapers and menstrual product(s). What kind of program would you support?**

On April 13, 2021, London Council approved that the Green Bin program in London would exclude diapers, menstrual products. These materials are to be placed inside garbage bags or containers for collection as part of regular garbage collection. Should diapers and/ or incontinence products require an additional container or bag, a fee of \$2.00 is required for a Bag Tag or delivery of a container/bag to the EnviroDepots.

In August 2023, Council approved biweekly garbage collection and weekly recycling and Green Bin collection with no system or exemption program in place for pet waste or incontinence products.

Residents were asked for their feedback on the type of program they would support for handling diapers and menstrual products, about a quarter of respondents are undecided (26%), and 21% do not support any of the programs. If a program was to be supported, 25% selected using clear bags to contain diapers and place at the curb on the weeks when garbage is not collected and 16% selected a diaper tag program to allow extra bags at the curb (Table A12).

**Table A12 – Some communities have special programs for handling diapers and menstrual product(s). What kind of program would you support?**

Question Options (select all that apply)	Responses (%)	Number of Responses
Using clear bags to contain diapers and placing at the curb on weeks when garbage is not collected	25.0%	2,042
Dropping off one clear bag per week at the EnviroDepots	5.7%	465
A diaper tag program to allow extra bags at the curb	16.3%	1,333
I don't support any of these programs	21.0%	1,712
I am undecided	25.4%	2,075
Other	6.5%	528
Total Responses		8,155

**Question #13: For any of the potential new programs for handling diapers, would you be willing to pay for additional services?**

Some municipalities help households with diapers by offering exemptions at the curb such as free collection in clear bags or free garbage tags to go over the container limit but most municipalities, with weekly or biweekly garbage pickup, do not have any special services for managing diapers and incontinence products.

The results of the resident feedback asking about the amount they would be willing to pay for additional services is found in Table A13. Approximately 50% do not support any payment for potential new programs and 13% do not support any of the programs. A small number of respondents around 10%, would be willing to pay between \$1 and \$4 per month for a potential new program for handling diapers.

**Table A13 – For any of the potential new programs for handling diapers, would you be willing to pay for additional services?**

Question Options (select one)	Responses (%)	Number of Responses
Yes, \$4 per month	3.5%	248
Yes, \$2 per month	3.7%	267
Yes, \$1 per month	3.5%	253
I don't support any payment for potential new programs	49.7%	3,550
I don't support any of these programs	13.4%	955
I am undecided	18.3%	1,307
Other	7.9%	565
Total Responses		<b>7,145</b>

**Question 14: If you have any additional concerns or feedback about the collection schedule?**

Over 2,700 comments were received for this question. In general the concerns and feedback received regarding the collection schedule were mostly related to the feedback questions previously answered. The general nature of the comments received were related to:

- preference of weekly garbage collection;
- preference for same collection day each week and eliminate the holiday shift;
- concerns with handling and holding onto diapers, pet waste and garbage in general for a two-week period;
- increasing the container limit for a temporary period (i.e. summer), or year-round; and
- commenting that there are no concerns.

**Additional questions**

The next set of questions were asked respondents to provide information about themselves.

**Question #15: If you are willing, please consider telling us a bit about yourself?**

5,029 (67%) of respondents were willing to provide information about themselves.

**Question #16: What is your postal code:**

Of the 7,497 respondents, 2,725 (36%) provided a postal code. Of these 0.2% of respondents indicated that they were non-London residents. The resident feedback received represented all areas of the city. To summarize the distribution, examples of City Planning Districts with the corresponding Canada Post FSA (Forward Sortation Area, first three letters of postal code) are as follows:

- 24% - Huron Heights, Uplands, Stoney Creek (N5V, N5X, N5Y)
- 11% - Central London, Highland (N6A, N6B, N6C)
- 19% - Sunningdale, Hyde Park, Oakridge (N6G, N6H)
- 16% - Byron, Southcrest, Bostwick (N6J, N6K)
- 20% - Crumlin, Hamilton Rd, Glen Cairn (N6M, N5W)
- 4% - Lambeth, Tempo (N6P, N6L)
- 6% - Glanworth, White Oak (N6E, N6N)



**Question #18: How do you identify?**

Of the 7,497 respondents, 5,029 (67%) provided more about themselves.

**Table A18: I Identify As**

Question Options (select one)	Responses (%)	Number of Responses
Male	26.5%	1,333
Female	69.7%	3,505
Transgender	0.3%	16
Gender Non-Conforming	0.6%	32
Prefer not to share	2.3%	115
Other	0.5%	25
Total Responses		5,026

**Question # 19: Do you speak a language other than English at home?**

Of the 7,497 respondents, 20% speak a language other than English at home (Table A19).

**Table A19: Do you speak a language other than English at home?**

Question options (select one)	Responses (%)	Number of Responses
Yes	18.6%	928
No	79.7%	3,986
Prefer not to share	1.7%	85
Total Responses		4,999

**Question #20: Please share any other information you would like us to know about your identity.**

Of the 5,029 who provided more information about themselves, 650 respondents (13%) provided other information about their identity. Some examples of the general nature of additional information provided was:

- Number of residents in the household (adults and children) or if a multi-generational household;
- Identify as having a disability;
- Identify as having an ethnic background;
- Retired;
- How long they have been a London resident; and
- Pet owner.

**Appendix B**  
**Weekly and Biweekly Garbage Collection**

**Municipalities with Green Bin Service**

Biweekly garbage collection is the common service level in large Ontario municipalities with Green Bin programs. Municipalities with Green Bin programs that did not initially have biweekly collection found that the amount of organic material collected increased by 50% to 100% with the introduction of biweekly garbage collection. Collection of Blue Box recyclables also increased with the introduction of biweekly garbage collection.

Twelve of the fifteen largest Ontario municipalities with a Green Bin program have biweekly garbage collection (Table B1), and two of the other programs are reviewing the option or in transition to go to biweekly collection.

**Table B1: Garbage Collection Frequency for Large Municipalities with Green Bin Collection**

<b>Garage Collection Frequency</b>	<b>Municipality</b>
Weekly	Dufferin County, Hamilton <sup>1</sup> , Kingston
Weekly	St. Thomas <sup>2</sup>
Biweekly	Barrie, Durham, Guelph, Halton, Niagara <sup>3</sup> , Ottawa, Peel, Simcoe County <sup>4</sup> , Toronto, Waterloo, York, Other Canadian: Calgary, Halifax, Vancouver

Notes:  
<sup>1</sup> Reviewing biweekly garbage collection  
<sup>2</sup> Weekly garbage, biweekly Green Bin and recycling  
<sup>3</sup> Changed to biweekly garbage collection in October 2020  
<sup>4</sup> Changed to biweekly garbage collection in February 2020



**Appendix C**  
**Schedule for Collection Services and Service Frequency**

**Information from other Municipalities**

A previous review of a number of municipalities in Ontario and a few in Canada with Green Bin collection services (offered weekly with the exception of St. Thomas) has identified several different collection scheduling systems that are designed to handle the Statutory Holidays. Very little has changed in the last year (since the last update in summer 2023).

In general municipalities may vary in the number of days included in a collection cycle. The collection cycle may be a four or five day cycle. There is also variability in the collection on Statutory Holidays and how the collection schedule changes if not collected on a Statutory Holiday.

When addressing waste collection around Statutory Holidays, every municipality faces the unique set of circumstances presented by their collection programs, systems, and schedules, the days required to complete the work, the number of unique collection zones, the type of staff collecting (municipal staff versus a contractor), and the specifications of the contracts and agreements which define service levels. There are generally five ways that municipalities handle Statutory Holiday collections (Table C1):

- With a few exceptions in smaller communities, most municipalities have periods of the year when the collection day changes to accommodate Statutory Holidays;
- A number of municipalities have limited the number of changes by collecting on many Statutory Holidays;
- A number of municipalities collect on the Saturday when a Statutory Holiday occurs; and
- All municipalities require change in collection days per week from twice to 12 times.

**Table C1: How Statutory Holidays are Handled in Other Municipalities**

<b>How are Statutory Holidays Handled</b>	<b>Municipalities in this Category</b>	<b>How Many Times Does Collection Day Change Per Year</b>
Current City of London – No collection on Statutory Holidays; entire collection schedule advances one business day (weekday)		10 or 11
1. Collect on all Statutory Holidays	Some smaller municipalities collect on all Statutory Holidays	0
2. Collection on Statutory Holidays (except Christmas Day and New Year's Day, which advance schedule into Saturday)	City of Barrie, Region of Durham, Region of Niagara, County of Simcoe, City of Toronto, Region of Waterloo, Region of York (Markham, Vaughan), City of Calgary	2
3. No collection on Statutory Holidays. Collection schedule advances into Saturday	City of Guelph, Region of Halton, City of Hamilton, City of Kingston, City of Ottawa,	10-12

How are Statutory Holidays Handled	Municipalities in this Category	How Many Times Does Collection Day Change Per Year
	Region of Peel, City of Halifax	
4. No collection on Statutory Holidays (4 collection zones)	County of Dufferin, City of St. Thomas	6-8
5. No collection on Statutory Holidays, entire collection schedule advances one business day (weekday)	City of Vancouver	12

Identified on Table C2 are the annual collection frequencies for garbage, Green Bin and Blue Box. The majority of municipalities have a similar system with garbage every two weeks (biweekly) and weekly service for Green Bin and Blue Box.

Changes that have occurred since summer of 2023 include City of Ottawa reducing the number of containers at the curb from 6 to 3 as part of biweekly garbage pickup starting September 24, 2024.

Table C2: Collection Frequency in Select Municipalities

Municipality	Annual Garbage Collection Frequency	Number of Bags (Containers) Per Pickup	Annual Green Bin Collection Frequency	Annual Blue Box Collection Frequency
Current City of London	Biweekly	3	Weekly	Weekly
City of Barrie	Biweekly	2	Weekly	Weekly
Region of Durham	Biweekly	4	Weekly	Weekly
City of Guelph	Biweekly	1 (cart)	Weekly	Weekly
Region of Halton	Biweekly	3	Weekly	Weekly
Region of Niagara	Biweekly	2	Weekly	Weekly
City of Ottawa	Biweekly	6 (3 as of Sept. 24, 2024)	Weekly	Weekly
Region of Peel	Biweekly	1 cart or 4 bags	Weekly	Weekly
County of Simcoe	Biweekly	1 (cart)	Weekly	Weekly
City of Toronto	Biweekly	1 (cart)	Weekly	Weekly
Region of Waterloo	Biweekly	3	Weekly	Weekly
Region of York	Biweekly	No limit to 3	Weekly	Weekly
City of Calgary	Biweekly	1 (cart)	Weekly	Weekly
City of Halifax	Biweekly	6	Weekly	Weekly
City of Vancouver	Biweekly	2 (carts)	Weekly	Weekly
County of Dufferin	Weekly	1	Weekly	Weekly
City of Hamilton	Weekly	1	Weekly	Weekly
City of Kingston	Weekly	1	Weekly	Weekly
City of St. Thomas	Weekly	2	Biweekly	Biweekly

Appendix D  
Container Limits and User Fees

Information from Other Municipalities

A review (summer 2023) of a number of municipalities in Ontario and a few in Canada with Green Bin collection services (offered weekly with the exception of St. Thomas) has identified a range of garbage bag/container limits and user fees in use (Table D1):

- The number of garbage containers/bags permitted for biweekly collection ranges from 2 to 6 per pickup. For municipalities that have wheeled carts it is 1 to 3 carts per pickup noting that wheeled carts usually hold 2 or more bags;
- The number of garbage containers/bags permitted for weekly collection ranges from 1 to 2 per pickup;
- User fees for extra garbage containers/bags range from \$1.75 to over \$6.00 with the average price from those municipalities with fees being about \$2.75; and
- Many municipalities have increased user fees (per container) in the last year including Toronto, several communities in Region of York.

Table D1: Bag Limits and User Fees for Municipalities with Green Bin Service

Municipality	Annual Garbage Collection Frequency	Number of Containers/ Bags Per Pickup	Number of Containers/ Bags Per Year	Are Extra Containers/ Bags Permitted?	Cost for Extra Containers/ Bags
Current City of London	Biweekly	3	78	Yes	\$2.00
City of Barrie	Biweekly	2	52	Yes	\$3.00
Region of Durham	Biweekly	4	104	Yes	\$2.50
City of Guelph	Biweekly	1 (cart)	26 (carts)	No	Extra Bag/ Containers Not Available
Region of Halton	Biweekly	3	78	Yes (up to 3)	\$2.00
Region of Niagara	Biweekly	2	52	Yes	\$2.85
City of Ottawa	Biweekly	6 (3 as of Sept. 24, 2024)	156 (78 as of Sept. 24 2024)	No	Extra Bag/ Containers Not Available
Region of Peel	Biweekly	1 (cart) or 4 bags	104	Yes	\$3.00
County of Simcoe	Biweekly	1 (cart)	26 (carts)	Yes (up to 5)	\$3.00
City of Toronto	Biweekly	1 (cart)	26 (carts)	Yes	\$6.32
Region of Waterloo	Biweekly	3	78	Yes	\$2.00
Region of York	Biweekly	2 (Georgina, King, East Gwillimbury)  3 (Aurora,	52, 78 or no limit (clear bags)	Yes Stouffville, King (up to 3)	\$2.00 (Georgina), \$2.30 East Gwillimbury),

Municipality	Annual Garbage Collection Frequency	Number of Containers/ Bags Per Pickup	Number of Containers/ Bags Per Year	Are Extra Containers/ Bags Permitted?	Cost for Extra Containers/ Bags
		Richmond Hill, Vaughan, Stouffville, Newmarket),  No limit (clear bags) (Markham)			\$2.25 (Stouffville), \$2.43 (Richmond Hill), \$3.00 (King), \$2.60 (Vaughan), \$3.00 (Newmarket), \$5.00 (Aurora)
City of Calgary	Biweekly	1 (cart)	26 (carts)	Yes	\$3.00
City of Halifax	Biweekly	6 (1 dark and the rest clear)	156	No	Extra Bag/ Containers Not Available
City of Vancouver	Biweekly	1 (cart) (can request additional cart)	26 (carts)	Yes	\$2.00
County of Dufferin	Weekly	1	52	Yes	\$2.00
City of Hamilton	Weekly	1	52	Yes	None (each household automatically gets 12 garbage tags/year and can request an additional 14 garbage tags/year)
City of Kingston	Weekly	1	52	Yes	\$2.00
City of St. Thomas	Weekly	2	52	Yes	\$1.75

**Appendix E**  
**Diapers and Incontinence Products**

**City of London Current Programs and Practices**

London’s current collection system allows diapers and incontinence products to be placed inside garbage bags or containers for collection as part of regular garbage collection (collected 26 times per year). Should diapers and/or incontinence products require an additional container or bag, a fee of \$2 is required for a Bag Tag or delivery of a container/bag to the EnviroDepots.

On April 13, 2021, London Council approved that the Green Bin program in London would exclude diapers and sanitary products.

**Information from Other Municipalities**

A review of larger Ontario and some Canadian municipalities (summer 2023) with Green Bin collection services (offered weekly with the exception of St. Thomas) has identified a few different solutions for handling diapers and incontinence products when Green Bin service is offered (Table E1):

- The majority of municipalities do not allow diapers and incontinence products in the Green Bin and these materials are placed in the garbage. Only Region of York, City of Toronto and Durham Region as of 1 July 2024, allow placement in Green Bin;
- A few municipalities help households with diapers and incontinence products by offering free disposal at landfill or depots;
- A few municipalities help households with diapers and incontinence products by offering exemptions at the curb such as free collection in clear bags or free garbage tags to go over the container limit; and
- Most municipalities, with weekly or biweekly garbage pickup, do not have any special services for managing diapers and incontinence products.

**Table E1: Municipal Practices to Manage Diapers and Incontinence Products**

Municipality	Place in Garbage (Number of Pickups)	Place in Green Bin (Number of Pickups)	Description of Special Programs Offered
Current City of London	Yes (26)	No	Not offered
City of Barrie	Yes (26)	No	From May 1 – October 31, residents can dispose of a maximum 2 clear bags of diapers/sanitary products (only) per week at the landfill at no charge.
Region of Halton	Yes (26)	No	A diaper bag tag program where households may receive diaper bag tags (that must be affixed to a clear bag) that allow them to exceed the three-bag limit without having to purchase a \$2 bag tag. Up to 40 tags per year free of charge. Must be in clear bags. Free drop-off at Halton Landfill, clear or black bags accepted.
Region of Niagara	Yes (26)	No	A diaper exemption program where eligible residents can apply for an

Municipality	Place in Garbage (Number of Pickups)	Place in Green Bin (Number of Pickups)	Description of Special Programs Offered
			exemption to their biweekly waste collection on weeks when garbage is not collected. Clear bags required.
City of Ottawa	Yes (26)	No	A sign-up program for the collection of diapers/sanitary products, on weeks when garbage is not collected.
Region of Waterloo	Yes (26)	No	Free diaper drop-off at depots (clear bags are mandatory) and a Medical Exemptions program.
County of Dufferin	Yes (52)	No	A diaper exemption program where eligible residents can apply to receive bag tags to cover 1 extra garbage bag (diapers only) for a period of six months.
Region of Durham	Yes (26)	Yes (52)	Starting July 1, 2024, several materials were added to the Green Bin including diapers and pet waste.
City of Guelph	Yes (26)	No	Not offered
City of Hamilton	Yes (52)	No	Not specifically but have a ‘special considerations program’ for families with more than 2 children under four, and residents with special medical circumstances to receive additional tags at no cost.
City of Kingston	Yes (52)	No	Not specifically but have a ‘medical exemption program’ for families with a documented (doctor’s note) need to put out extra garbage bags, without tags.
Region of Peel	Yes (26)	No	Not offered
City of St. Thomas	Yes (52)	No	Not offered
County of Simcoe	Yes (26)	No	Not offered
City of Calgary	Yes (26)	No	Not offered
City of Halifax	Yes (26)	No	Not offered
City of Vancouver	Yes (26)	No	Not offered
City of Toronto	Yes (26)	Yes (52)	
Region of York	Yes (26)	Yes (52)	

Appendix F  
Pet Waste

City of London Current Programs and Practices

London’s current collection system allows dog waste, kitty litter and other pet waste to be bagged and placed inside garbage containers or bags for collection as part of regular garbage collection (collected 26 times per year).

Some London households have found that dog waste is easily managed using a backyard digester (sold at the EnviroDepots for a subsidized price). However, digesters cannot manage kitty litter, and may not be practical for some households.

London offers in-ground dog waste disposal containers at some of its dog parks through a pilot project implemented for up to ten in-ground dog waste disposal units in City parks.

On July 25, 2023, London Council approved the processing of food waste and soiled paper at Convertus Canada Inc. London Council also approved the price to add pet waste and/or food waste contained inside plastic bags at a future date.

Information from Other Municipalities

A review of a number of municipalities in Ontario and a few in Canada with Green Bin collection services (offered weekly with the exception of St. Thomas) has identified two separate approaches for managing pet waste (Table F1):

- A number of municipalities do not allow pet waste in the Green Bin. In these communities pet waste goes in the garbage that is collected either weekly or biweekly;
- A number of municipalities allow pet waste to be placed inside the Green Bin, generally inside paper or certified compostable bags for feces;
- A couple of municipalities allow pet waste placed in regular plastic bags and then placed in the Green Bin;
- In the last year, two municipalities (City of Barrie and Region of Durham comprised of many cities and towns) have added pet waste to the Green Bin);
- A number of municipalities have separate dog waste handling systems in dog parks and regular parks; and
- No municipalities surveyed provided separate curbside solutions for pet waste.

Table F1: Municipal Programs to Manage Pet Waste

Municipality	Place in Garbage (Number of Pickups)	Place in Green Bin (Number of Pickups)	Notes and/or Other Approaches Available in Dog Parks and/or Municipal Parks
Current City of London	Yes (26)	No	In-ground containers at Dog Parks. Pilot project underway for Parks with in-ground containers.
County of Dufferin	Yes (52)	No	
Region of Halton	Yes (26)	No	
City of Hamilton	Yes (52)	No	In-ground dog waste containers in some parks (2020); paused shortly after due to contractor issues and not re-introduced.
City of Kingston	Yes (52)	No	
Region of Peel	Yes (26)	No	In-ground dog waste containers pilot program in parks (Mississauga only). Concluded in 2024.

Municipality	Place in Garbage (Number of Pickups)	Place in Green Bin (Number of Pickups)	Notes and/or Other Approaches Available in Dog Parks and/or Municipal Parks
City of Halifax	Yes (26)	No	In-ground dog waste containers pilot program in a limited number of parks.
City of Vancouver	Yes (26)	No	Dog waste bins pilot program in parks
City of Barrie	Yes (26)	Yes (52)	Effective May 1, 2024 pet waste is accepted in the Green Bin.
Region of Durham	Yes (26)	Yes (52)	Effective July 1, 2024 pet waste is accepted in the Green Bin.
City of Guelph	Yes (26)	Yes (52)	
Region of Niagara	Yes (26)	Yes (52)	In-ground dog waste containers pilot project in parks.
City of Ottawa	Yes (26)	Yes (52)	
City of St. Thomas	Yes (52)	Yes (26)	
County of Simcoe	Yes (26)	Yes (52)	
City of Toronto	Yes (26)	Yes (52)	Organics bins in parks pilot project specifically for pet waste.
Region of Waterloo	Yes (26)	Yes (52)	In-ground dog waste containers in parks.
Region of York	Yes (26)	Yes (52)	Town of Aurora has in-ground dog waste containers in select parks.
City of Calgary	Yes (26)	Yes (52)	Pilot project at 2 dog parks.



Appendix G  
Furniture and Bulky Items

Information from Other Municipalities

A review of a number of municipalities in Ontario and a few in Canada (in summer 2023) with Green Bin collection services (offered weekly with the exception of St. Thomas) has identified a range of options for managing small and large furniture and bulky items (Table G1):

- Not collected at the curb – these municipalities direct households to depots, transfer stations and/or landfill. Disposal fees apply;
- Booking required; then place with garbage on collection day - some municipalities have specific fees for items to be picked up;
- Booking required; then place with garbage on collection day – some municipalities have no fees but limit the number of items to be picked up; and
- Place with garbage on collection day – some municipalities allow collection on regular garbage day with a separate collection vehicle (large items), have no fees but may limit the number of items.

Table G1: Municipal Programs that Manage Large Furniture and Large Bulky Items

Municipality	Description	Frequency of Pickup	Fees	Limit
Current City of London	Booking required for large furniture and bulk items; then place with garbage on collection day	Every pickup	No fee	4 item limit
City of Barrie	Not collected at the curb		Landfill site – fees apply	No limit
City of Kingston	Not collected at the curb		Private facilities – fee apply	No limit
City of St. Thomas	Not collected at the curb		Community depot - \$135 per tonne	No limit
City of Calgary	Not collected at the curb		Landfill site – fees apply	No limit
City of Vancouver	Not collected at the curb		Depot, transfer station or landfill – fees apply	No limit
County of Dufferin	Booking required; then place with garbage on collection day	Monthly	\$25 - 4 items \$20 - white goods \$30 - white goods with refrigerant	No limit
City of Guelph	Booking required; then place with garbage on collection day	Every pickup	\$60 - one item, \$27 for additional items \$22.12 - refrigerant/cfc pumping (for refrigerators etc.)	No limit
County of Simcoe	Booking required; then a specific time for pickup is provided	On demand	\$50 - 5 items	

Municipality	Description	Frequency of Pickup	Fees	Limit
City of Hamilton	Booking required; then place with garbage on collection day	Every pickup	No fee	4 item limit
Region of Niagara	Booking required; then place with garbage on collection day	Every pickup	No fee	4 item limit
Region of Durham	Place with garbage on collection day. For some Durham municipalities this needs to be booked in advance.	Every pickup	Generally, no fee but in some cases a \$35 fee.	Varies by Durham municipality
Region of Halton	Place with garbage on collection day	Every pickup	No fee	3 item limit
City of Ottawa	Place with garbage on collection day	Every pickup	No fee	Counts towards collection day 3 item limit
Region of Peel	Place with garbage on collection day	Every pickup	No fee	No limit
City of Toronto	Place with garbage on collection day	Every pickup	\$21.58 annual charge	No limit
Region of Waterloo	Place with garbage on collection day	Every pickup	No fee	3 item limit
Region of York (Markham)	Place with garbage on collection day	Every pickup	No fee	3 item limit
Region of York (Vaughan)	Place with garbage on collection day	Every pickup	No fee	Counts towards collection day 3 item limit
City of Halifax	Place with garbage on collection day	Every pickup	No fee	1 item limit

## 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-2024-037 Sunningdale Road East and Clarke Road  
Intersection Improvements  
Appointment of Consulting Engineer  
**Date:** July 16, 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 and tendering of the Sunningdale Road East and Clarke Road Intersection Improvements:

- (a) R.V. Anderson Associates Limited **BE APPROVED** as the consulting engineer to complete the detailed design and tendering services at an upset amount of \$235,254.00, excluding HST, in accordance with RFP 2024-037 and 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 Background Information

#### 1.1 Purpose

The purpose of this report is to recommend the appointment of a consulting engineer to undertake the detail design and tendering activities required for improvements to the Sunningdale Road East and Clarke Road intersection.

#### 1.2 Previous Reports Related to this Matter

- Strategic Priorities and Policy Committee – May 6, 2019 – Approval of 2019 Development Charges By-Law and DC Background Study
- Civic Works Committee – May 22, 2024 – New Traffic Signals, Pedestrian Signals and Pedestrian Crossovers

## 2.0 Discussion and Considerations

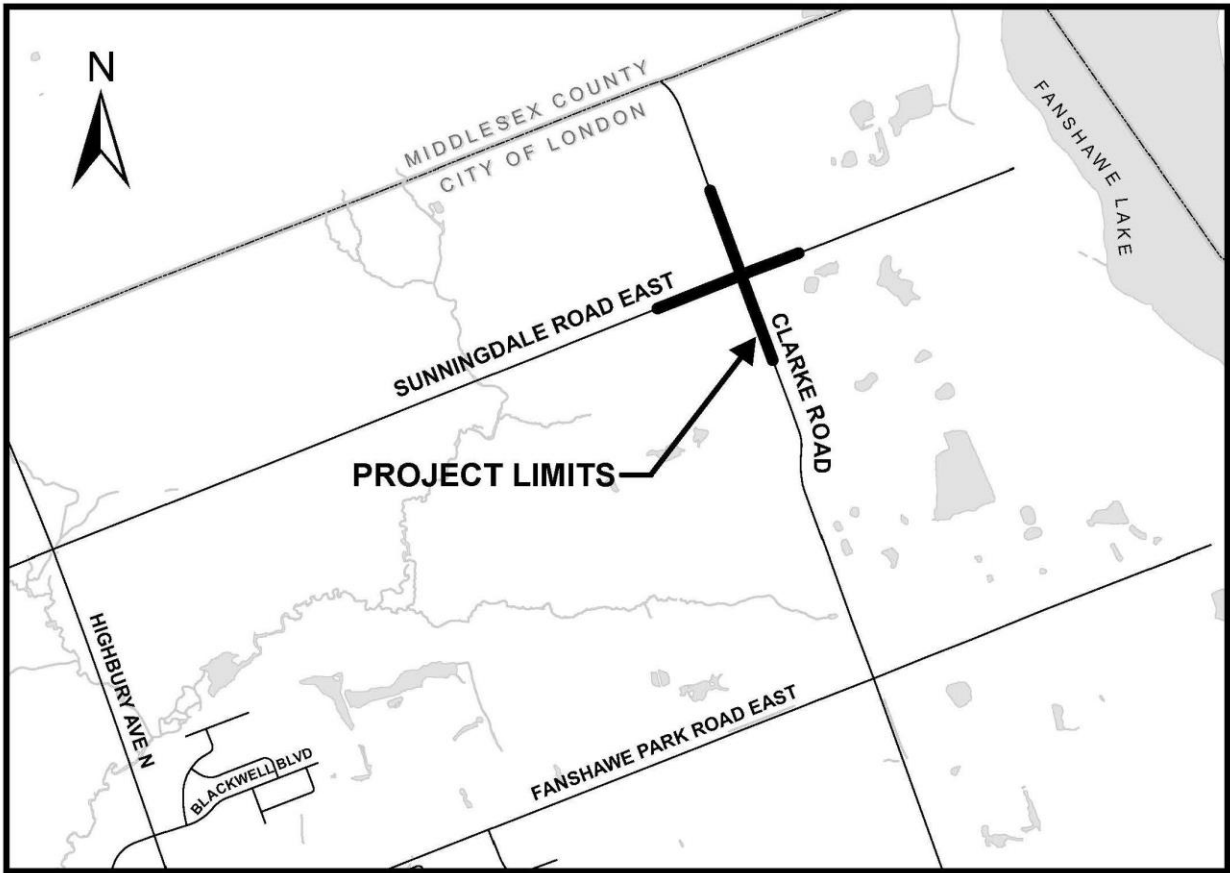
### 2.1 Project Background

The intersection of Sunningdale Road East and Clarke Road is currently unsignalized and stop controlled. Clarke Road in this area is classified as Rural Throughfare under the London Plan. Sunningdale Road west of Clarke Road are also Rural Throughfares and the section east of Clarke Road is designated as a Rural Connector. The average annual daily traffic on Clarke Road and Sunningdale Road is approximately 9,000 and 4,000 vehicles respectively.

Unsignalized intersections are routinely monitored to identify locations requiring signalization and other improvements resulting from area development and associated increases in traffic volumes. Based on recent monitoring and traffic information, this location has been identified for the near-term installation of traffic signals. It is also recommended that left-turn lanes be added to all four intersection approaches to improve safety and traffic operations.

The timing of construction is planned to occur in the near term and will be subject to completion of the detailed design phase, the acquisition of property and subsequent approvals.

The project location is in the north-east area of London, as shown in Figure 1.



**Figure 1:** Project location and limits

### 2.2 Consultant Procurement Process

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

- e. 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.

The procurement process followed the two-stage process with the first stage being an open, publicly advertised pre-qualification stage (RFPQ-2023-800). Subsequently, a consultant shortlist comprised of three engineering consulting firms was developed and these consultants were invited to submit detailed proposals and work plans under RFP 2024-037. Proposals were received from two consultants on June 6, 2024. The selection committee evaluated the proposals against an established evaluation criteria which included an understanding of project goals and objectives, methodology, approach, schedule, team member’s qualifications, and experience and performance on directly related projects.

The evaluation committee determined that the submission from R.V. Anderson Associates Limited provides the best value and meets all requirements. R.V. Anderson Associates Limited has experienced project team members with the required qualifications. Their proven experience on similar projects combined with a project proposal that demonstrated a thorough understanding of the project goals and objectives determined their suitability for this assignment. The consultant will be considered for future project phases subject to performance.

**3.0 Financial Impact/Considerations**

Funds are identified in the capital budget for the engineering, detailed design, and tendering work for the Sunningdale Road East and Clarke Road intersection improvements as per the Source of Financing attached as Appendix A.

**Conclusion**

Improvements to the Sunningdale Road East and Clarke Road intersection are required to accommodate the increasing traffic volumes safely and efficiently. The improvements will include new traffic signals and turning lanes.

R.V. Anderson Associates Limited has demonstrated a comprehensive understanding of the requirement for this project. Based on the evaluation of their submitted proposal, it is recommended that R.V. Anderson Associates Limited be appointed to undertake the detail design and tendering work for the Sunningdale Road and Clarke Road intersection improvements in the amount of \$235,254.00 (excluding HST) in accordance with Section 15.2 (e) of the City of London’s Procurement of Goods and Services Policy.

<b>Prepared by:</b>	<b>Garfield Dales, P. Eng., Division Manager, Transportation Planning and Design</b>
<b>Submitted by:</b>	<b>Doug MacRae, P. Eng., MPA, Director, Transportation and Mobility</b>
<b>Recommended by:</b>	<b>Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure</b>

<b>Attach:</b>	Appendix A – Source of Financing
<b>CC:</b>	Fabio Rueda, City of London Paul Yanchuk, City of London Phil D'Agostino, City of London Dhaval Harpal, City of London R.V. Anderson Associates Limited, Consultant

Appendix "A"

#24136  
July 16, 2024  
(Appoint Consulting Engineer)

Chair and Members  
Civic Works Committee

RE: RFP-2024-037 Sunningdale Road East and Clarke Road Intersection Improvements  
(Subledger TF240015)  
Capital Project TS1364 - Sunningdale - Highbury Avenue to Clarke Road  
Capital Project TS416519 - Urban Intersections (2019-2023)  
R.V. Anderson Associates Limited - \$235,254.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
TS1364 - Sunningdale - Highbury Avenue to Clarke Road				
Engineering	500,000	0	119,698	380,302
Relocate Utilities	781,203	0	0	781,203
TS1364 Total	1,281,203	0	119,698	1,161,505
TS416519 - Urban Intersections (2019-2023)				
Engineering	987,404	598,819	119,698	268,887
Construction	2,781,142	2,781,142	0	0
Traffic Signals	4,152,214	1,716,187	0	2,436,027
Street Lights	2,266,819	427,432	0	1,839,387
TS416519 Total	10,187,579	5,523,580	119,698	4,544,301
Total Expenditures	\$11,468,782	\$5,523,580	\$239,396	\$5,705,806

Sources of Financing

TS1364 - Sunningdale - Highbury Avenue to Clarke Road				
Debenture	193,462	0	0	193,462
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	1,087,741	0	119,698	968,043
TS1364 Total	1,281,203	0	119,698	1,161,505
TS416519 - Urban Intersections (2019-2023)				
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	10,187,579	5,523,580	119,698	4,544,301
TS416519 Total	10,187,579	5,523,580	119,698	4,544,301
Total Financing	\$11,468,782	\$5,523,580	\$239,396	\$5,705,806

Financial Note:	TS1364	TS416519	Total
Contract Price	\$117,627	\$117,627	\$235,254
Add: HST @13%	15,292	15,292	30,584
Total Contract Price Including Taxes	132,919	132,919	265,838
Less: HST Rebate	-13,221	-13,221	-26,442
Net Contract Price	\$119,698	\$119,698	\$239,396

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  
mp

## 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:** Irregular Result: Rapid Transit Shelters - Public Artwork  
Vendor of Record Contract Award RFP-2023-276 and  
Appointment of Consulting Engineer for Contract  
Administration Services

**Date:** July 16, 2024

## Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contract for the Request for Proposal RFP-2023-276 – Rapid Transit Shelter Artwork Fabrication and Installation project and Appointment of a Consulting Engineer for Contract Administration Services:

- a) The bid submitted by Compex Display of \$1,292,930.00 (excluding HST), for the future supply, fabrication and installation of Rapid Transit Shelter – Artwork (RFP-2023-276) **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy; it being noted that the proposal submitted by Compex Display was the only proposal received, creating an irregular result, however it meets the City's specifications and requirements in all areas;
- b) the Civic Administration **BE AUTHORIZED** to appoint Compex Display as the Vendor of Record for fabrication, supply, and installation of shelter artwork in connection with these purchases for a period four (4) years with three (3) one (1) year option periods with renewals based on positive performance and cost, noting cost escalation may be negotiable;
- c) AECOM Canada Ltd. **BE AUTHORIZED** to carry out the resident inspection and contract administration for the 14 Shelter Installations (Downtown Loop, East London Link Phase 1 and 2 and Wellington Gateway Phase 1) in accordance with the estimate, on file, at an upset amount of \$559,669.00 excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- d) the financing for this assignment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- e) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- f) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with Compex Display for this work; and
- g) 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 Downtown Loop, East London Link, and Wellington Gateway projects require the installation of rapid transit stops in 41 curbside or centre-running at locations along the corridors. The initial rapid transit civil construction contracts included the base platform for the first 14 stop locations. Going forward, all civil construction contracts include the full installation of rapid transit stations including shelters and amenities.

A requirement of the Rapid Transit Environmental Assessment was the inclusion of public art into the shelter designs to reflect the history of London, incorporate heritage material and enhance the waiting experience through contemporary design. This report recommends the assignment of Compex Display as the successful Vendor of Record to fabricate, supply and install the Station Public Artworks for all 41 rapid transit stop locations.

This report also recommends AECOM Canada Ltd. to provide contract administration and construction inspection services for the 14 shelters in the Downtown Loop, East London Link and Wellington Gateway that were not previously included in the initial civil construction contracts.

**Linkage to the Corporate Strategic Plan**

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

- Mobility and Transportation:
  - Londoners of all identities, abilities and means can move throughout the city safely and efficiently.
- Climate Action and Sustainable Growth
  - London’s infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

**Analysis**

**1.0 Background Information**

**1.1 Previous Reports Related to this Matter**

- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects
- Civic Works Committee – January 7, 2020 – Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer
- Civic Works Committee – August 11, 2020 – East London Link Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer
- Civic Works Committee – November 29, 2022 – Vendor of Record Contract Award – Rapid Transit Shelter Infrastructure
- Civic Works Committee – April 12, 2023 – Vendor of Record Contract Award – Rapid Transit Variable Message Signs
- Civic Works Committee – March 19, 2024 – Vendor of Record Contract Award – Rapid Transit Station Lighting, Obelisks and Station Furniture



## 1.2 Context

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

On June 25, 2019, the Province pledged \$103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced \$123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program. Construction began on the first rapid transit corridor, the Downtown Loop, in 2021 with work starting on the East London Link and Wellington Gateway projects in 2022 and 2023 respectively. These projects require the installation of rapid transit stops in 21 curbside or 20 centre-running at locations along the three corridors combined.

Procurement of rapid transit shelter infrastructure and station amenities have all followed a two-stage RFQual/RFP process to select Vendors of Record (VOR). Each VOR is responsible for the fabrication, supply and installation of their element of the rapid transit stop as part of future construction tenders.

To date, Council has appointed the following shelter amenity VORs:

- Enseicom – Shelter structures, station obelisk, station furniture;
- J-AAR Construction – Station lighting; and
- Urban Solar – Variable Message Signs (VMS).

A requirement of the Rapid Transit Environmental Assessment was the inclusion of public art into the shelter designs to reflect the history of London, incorporate heritage material and enhance the waiting experience through contemporary design. This report recommends appointment of Compex Display as the Vendor of Record to fabricate and install shelter artwork as stated in RFP-2023-276. Selection of the artwork itself will follow a separate Call to Artists process being coordinated with the Culture Services Division through the London Arts Council.

The early rapid transit construction contracts included installation of the concrete station platforms (bases) with the shelter components to follow. Going forward, rapid transit construction contracts will include the supply and installation of shelters and shelter amenities within each contract. This report recommends authorizing AECOM Canada Ltd. to undertake resident inspection/contract administration for the 14 shelters in the Downtown Loop, East London Link Phase 1 and 2 and Wellington Gateway Phase that were not included as part of the civil contracts at the time of civil tenders due to the design and prototype of above ground elements not being finalized.

## 2.0 Discussion and Considerations

### 2.1 Rapid Transit corridors

#### Downtown Loop

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



Figure 1: Limits of Downtown Loop

East London Link

The East London Link is a mixed-use corridor with existing land uses that include historic businesses, residential neighbourhoods, a growing entertainment district, and heavy industry. The corridor is anchored by Downtown London at the western end and Fanshawe College at the eastern end, serving the Western Fairgrounds, Old East Village, 100 Kellogg Lane, the Stackhouse District, future development at the former McCormick and London Psychiatric Hospital lands, and Fanshawe College’s main campus. The East London Link will add curbside rapid transit stations along King Street East and Dundas Street East and median rapid transit stations on Highbury Avenue North and at the Oxford Street intersection. A terminal station will be constructed on the Fanshawe College property. Figure 2 illustrates the East London Link corridor and indicates the approximate location of the rapid transit stations.



Figure 2: Limits of East London Link

Wellington Gateway

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



**Figure 3: Limits of Wellington Gateway**

**2.2 Rapid Transit Station Design**

Shelter Design Public Engagement and Consultation

Extensive public consultation was completed as part of the approved Environmental Assessment (EA) including a Stops and Streetscape Workshop in November 2017 as well as stakeholder and public meetings to establish the design concepts for shelters and amenities. This engagement period included opportunities for the general public as well as property owners, businesses and residents within and immediately bordering the project area to bring forward questions and concerns. The input received through these proactive engagements informed the overall design of the transit stations as indicated below.

The rapid transit station shelters and amenities should:

- be modular and consistent in design to be applied across all the corridors;
- be designed for accessibility;
- reflect heritage elements and community context in the design of the shelter;
- be sized based on anticipated passenger capacity, including integration with LTC local routes where feasible;
- align with industry best practices that support the Safe Cities London action plan;
- follow the principles of Crime Prevention Through Environmental Design that includes anti-graffiti materials and design choices; and
- be flexible to future expansion opportunities if passenger capacity is exceeded.

Elements of a Rapid Transit Shelter

The rapid transit stops are designed to be modular and able to be scaled to fit each stop location based on anticipated ridership. Figure 4 shows the conceptual design for a typical rapid transit station, indicating the elements common to all rapid transit stops:

- tempered glass windscreens and a glazed roof canopy;
- both seated and leaning bench options;
- a separate amenity cabinet with opportunities for advertising and map display;
- obelisk feature installed near the entrance to each station to identify the location of the rapid transit stops through the use of height, colour, and light;
- enhanced pedestrian scaled lighting both within the shelter and along the platform;
- navigational wayfinding signage; and
- mounting brackets to display public art banding across the top of the shelter structures.



**Figure 4: Elements of a Rapid Transit Shelter**

Figure 5 provides a rendering of a typical rapid transit station. The rapid transit program reached an exciting milestone in April with the installation of the first prototype shelter at King Street and Ontario Street. This first shelter has allowed the project team to test out some elements and fine-tune final details ahead of installing additional shelters in the core later this year.



**Figure 5: Rapid Transit Station Rendering**



## Environmental Assessment Recommendations for Public Art

While the stops will have a consistent look and feel across the corridors, the Rapid Transit Environmental Assessment (EA) recommended that public art be included in the detailed design process for the stops to allow for a component of customization.

Incorporating public art into infrastructure projects is a necessary tool for mitigating heritage impacts and reflecting the cultural heritage of the surrounding community. Cultural heritage plays an essential role in preservation and on the ongoing creation of the cultural identity of a community. Public feedback during the EA demonstrated that Londoners wanted heritage to be reflected in the stop design. Integrating cultural heritage context into the design of the shelters through the involvement of an artist and/or heritage specialist was a commitment of the EA.

Public art at transit stops can foster a sense of pride in the local community by offering expressions of local identity and creativity that celebrate local culture. By featuring works from local artists utilizing themes that resonate with the area's history and values, public art can instill a sense of ownership and pride among residents. The inclusion of public art also enhances the waiting experience and gets the community involved.

Each shelter will feature site-specific public artworks reflecting the contextual aspects of its location with themes such as: Indigenous culture, diversity, history, arts, transportation, wellness, and education.

### **2.3 Proposed Rapid Transit Shelter Public Art**

In seeking to enhance our transit stops with public art, the project team looked to other municipalities for inspiration on innovative approaches and best practices. An example of this can be seen in Figure 6, which highlights the Toronto Transit Commission's St. Clair station stop. This station effectively incorporates public art into its design, serving as a model for other cities.



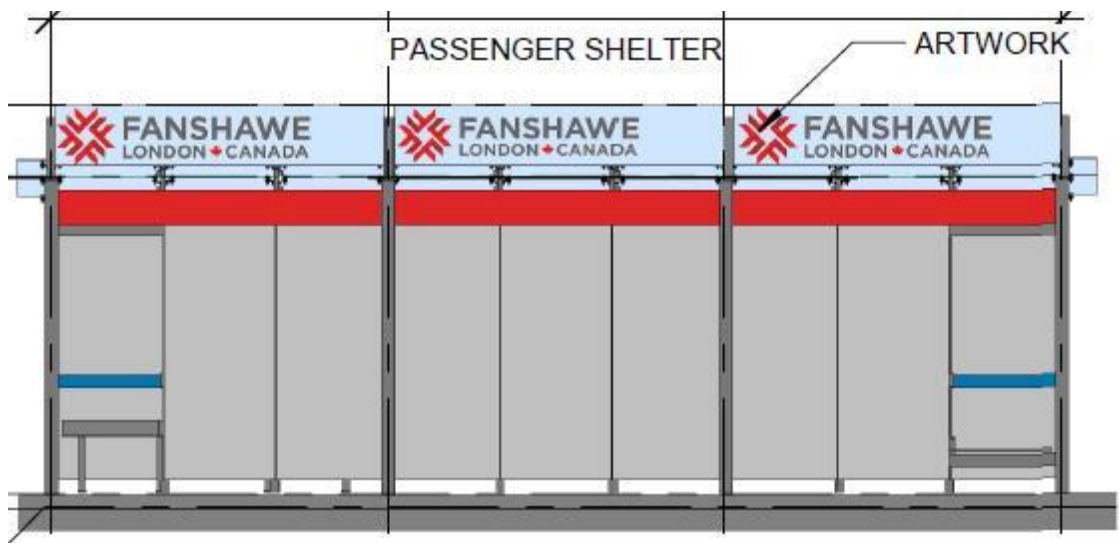
**Figure 6: St. Clair Station**

The City of London has adopted a comparable strategy for integrating public artworks into its rapid transit shelters. Mounting brackets will be installed along the top of the shelters at a spacing aligned with the shelter modules. Placing the art along the top of the shelters is the most practical solution from a maintenance perspective and allows for artwork to be integrated easily as an add on feature to the shelter structure.

Mounting brackets will be installed along the top of the shelters at a spacing aligned with the individual modules. Each art panel will measure 3.85m wide by 0.7m tall and will be fabricated with transparent, two pane tempered safety glass. The printed art surface will be sealed between two layers of fused glass. Enclosing the artwork within tempered safety glass provides for maximum durability and ease of maintenance. It will ensure the art is visible from both sides and resistant to fading, scratching, or peeling over time.

Additionally, the obelisk will include a display case showcasing the public artworks on each shelter, providing information about the artwork and the artist.

Figure 7 below provides a rendering of the artwork size and location on the shelters. Each panel can repeat as shown in the sample rendering or tell a story across multiple panels.



**Figure 7: Proposed Artwork Rendering**

The successful Vendor of Record will be responsible for receiving digital artwork design files for fabrication and installation of public artworks on the rooftop of transit shelters. They will also produce printed materials with information about the associated public artwork to be placed in the obelisk display case.

**2.4 Rapid Transit Shelter Art Selection Process**

The London Arts Council in coordination with the City of London’s Culture Services Division will oversee the art selection process for the rapid transit shelters.

Working together with staff from Heritage and Urban Design, the selection team has developed a list of suggested themes for each of the stop locations. As noted above, the Call for Artist process will provide thematic guidance for artists’ submissions focusing on themes such as: Indigenous culture, diversity, history, arts, transportation, wellness, and education.

The London Arts Council and Culture Services Division will collaborate with the artists whose applications have already been evaluated and selected through the London Arts Council's assessment process based on their prior submissions to the City's Community Arts Investment Program and/or Public Art and Monument Program in order to work within the established timelines for the first phase of this public art implementation (stop locations on the Downtown Loop and selected stops in the core area).

Future calls for artists' proposals by the London Arts Council will include artwork for the remaining shelters along the corridors; these calls may involve community and neighbourhood engagement opportunities.

## **3.0 Financial Impact/Considerations**

### **3.1 Procurement Process**

In accordance with the Procurement of Goods and Services Policy, the Public Art Vendor of Record selection followed a two-stage process with a Request for Pre-Qualification (RFQUAL) followed by a Request for Proposal (RFP). Two (2) submissions were received in the RFQUAL and only Compex Display met the qualifications. As such, Compex Display was the only qualified proponent invited to the RFP.

The proposal for the Rapid Transit Shelter – Artwork Fabrication and Installation RFP-2023-276 was received on March 26, 2024, and reviewed by a team consisting of the City, Consultant Team, and London Transit Commission (LTC) members. One (1) proponent submitted a proposal, with Compex Display's proposal evaluated at \$1,292,930.00, excluding HST. The receipt of one (1) submission in response to the RFP created an irregular result, as per Section 19.4 of the Procurement of Goods & Services Policy.

Despite receiving only one successful bid for the RFP, the proposal remains good value for the municipality. Compex Display has a long history of quality work with both the City of London and LTC including recent installations such as the Memorial Plaza artwork commemorating Our London Family, heritage displays around the city and Thames Valley Parkway signage. The value of this work is consistent with National Arts Board Guidelines that cite public facing capital projects should incorporate public art valued at approximately 1% of the infrastructure investment.

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

### **3.2 Consulting Services**

AECOM Canada Ltd. and Dillon Consulting Limited were awarded the detailed design of the Downtown Loop, East London Link and Wellington Gateway Infrastructure Improvements project by Council on January 14, 2020 and August 25, 2020 respectively, in partnership with Archibald, Gray, and McKay Engineering Ltd. as a sub-consultant. AECOM Canada Ltd. is the lead design consultant for the Station Design.

The early rapid transit construction contracts included installation of the 14 concrete station platforms (bases) with the shelter components to follow due to the design and prototype of above ground elements not being finalized. Going forward, rapid transit construction contracts now include the supply and installation of shelters and shelter amenities within each contract.

Due to the consultant's knowledge of the detailed design of the shelter and station amenities, AECOM Canada Ltd. was requested to provide a proposal for contract administration and construction inspection of the 14 station locations and the scope of fees were negotiated.

Staff have reviewed the fee submission for contract administration and construction inspection of these projects, including the time allocated to each project task, along with hourly rates. That review of assigned personnel, time per project task, and hourly rates is consistent with expected efforts for this scope of work and of what has been realized through the prototype install. The scope of work covered in this assignment is new to the City and with the need to coordinate various unique station amenities to complete the full station installation including the shelter structure, obelisks, variable message signs, CCTV, lighting, electrical, furniture, artwork, heating and wayfinding signage.

In accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy, which states ‘A consulting firm which has satisfactorily partially completed a project may be recommended for award of the balance of a project without competition subject to satisfying all financial, reporting and other conditions contained within this Policy’. The continued use of AECOM Canada Ltd. on this project for contract administration and construction inspection is of financial advantage to the City due to the fact the consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

Civic Administration is recommending that AECOM Canada Ltd. be authorized to carry out the remainder of engineering services, as contract administrators and construction inspectors, and complete this project for a fee estimate of \$559,669.00 excluding HST.

The approval of this work will increase the total engineering services for each of the three rapid transit corridors by the following amounts:

Project	Current Assignment Award	Engineering Services Approved Total to Date
Downtown Loop	\$199,882	\$6,605,751
East London Link	\$199,882	\$13,569,132
Wellington Gateway	\$159,905	\$15,394,006

**3.3 Financial Considerations**

Funding for Rapid Transit Shelter Amenities is provided as part of the approved Downtown Loop, East London Link and Wellington Gateway construction budgets and additional budget requirements approved as part of the 2024-2027 Multi-Year Budget.

The incremental operating and maintenance costs for rapid transit shelters have been forecasted over the 2024-2027 Multi-Year Budget based on the planned construction of new infrastructure and the launch of rapid transit operations for the East London Link and Wellington Gateway routes in the summer of 2027 and 2028, respectively. All operational requirements have been detailed in the 2024 Assessment Growth Rapid Transit Implementation Business Case.

**Conclusion**

Civic Administration has reviewed the proposal submission for rapid transit shelter artwork and recommends Compex Display be appointed as a Vendor of Record for the fabrication and installation of Shelter Artwork related to the Downtown Loop, East London Link, and Wellington Gateway projects. The proposal is valued at an upset amount of \$1,292,930.00.

AECOM Canada Ltd. developed the station specific specifications in collaboration with the City and LTC for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and construction inspection services related to the 14 shelters planned for install in 2024. The contract administration assignment is valued at an upset amount of \$559,669.00 excluding HST.

Prepared by:

Ardian Spahiu, P.Eng., Acting Division Manager,  
Major Projects

Submitted by:

Jennie Dann, P.Eng., Director,  
Construction & Infrastructure Services

Recommended by:

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

Attach:       Appendix A – Source of Financing



#24146  
July 16, 2024  
(Award Contract)  
  
Chair and Members  
Civic Works Committee  
  
RE: Irregular Result: Rapid Transit Shelter  
(Subledger RD220014)  
Capital Project RT1430-7D - Downtown Loop - Stops Rapid Transit  
Capital Project RT1430-3D - East London Link - Stops Rapid Transit  
Capital Project RT1430-1D - Wellington Gateway - Stops Rapid Transit  
AECOM Canada Ltd. - \$559,669.00 (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 Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
RT1430-7D - Downtown Loop - Stops Rapid Transit				
Engineering	345,021	141,621	203,400	0
Construction	4,074,284	2,312,513	0	1,761,771
Utilities	6,061	6,061	0	0
City Related Expenses	201	201	0	0
ICIP Ineligible Expenses	17,433	17,433	0	0
RT1430-7D Total	4,443,000	2,477,829	203,400	1,761,771
RT1430-3D - East London Link - Stops Rapid Transit				
Engineering	1,129,230	925,830	203,400	0
Construction	12,318,475	8,665,315	0	3,653,160
Utilities	1,816	1,816	0	0
ICIP Ineligible Expenses	50,320	50,320	0	0
RT1430-3D Total	13,499,841	9,643,281	203,400	3,653,160
RT1430-1D - Wellington Gateway - Stops Rapid Transit				
Engineering	1,079,795	757,177	162,720	159,898
Construction	12,341,569	2,185,030	0	10,156,539
ICIP Ineligible Expenses	41,838	41,838	0	0
RT1430-1D Total	13,463,202	2,984,045	162,720	10,316,437
Total Expenditures	\$31,406,043	\$15,105,155	\$569,520	\$15,731,368

Sources of Financing

RT1430-7D - Downtown Loop - Stops Rapid Transit				
Capital Levy	675,420	376,677	30,921	267,823
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,777,200	991,132	81,360	704,708
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,480,852	825,860	67,793	587,198
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	509,528	284,160	23,326	202,042
RT1430-7D Total	4,443,000	2,477,829	203,400	1,761,771
RT1430-3D - East London Link - Stops Rapid Transit				
Capital Levy	1,356,162	1,356,162	0	0
Debenture Quota (Note 2a)	1,968,902	125,962	97,199	1,745,741
Public Transit Infrastructure Stream (PTIS) - Federal Funding	3,568,400	3,568,400	0	0
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	2,973,369	2,973,369	0	0
Drawdown from City Services - Transit Reserve Fund (Development Charges) (note 1)	3,633,008	1,619,388	106,201	1,907,419
RT1430-3D Total	13,499,841	9,643,281	203,400	3,653,160
RT1430-1D - Wellington Gateway - Stops Rapid Transit				
Capital Levy	1,616,266	453,632	24,737	1,137,898
Debenture By-law No. W.-5701-154	1,613,785	0	0	1,613,785
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,252,800	1,193,618	65,088	2,994,094
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,543,646	994,582	54,235	2,494,829
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	1,219,288	342,213	18,661	858,414
Debenture By-law No. W.-5701-154 (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1)	1,217,417	0	0	1,217,417
RT1430-1D Total	13,463,202	2,984,045	162,720	10,316,437
Total Financing	\$31,406,043	\$15,105,155	\$569,520	\$15,731,368

#24146  
July 16, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Irregular Result: Rapid Transit Shelter  
(Subledger RD220014)  
Capital Project RT1430-7D - Downtown Loop - Stops Rapid Transit  
Capital Project RT1430-3D - East London Link - Stops Rapid Transit  
Capital Project RT1430-1D - Wellington Gateway - Stops Rapid Transit  
AECOM Canada Ltd. - \$559,669.00 (excluding HST)

Financial Note	RT1430-7D	RT1430-3D	RT1430-1D	Total
Contract Price	\$199,882	\$199,882	\$159,905	\$559,669
Add: HST @13%	25,985	25,985	20,788	72,758
Total Contract Price Including Taxes	225,867	225,867	180,693	632,427
Less: HST Rebate	-22,467	-22,467	-17,973	-62,907
Net Contract Price	\$203,400	\$203,400	\$162,720	\$569,520

**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:** 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.

**Note to City Clerk:** the City Clerk is hereby requested to prepare, and introduce the necessary by-laws:

a) An authorizing by-law should be drafted to secure debenture financing for project RT1430-3D - East London Link Stops Rapid Transit for the net amount to be debentured of \$1,968,902

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

## 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:** School Zone Speed Limit Reductions on Major Streets  
Amendments to the Traffic and Parking By-law  
**Date:** July 16, 2024

## Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on July 23, 2024, for the purpose of amending the Traffic and Parking By-law (PS-114) to lower speed limits in school zones on major streets.

## Linkage to the Corporate Strategic Plan

Municipal Council's Strategic Plan identifies Mobility and Transportation and Wellbeing and Safety as strategic areas of focus. This report supports the Strategic Plan by creating safe, vibrant, and healthy neighbourhoods by improving traffic safety.

## Analysis

### 1.0 Background Information

#### 1.1 Purpose of this Report

This report recommends lowering speed limits in school zones on major streets. Lowering of speed limits in school zones by 10 km/hr on Neighbourhood Streets and Neighbourhood Connectors previously occurred beginning in 2016 and was reinforced through the Area Speed Limit program. Expanding reduced school zone speed limits to major streets bolsters the city's commitment to improving road safety, particularly in areas with high pedestrian activity.

This recommendation requires amendments to the Traffic and Parking By-law (PS-114) (Appendix A) to introduce a new School Zones Schedule, with reduced speed limits on major streets near schools.

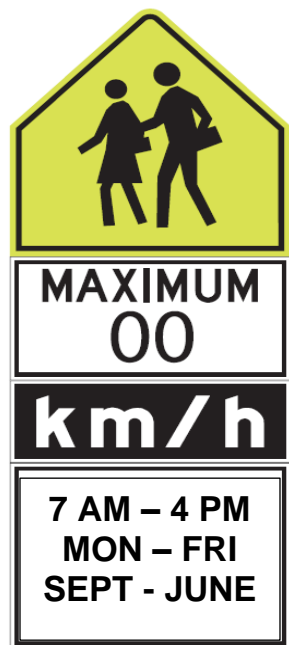
### 2.0 Discussion and Considerations

#### 2.1 School Zones (Schedule 26.1)

Implementing reduced speed limits in school zones is a component of London's Vision Zero Road Safety Strategy. The objective of Vision Zero is to eliminate all traffic fatalities and severe injuries. The analysis identified a particular focus on protecting pedestrians and particularly vulnerable populations like school-aged children. Ongoing collision monitoring reinforces the need to improve pedestrian safety. Research supports the effectiveness of lower speed limits in decreasing traffic incidents. This initiative will be supported by manual and automated enforcement and public awareness efforts. Complementary measures will improve awareness and driver compliance with the reduced speed limits, thereby enhancing safety in school zones.

The proposed amendments to the PS-114 By-law establishes new speed limits within designated school zones along major streets. A speed limit reduction of 10 km/hr is recommended during school activity, specifically from 7 am to 4 pm, Monday to Friday, September through June. The school zones are identified as roads that adjoin the

entrance to or exit from a school and that is within 150 metres along the highway in either direction beyond the limits of the land used for the purposes of the school, consistent with the Ontario Highway Traffic Act. The time also follows the Highway Traffic Act guidance by applying the reduction to dates and times during which school is regularly held. The details of the recommended school zone speed limit amendments are detailed in Section 4 of Appendix A. The bylaw amendment also includes minor revisions to associated Speed Limit and Community Safety Zones schedules to coordinate with the new school zones which are identified as community safety zones.



**Figure 1:** Proposed signage on major streets

Adjusting speed limits in school zones during specific hours is a traffic management strategy that involves external partners. Feedback on this recommendation was requested from:

- London Police Service
- Southwestern Ontario Student Transportation Service
- Thames Valley District School Board
- London District Catholic School Board
- Members of the London-Middlesex Road Safety Committee
- London Transit Commission

The responses were supportive and/or identified no concerns. Member organizations of the London-Middlesex Road Safety Committee including the Middlesex London Health Unit, 3M, CanBike and London Cycle Link expressed support for lower speed limits. In particular, two members of the London Middlesex Road Safety Committee - Active and Safe Routes School and the Canadian Automobile Association - provided formal written submissions in support and with additional survey data that cites vehicle speeds as the number one safety concern and speeding as a top observed unsafe behaviour.

The targeted reduction aims to enhance safety by addressing locations with higher numbers of vulnerable road users. It also supports the Active and Safe Routes to Schools program. The effectiveness of the speed limit reductions will be monitored and potential adjustments considered based on observed outcomes.

**2.2 Financial Impact and implementation**

The Highway Traffic Act and Ontario Traffic Manual govern the use and placement of regulatory street signs. They state that School Zone Speed Limit signs are required at

the beginning of each zone and a standard regulatory speed sign is required at the end of the zone. Approximately 250 signs are required to implement the above strategy at an estimated cost of \$30,000 which can be absorbed within exiting operating budgets.

If adopted, implementation of the major street school zone speed limit reduction could be done within the current calendar year with many locations posted before commencement of the school year in September. This would be supported by associated broad and targeted communications to increase awareness of the changes prior to the start of the school year.

**Conclusion**

London’s Road Safety Strategy identified pedestrians as a key area of focus. The City’s continuous monitoring of road safety data identifies that a focus on vulnerable road users needs to continue. The recommended amendments to the Traffic and Parking By-law (PS-114) aim to enhance the safety of all road users in school zones on major streets. This initiative is part of a broader strategy to create safer, more vibrant, and healthier neighborhoods through improved traffic management and safety protocols.

**Prepared by:** Ted Koza, P. Eng., Division Manager, Traffic Engineering

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

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

Attached: Appendix A – A By-law to amend the Traffic and Parking By-law (PS-114)

c: London Police Service

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

Bill No.

By-law No. PS-114

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

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

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

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

1. Traffic and Parking By-law (PS-114)

PS-114 By-law is hereby amended by adding the following section immediately after Section 39.

School Zones (Schedule 26.1)

39.1 The highways set out in Column 1 of Schedule 26.1 of this by-law, between the limits set out in Columns 2 and 3, are hereby restricted to maximum rates of speed as set out in Column 4 during the time period in Column 5.

Table of Schedules of PS-114 By-law is hereby amended by adding the following row immediately after Community Safety Zones:

26.1	39.1	School Zones
------	------	--------------

2. Rate of Speed

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

1 Street	2 From	3 To	4 Maximum Rate of Speed
Huron Street	A point 50 m east of Mark Street	A point 250 m west of Robin’s Hill Road	60 km/h
Oxford Street E	A point 100 m east of Highbury Avenue N	Crumlin Sideroad	60 km/h

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

1 Street	2 From	3 To	4 Maximum Rate of Speed
Bradley Avenue	White Oak Rd	A point 70 m east of Ernest Avenue	60 km/h
Huron Street	A point 92 m east of Mark Street	A point 250 m west of Robin’s Hill Road	60 km/h
Oxford Street E	a point 75 m east of Second Street	Crumlin Sideroad	60 km/h

### 3. Community Safety Zones

Schedule 26 (Community Safety Zones) of the PS-114 By-law is hereby amended by **deleting** the following rows:

1 Street	2 From	3 To
Bradley Avenue	A point 70 m east of Ernest Avenue	Jalna Boulevard (east intersection)
Clarke Road	Royal Crescent	A point 350 m north of Wavell Street
Clarke Road	Duluth Crescent	A point 72 m south of Royal Crescent
Oxford Street W	A point 513 m west of Sanatorium Road	A point 199 m west of Sanatorium Road
Wavell Street	Spruce Street	Winnipeg Boulevard

Schedule 26 (Community Safety Zones) of the PS-114 By-law is hereby amended by **adding** the following rows:

1 Street	2 From	3 To
Adelaide Street N	A point 135 m north of Huron Street	A point 220 m south of Kipps Lane
Adelaide Street S	A point 150 m north of Thompson Road	A point 380 m south of Thompson Road
Bradley Avenue	A point 70 m east of Ernest Avenue	A point 45 m east of Jalna Boulevard (east intersection)
Clarke Road	Duluth Crescent	A point 45 m north of Dumont Street
Dundas Street	A point 150 m east of Highbury Avenue N	A point 45 m west of Ashland Avenue (west intersection)
Fanshawe Park Road W	A point 206 m west of Aldersbrook Gate	A point 45 m west of Dalmagarry Road
Hamilton Road	A point 95 m west of William Street	A point 45 m east of Adelaide Street N
Hamilton Road	A point 150 m west of Trafalgar Street (west intersection)	A point 90 m east of Egerton Street
Oxford Street W	A point 513 m west of Sanatorium Road	Royal York Road

Springbank Drive	A point 205 m east of Berkshire Drive	A point 30 m west of Wildwood Ave
Wavell Street	A point 60 m east of Graydon Street	Winnipeg Boulevard
Wellington Road S	A point 140 m south of Shaver Street	A point 196 m north of Scotland Drive

#### 4. School Zones

Schedule 26.1 (School Zones) of the PS-114 By-law is hereby created by **adding** the following rows:

1-Street	2-From	3-To	4-Rate of Speed	5-Period
Adelaide Street N	A point 135 m north of Huron Street	A point 220 m south of Kipps Lane	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Adelaide Street S	A point 150 m north of Thompson Road	A point 380 m south of Thompson Road	40 km/hr	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Boler Road	A point 40 m south of Riverside Drive	Riverside Drive	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Bradley Avenue	A point 70 m east of Ernest Avenue	A point 45 m east of Jalna Boulevard (east intersection)	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Clarke Road	Duluth Crescent	A point 45 m north of Dumont Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Commissioners Road W	Reynolds Road	A point 241 m east of Stephen Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Commissioners Road W	A point 39 m west of Chestnut Hill (east intersection)	A point 40 m east of Grandview Avenue	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Dundas Street	A point 150 m east of Highbury Avenue N	A point 45 m west of Ashland Avenue (west intersection)	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.



Fanshawe Park Road W	A point 80 m east of Louise Boulevard	Richmond Street	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Fanshawe Park Road W	A point 206 m west of Aldersbrook Gate	A point 45 m west of Dalmagarry Road	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Hamilton Road	Hume Street	A point 35 m east of Sanders Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Hamilton Road	A point 95 m west of William Street	A point 45 m east of Adelaide Street N	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Hamilton Road	A point 150 m west of Trafalgar Street (west intersection)	A point 90 m east of Egerton Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Highbury Avenue N	Oxford Street E	A point 441 m north of Oxford Street E	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Highbury Avenue N	A point 272 m north of Huron Street	A point 150 m north of Jensen Road	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Huron Street	A point 150 m west of Gatewood Road	A point 150 m east of Barker Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Huron Street	A point 45 m east of Highbury Avenue N	A point 150 m east of Webster Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street E	A point 62 m west of Curry Street	A point 135 m east of High Holborn Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street E	Highbury Avenue N	Roehampton Avenue (east intersection)	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.

Oxford Street W	A point 270 m west of Foster Avenue	Columbia Avenue	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street W	A point 513 m west of Sanatorium Road	Royal York Road	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street W	A point 45 m west of Platt's Lane	Gower Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street W	A point 50 m west of Fiddlers Green Road	A point 82 m west of Freele Street	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Sanatorium Road	Riverside Drive	Oxford Street W	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Southdale Road E	A point 80 m east of Millbank Drive (west intersection)	A point 120 m west of Millbank Drive (east intersection)	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Springbank Drive	A point 205 m east of Berkshire Drive	A point 30 m west of Wildwood Ave	40 km/hr	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Sunningdale Road E	A point 150 m west of South Wenige Drive (west intersection)	A point 413 m east of South Wenige Drive (west intersection)	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Wellington Road S	A point 140 m south of ShaverStreet	A point 196 m north of Scotland Drive	60 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Wharncliffe Road N	Blackfriars Street	Oxford Street W	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Wharncliffe Road S	A point 22 m south of Bruce Street	Euclid Avenue	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.

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

PASSED in Open Council on July 23, 2024.

Josh Morgan

Mayor

Michael Schulthess

City Clerk

First Reading – July 23, 2024  
Second Reading – July 23, 2024  
Third Reading - July 23, 2024

## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee  
**From:** Kelly Scherr, P.Eng., MBA, FEC  
Deputy City Manager, Environment & Infrastructure  
**Subject:** Upper Thames River Conservation Authority and West  
London Dyke Phases 9 through 13 Design  
**Date:** July 16, 2024

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to City of London's contribution to the design of the West London Dyke projects:

- (a) the Upper Thames River Conservation Authority **BE AUTHORIZED** to carry out the following projects noting the requirements of this provincial funding program are unique, in that only conservation authorities can apply, requiring 14.3.a) of the Procurement of Goods and Services Policy:
  - a. West London Dyke Phase 9 - 13 Design, for the City's share of consulting fees totalling \$534,900.37 including contingency, excluding HST; and
  - b. West London Dyke Phase 9 – 13 UTRCA Project Management Fees, totalling \$30,000, 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 work;
- (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 City of London owns flood and erosion control structures throughout the watershed that are maintained by the Upper Thames River Conservation Authority (UTRCA) under the terms of a Memorandum of Understanding (MOU). The MOU defines a collaborative approach to operation and maintenance and capital improvements to the flood and erosion control structures in which the City and UTRCA share an interest.

The most recent reconstruction of West London Dyke Phase 7, from St. Patrick Street to north of Oxford Street, was completed in spring 2022. This completed the north leg of the West London Dyke. The remaining phases, Phases 9 to 13, span from the Forks of the Thames to Cavendish Park. To streamline the project, completing the design for the entire westerly stretch will allow for continuity and improve coordination efforts with other infrastructure projects occurring in the vicinity.

This report seeks approval to commit the City's share of the design and construction administration for West London Dyke Phase 9 through 13 projects in the context of eligible provincial and federal funding programs for flood control and disaster mitigation projects.

## 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.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

Civic Works Committee – March 29, 2022 – RFP21-07 West London Dyke Feasibility Study

Civic Works Committee – September 21, 2021 – Increase Contract Award: West London Dyke Norman Bradford (Oxford Street) Bridge Concrete Repairs

Civic Works Committee – August 31, 2021 – Increase Contract Award: West London Dyke Reapplication of Anti-Graffiti Coating to Phases 1 and 2

Civic Works Committee – November 17, 2020 – West London Dyke – Phase 7 and Fanshawe Dam Safety Study PO Boost

Civic Works Committee – July 14, 2020 – Upper Thames Conservation Authority and City of London Flood Protection Projects: West London Dyke Phase 7

Civic Works Committee – March 10, 2020 – Upper Thames River Conservation Authority and City of London Flood Protection Projects

Civic Works Committee – August 12, 2019 – Upper Thames River Conservation Authority and City of London Flood Protection Projects

Civic Works Committee – June 18, 2018 – Upper Thames River Conservation Authority and City of London Flood Protection Projects

Civic Works Committee – July 17, 2017 – Water and Erosion Control Infrastructure (WECI) Program: 2017 Provincially Approved Project Funding (Sole Sourced)

Civic Works Committee – August 22, 2016 – Water and Erosion Control Infrastructure (WECI) Program: 2016 Provincially Approved Project Funding (Sole Sourced)

Civic Works Committee – February 2, 2016 – West London Dyke Master Repair Plan Municipal Class Environmental Assessment Study

Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination

### 2.0 Discussion and Considerations

#### 2.1 Discussion

The original West London Dyke (WLD) was constructed in the 1880's. After extreme floods in 1937 and 1947 left thousands of homes underwater sections of the dyke were

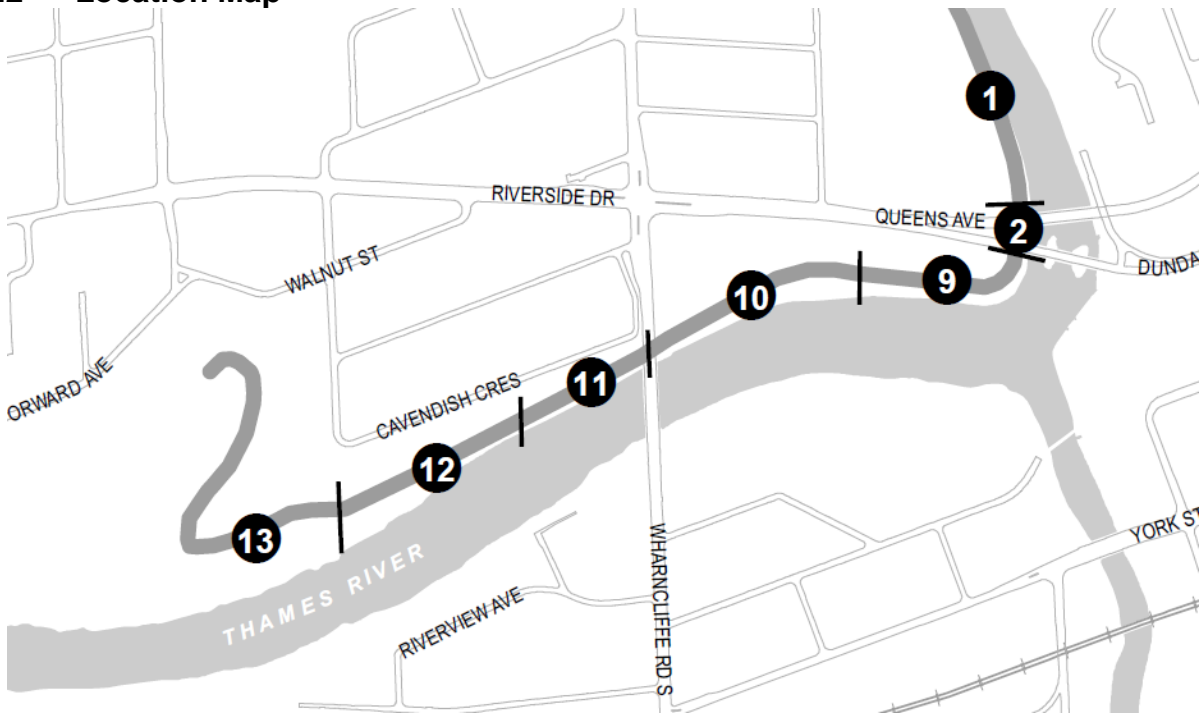
raised in order to increase protection. In 2005 an assessment was completed on the dyke, and it was determined that most sections needed to be fully replaced due to structural deficiencies. To further protect the homes within the floodplain, the new dyke was designed to protect against the 1:250-year flood event. To date, over 1.4km of the WLD spanning from the Forks of the Thames to north of Oxford Street has been upgraded to this higher level of protection. The remaining west leg spanning from the Forks to Cavendish Park is now required to be completed.

In 2019, the WLD project was successful in securing funding from the Disaster Mitigation and Adaptation Fund (DMAF) provided by Infrastructure Canada for the remaining phases. This funding is available to support large scale infrastructure projects that reduce the risks of natural hazards. To be eligible, projects must have a minimum cost of \$20 million and must be able to be completed by 2027/2028. For this project the program funds up to 40% of the engineering design and construction costs up to the approved program total.

The Water and Erosion Control Infrastructure (WECI) program is a Ministry of Natural Resource and Forestry (MNR) capital cost share program that provides funding for flood or erosion control structures such as dams and dykes. This funding can only be accessed by Conservation Authorities (CAs) but can be used for infrastructure owned by municipalities in cases where the infrastructure is maintained by the CA. WECI funding is provided through a prioritization process that includes existing flood and erosion control infrastructure. This program covers 50% of the costs associated with project. An application has been submitted, in the amount of \$300,000, for the design phase of the project but a decision has yet to be made. If successful, the WECI program may provide up to \$150,000.

Given the DMAF funding end date of 2028 and the challenges of the future phases of the WLD, it was determined to proceed with a design scope that covered off the entirety of the westerly leg, phases 9 through 13. This will allow it to seamlessly blend in with the trunk sanitary upgrades currently occurring and will allow for WLD construction to begin in 2025.

**1.2 Location Map**



**Figure 1: Location map showing the remaining west leg Phases 9 through 13**

**3.0 Financial Impact/Considerations**

The UTRCA conducted a competitive Request for Proposal (RFP) process for this assignment with the successful candidate being Stantec Consulting Ltd. The DMAF share is 40% of the design fees spent, while the City will cover the remaining 60%. If the

WECl application is successful, half of the City’s share would be covered, and any remaining balance of the Purchase Order will be released back to the parent account.

The WECl program provides matched funding to CAs for the major reconstruction and maintenance of flood or erosion control structures that are either owned or maintained by CAs. Because of this requirement, the City must use Clause 14.3.a) “statutory or market-based monopoly” of its Procurement Policy to engage UTRCA to complete the administration of this project. The UTRCA will administer the project and submit invoices to the City as work is completed, after subtracting the provincial and federal funding share.

**Conclusion**

City staff and UTRCA staff are working together to complete the design for West London Dyke Phases 9 through 13 and endeavour to maximize the City of London’s potential to receive provincial and federal funding for City-owned flood and erosion control infrastructure. Staff recommend supporting the award of the design assignment to Stantec Consulting Ltd. Via an agreement with UTRCA.

<b>Prepared by:</b>	<b>Shawna Chambers, P.Eng., DPA, Division Manager, Stormwater Engineering</b>
<b>Submitted by:</b>	<b>Ashley Rammeloo, MMSc., P. Eng. Director, Water, Wastewater and Stormwater</b>
<b>Recommended by:</b>	<b>Kelly Scherr, P. Eng., MBA, FEC Deputy City Manager, Environment &amp; Infrastructure</b>
<b>Attachments:</b>	Appendix ‘A’ – Source of Financing
<b>CC:</b>	Michele Shears Alan Dunbar Jason Davies

Appendix "A"

#24134

July 16, 2024  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Upper Thames River Conservation Authority and West London Dyke Phases 9 through 13 Design  
(Subledger SWM24004)  
Capital Project ES2474 - UTRCA - Remediating Flood Control Works Within City Limits  
Upper Thames River Conservation Authority - \$564,900.37 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
<b>ES2474 - UTRCA - Remediating Flood Control Works Within City Limits</b>				
Engineering	8,762,945	7,201,148	0	1,561,797
Land Acquisition	12,211	12,211	0	0
Construction	19,778,980	9,828,386	574,842	9,375,752
City Related Expenses	96,213	96,213	0	0
<b>Total</b>	<b>28,650,349</b>	<b>17,137,958</b>	<b>574,842</b>	<b>10,937,549</b>

Sources of Financing

<b>ES2474 - UTRCA - Remediating Flood Control Works Within City Limits</b>				
Capital Sewer Rates	1,604,731	1,604,731	0	0
Debenture By-Law No. W.-5610-251	5,422,925	0	0	5,422,925
Drawdown from Sewage Works Renewal Reserve Fund	21,570,948	15,481,482	574,842	5,514,624
Other Contributions	51,745	51,745	0	0
<b>Total</b>	<b>28,650,349</b>	<b>17,137,958</b>	<b>574,842</b>	<b>10,937,549</b>

<b>Financial Note:</b>	<b>ES2474 - Design</b>	<b>ES2474 - Project Mgmt</b>	<b>Total</b>
Contract Price	\$534,900	\$30,000	\$564,900
Add: HST @13%	69,537	3,900	73,437
Total Contract Price including Taxes	604,437	33,900	638,337
Less: HST Rebate	-60,123	-3,372	-63,495
Net Contract Price	\$544,314	\$30,528	\$574,842

Jason Davies  
Manager of Financial Planning and Policy

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# Environmental Stewardship and Action Community Advisory Committee

## Report

The 8th Meeting of the Environmental Stewardship and Action Community Advisory Committee  
July 10, 2024

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

ABSENT: L. Bushan-Jazey, A. Butnari, M. Griffith and C. Mettler

ALSO PRESENT: W. Jeffery, E. Ling and B. Somers.

The meeting was called to order at 4:30 PM; it being noted that B. Amendola, I. ElGhamrawy, N. Serour and L. Vuong were in remote attendance.

**1. Call to Order**

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

**2. Scheduled Items**

None.

**3. Consent**

3.1 7th Report of the Environmental Stewardship and Action Community Advisory Committee

That, the following actions be taken with respect to the 7th Report of the Environmental Stewardship and Action Community Advisory Committee:

- a) N. Karsch BE MARKED as in attendance at the meeting; and,
- b) the revised 7th Report of the Environmental Stewardship and Action Community Advisory Committee BE RECEIVED.

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

None.

**5. Items for Discussion**

5.1 Information Materials for Naturalized Gardens update

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a discussion with staff with respect to producing information materials relating to the Yard and Lot Maintenance By-law as it applies to naturalized gardens.

5.2 Community Grants and Neighbourhood Decision Making

That the following actions be taken with respect to the Neighbourhood Decision Making program:

- a) the Municipal Council BE ADVISED that the Environmental Stewardship and Action Community Advisory Committee recommends that

that the City does not pause funding to community grants and the Neighbourhood Decision Making program; and,

b) the attached recommendations, appended to the Environmental Stewardship and Action Community Advisory Committee BE REFERRED to the July 16, 2024 Civic Works Committee meeting in order to have the recommendations referred to the Strategic Priorities and Policy Committee for consideration;

it being noted that the Environmental Stewardship and Action Community Advisory Committee held a discussion and received a communication dated July 4, 2024, from C. Butler, with respect to these matters.

5.3 (ADDED) Mayor's New Year's Honour List

That, the following actions be taken with respect to the 2025 Mayor's New Year's Honour List Call for Nominations:

a) a representative from the City Clerk's Office BE INVITED to attend the next meeting of the Environmental Stewardship and Action Community Advisory Committee meeting to outline the context for nominations for the 2025 Mayor's New Year's Honour List nominations; and,

b) the communication, dated June 27, 2024, from the City Clerk and Deputy City Clerks, with respect to the 2025 Mayor's New Year's Honour List Call for Nominations BE REFERRED to the next Environmental Stewardship and Action Community Advisory Committee meeting.

6. **Adjournment**

The meeting adjourned at 5:35 PM.