

Agenda

Civic Works Committee

13th Meeting of the Civic Works Committee

October 2, 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 or 519-661-2489 ext. 2425.

Pages

1. Disclosures of Pecuniary Interest

2. Consent

2.1	10th Report of the Integrated Transportation Community Advisory Committee	3
2.2	2025 Stormwater Management Remediation Project Consultant Award	5
2.3	Contract Amendment - RFP 17-20 Detailed Design for Sunningdale Road Improvements	9
2.4	W12A Landfill Community Mitigative Measures Fund - W12A Community Beautification Plan	14
2.5	Pond Mills Pumping Station Single Source Pump Purchase	18
2.6	Mud Creek East Branch Phase 2A - RFT-2023-128 - Oxford Street Culvert Installation - Construction Cost Increases	21
2.7	Appointment of Consulting Engineer - Highbury Avenue North Sidewalk and Cycle Track - Detailed Design and Tendering	27

3. Scheduled Items

3.1	Item not to be heard before 9:30 AM - DELEGATION - B. Samuels, Chair, Environmental Stewardship and Action Community Advisory Committee - 9th Report of the Environmental Stewardship and Action Community Advisory Committee	32
3.2	Item not to be heard before 9:30 AM - DELEGATION - G. Henderson, London Chamber of Commerce - Memorandum of Understanding with the London Chamber of Commerce for Action on Climate Change	36

4. Items for Direction

5. Deferred Matters/Additional Business

6. Confidential

6.1 Personal Matter/Identifiable Individual

A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2025 Mayor's New Year's Honour List.

7. Adjournment

Integrated Transportation Community Advisory Committee Report

10th Meeting of the Integrated Transportation Community Advisory Committee
September 18, 2024

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

ABSENT: S. Leitch, A. Pfeffer, E. Poirier and J. Vareka

ALSO PRESENT: D. MacRae, A. Miller and J. Stanford

The meeting was called to order at 3:00 PM; it being noted that R. Buchal, E. Eady, D. Foster and A. Husain were in remote attendance.

1. Call to Order

2. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

3. Scheduled Items

None.

4. Consent

4.1 9th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 9th Report of the Integrated Transportation Community Advisory Committee, from the meeting held on August 21, 2024, was received.

4.2 Municipal Council Resolution - 8th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the Municipal Council resolution, from the meeting held on August 27, 2024, with respect to the 8th Report of the Integrated Transportation Community Advisory Committee, was received.

4.3 Update - Provincial E-scooter Pilot Project and Enforcement

That it BE NOTED that the Memo, dated September 18, 2024, from the Climate Change and Environmental Stewardship staff, with respect to an update on the Provincial E-Scooter Pilot Project and Enforcement, was received.

4.4 Proposed Extension of the Provincial Pilot Project - Electric Kick-Style Scooters (e-scooters) Pilot

That it BE NOTED that an update on the Proposed Extension of the Provincial Pilot Project and Electric Kick-Style Scooters (e-scooters) Pilot, was received.

5. Sub-Committees and Working Groups

None.

6. Items for Discussion

None.

7. Adjournment

The meeting adjourned at 4:35 PM.

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

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

Subject: 2025 Stormwater Management Remediation Project
Consultant Award

Date: October 2, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of consulting services for the completion of the Detailed Design and Contract Administration for the 2025 Stormwater Management Remediation Project:

- a) Matrix Solutions Inc. **BE APPOINTED** Consulting Engineers in the amount of \$119,279.00, including contingency, excluding HST, in accordance with Section 15.2 (d) of the City of London's Procurement of Goods and Services Policy;
- b) the financing for the project **BE APPROVED** in accordance with the "Sources of Financing Report" attached hereto as Appendix 'A';
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,
- e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

The Stormwater Management Facility Remediation Program is an annual program intended to reinstate the design functionality of municipal stormwater management facilities. The engineering consulting work recommended within this report will support rehabilitative works at five stormwater management facilities.

This report recommends that Matrix Solutions Inc. be appointed to carry out the detailed design and construction contract administration for the 2025 Stormwater Management Remediation project.

Linkage to the Corporate Strategic Plan

This project supports the 2023-2027 Strategic Plan area of focus:

- Climate Action and Sustainable Growth:
 - The infrastructure gap is managed for all assets; and
 - London's infrastructure is built, maintained, and secured to support future growth and protect the environment; and
 - Waterways, wetlands, watersheds, and natural areas are protected and enhanced.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

2.0 Discussion and Considerations

2.1 Project Description

This project involves detailed design and construction contract administration for the rehabilitation of the following four stormwater management facilities:

- Skyway Industrial – 15689 Robin’s Hill Rd
- Talbot Village E2/E3/F1 – 6959 Raleigh Blvd
- Sunningdale 6B – 2070 Wallingford Ave
- Stoney Creek 1N – 940 Sunningdale Rd E
- Huron Industrial Lands – 2120 Huron St

Rehabilitating these facilities by removing accumulated sediment and repairing various components is a requirement of the Environmental Compliance Approval and will reinstate the facilities to their original design functionality and ensure they operate as intended well into the future. The construction phase of this project is scheduled to be completed in 2025 through a Request for Tender process.

2.2 Procurement Process

The procurement process was undertaken in accordance with the City of London’s Procurement of Goods and Services Policy, Section 15.2 (d). Facilitated by the Purchasing & Supply Division, a Request for Proposal (RFP-2024-244) invited consulting engineering firms to submit proposals for this assignment. Proposals were submitted from the following consultants:

- AECOM Canada Ltd.
- Aquafor Beech Limited
- Matrix Solutions Inc.
- Resilient Consulting Corporation

Each proposal was reviewed and scored by a panel comprised of Environment & Infrastructure staff. Matrix Solutions Inc.’s proposal received the highest weighted score among the proposals with an estimate of \$119,279.00 including contingency, excluding HST to complete the assignment. Matrix Solutions Inc. has successfully completed the 2023 Stormwater Management Remediation Project for the City of London.

2.3 Schedule and Budget Implications

The design phase of this assignment is scheduled to be complete and ready for tendering by spring 2025 and all construction is expected to be complete by the end of 2025. The consulting service fees proposed within this report include an estimation of contract administration services required for the construction phase of this project.

Funds have been budgeted in the sewer capital budget to support this assignment as identified in the Sources of Financing, attached as Appendix ‘A’.

Conclusion

Matrix Solutions Inc. was found to provide the best value to the City through the RFP selection process for consulting services for the 2025 Stormwater Management Remediation project. The Matrix Solutions Inc. team has a demonstrated ability to complete these projects on time and within budget and has demonstrated a solid understanding of this project in their proposal. It is recommended that Matrix Solutions Inc. be awarded this assignment.

Prepared by: Brad Weber, MPA, LET
Division Manager, Sewer Operations

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

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

cc: C. Liu, S. Mollon, E. Nickerson, I. Harris, L. Arko, Z. Nsair, G. McDonald

Appendix 'A' – Source of Financing

Appendix "A"

#24187

October 2, 2024
(Award Consultant)

Chair and Members
Civic Works Committee

RE: 2025 Stormwater Management Remediation Project
(Subledger NT25ES01)
Capital Project ES253224 - Stormwater Treatment Remediation Program
Matrix Solutions Inc. - \$119,279.00 (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	300,000	27,967	121,378	150,655
Construction	1,239,316	743,527	0	495,789
Total Expenditures	\$1,539,316	\$771,494	\$121,378	\$646,444

Sources of Financing

Capital Sewer Rates	1,539,316	771,494	121,378	646,444
Total Financing	\$1,539,316	\$771,494	\$121,378	\$646,444

Financial Note:

Contract Price	\$119,279
Add: HST @13%	15,506
Total Contract Price Including Taxes	134,785
Less: HST Rebate	-13,407
Net Contract Price	\$121,378

Jason Davies
Manager of Financial Planning & Policy

ah

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

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

Subject: Contract Amendment: RFP 17-20 Detailed Design for
Sunningdale Road Improvements

Date: October 2, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the contract amendment for the detailed design and tendering of Sunningdale Road Improvements:

- a) The contract with AECOM Canada Limited **BE INCREASED** by \$1,416,336 to a total amended value of \$2,184,081, excluding HST, to complete the detailed design and tendering services for the road improvements to Sunningdale Road in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy;
- b) The financing for this contract amendment **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 the contract award and contract amendment; and,
- d) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report seeks the approval of Council to increase the existing contract with AECOM Canada Limited by \$1,416,336 to complete the additional phases of design and tendering activities required for the Sunningdale Road improvements from east of Wonderland Road to Bluebell Road and extending the easterly limits to Blackwater Road.

A proposal for design and tendering activities has been prepared by AECOM Canada Limited which reflects updated construction phasing and meets current requirements for completion of all design and tendering activities required for the construction of improvements for the Sunningdale Road corridor from east of Wonderland Road to Blackwater Road. Construction is scheduled to occur in multiple stages starting in 2025 subject to obtaining all required approvals.

AECOM Canada Limited has successfully completed the environmental assessment study and other preliminary and detail design activities for this project and is being recommended to complete the remaining project activities which will provide cost efficiencies due to their extensive experience and involvement in earlier phases of the project. In accordance with the City's Procurement of Goods and Services Policy, Council approval of this contract amendment is required.

Linkage to the Corporate Strategic Plan

Municipal Council's new 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.

The Sunningdale Road improvements will support the significant growth occurring in the north of the city while improving safety, connectivity and capacity for all modes of mobility.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee — May 29, 2012 — Sunningdale Road Improvements Environmental Study Report Project Number: TS1496
- Civic Works Committee — March 24, 2014— Contract Award: Tender No. Ti 4-53 2014 Sunningdale Road and Wonderland Road North Roundabout Implementation
- Civic Works Committee — July 17, 2017 — Sunningdale Road Improvements Detailed Design and Tendering Appointment of Consulting Engineer

2.0 Discussion and Considerations

2.1 Background

The Sunningdale Road corridor was identified as a priority in the 2030 Smart Moves Transportation Master Plan and the last Development Charges Background Study. In 2012, an environmental study report was completed by AECOM Canada Limited to identify a preferred design for improvements to the Sunningdale Road corridor from Wonderland Road to Adelaide Street.

Improvements to the Sunningdale Road corridor will enhance safety and connectivity for all modes of mobility and will include intersection improvements, changes to the roadway profile to improve safety, additional driving lanes, a new bridge at Medway Creek, new sidewalks, storm sewers, lighting and cycling facilities. Opportunities to complete the construction in several stages and to coordinate servicing opportunities for undeveloped lands were also identified as part of the earlier planning work.

2.2 Discussion

Following the successful completion of the Sunningdale Environmental Study Report in 2012, AECOM Canada Limited was subsequently awarded a contract for initial design and tendering services for the Sunningdale Road corridor improvements in 2017 through a competitive procurement process in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy. Through this contract, design and tendering services have been completed for the Richmond Street and Sunningdale Road intersection and preliminary design activities for the new Medway Creek bridge and other roadway components have been advanced. There has also been extensive coordination with Imperial Oil and other utility companies regarding relocations as part of this initial design stage.

In order to coordinate with ongoing private developments occurring along the corridor and address current environmental approvals and new requirements from Imperial Oil for their pipeline located along some of the corridor, it has been necessary to develop an updated construction phasing strategy. Grouping the remaining improvements into multiple construction phases achieves schedule efficiencies and provides a risk management approach to deal with external third parties approvals including coordination with Imperial Oil whose pipeline infrastructure is impacted in some, but not all phases. To address these ongoing issues, a recommended phasing approach is identified below:

- Phase 1- Sunningdale and Richmond Street Intersection, construction planned in 2025 subject to final approvals.
- Phase 2A – Wonderland Road to Medway Creek Bridge, tendering and advance construction activities planned for 2025 with major construction to start in 2026.
- Phase 2B – Medway Creek Bridge, construction planned to begin in 2025 or 2026 subject to environmental approvals.
- Phase 3 – Medway Creek Bridge to Richmond Street, construction planned in 2025 or 2026 subject to final approvals.
- Phase 4 – east of Richmond Street to Blackwater Road, construction planned in 2027 subject to final approvals.

Extension of the easterly project limit to Blackwater Road/Appletree Gate better accommodates stormwater management phasing and includes an area of priority need for the complete streets improvements included in these works. The timing of Sunningdale Road improvements through the Adelaide Street intersection will be coordinated with consideration of the Adelaide Street corridor in the Mobility Master Plan and Development Charges Bylaw processes.

AECOM Canada Limited has prepared a proposal for the remaining multiple detailed design phases for the improvements to the Sunningdale Road corridor from Wonderland Road to Blackwater Road. Extending the current consultant assignment to include these additional design phases provides good value to the city and cost efficiencies will be realized in this approach as there is significant background knowledge within the firm, with many staffing members having extensive background information and understanding of risk areas.

The negotiated consultant fees for this additional effort reflects current industry conditions and includes additional engineering services required to complete the detailed design, contract drawings, and tender packages for the Sunningdale Road Improvements. The scope and budget for the remaining design and tendering activities consider the following major items:

- Ongoing private development occurring along the corridor and the need for the design to consider adjacent site and subdivision plans
- Recent utility infrastructure installation
- Current city design standards and requirements including new active transportation design standards
- Changes in provincial regulations and requirements including the latest environmental, bridge code and excess soils management requirements
- An adjustment to the easterly project limit to better accommodate stormwater management
- Extensive coordination with Imperial Oil, other utility companies and private property owners.

2.3 Procurement Process

In 2017, a request for pre-qualifications was issued (RFQUAL17-04) and four consultants were prequalified for the second stage RFP17-20 for 'Consultant Services for Detailed Design and Tendering of Sunningdale Road – From Wonderland Road North to Bluebell Road'. As a result of the RFP, AECOM was identified as the highest scoring proponent providing the best value to the City and was awarded a contract. The initial RFP scope was to complete the design phase in preparation of tendering for the improvements as specified in the RFP. Due to several complexities and project developments, as described in this report, it is now necessary to change the project scope to meet the objectives which requires an amendment to the original contract with AECOM.

As per Section 20.3 b) of the Procurement of Goods and Services Policy, the scope of the project has changed to correspond with the additional costs and contract

amendment. Also as per Section 20.3 e) ii) of the Policy, City Council must authorize contract amendments when the total amended value of the contract will exceed the Council approved source of financing by an amount greater than \$50,000 or 3% of original contract value, whichever is greater, and there are funds available.

3.0 Financial Impact/Considerations

The total additional funding required to complete the remaining design and tendering activities for all project phases is \$1,416,336 excluding HST, and is available within the approved budget for this project. This amount includes a contingency in the event of unforeseen requirements.

The Source of Financing Report is appended as Appendix A.

Conclusion

Improvements to the Sunningdale Road corridor between Wonderland Road and Blackwater Road are important to address ongoing and future growth in the northern areas of the city. These complete streets improvements will improve safety, capacity and connectivity for all modes of mobility.

It is recommended that the existing consultant agreement with AECOM Canada Limited be amended by amount of \$1,416,336 to complete the design and tendering activities for the extended limits and revised phasing of the corridor improvements and to allow some construction activities to start in 2025 subject to all external approvals. The recommended contract increase will allow the consultant to complete the detailed design work as identified in this report.

The recommendations provided in this report will result in cost efficiencies and provide good value for the city while allowing the much-needed improvements to the Sunningdale Road corridor to occur in a timely manner.

In accordance with the City's Procurement of Goods and Services Policy, Council approval of this contract amendment is required.

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

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

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

Attachment: Appendix A – Source of Financing

c: Steve Mollon, Senior Manager, Procurement & Supply
Violetta Sypien, CET, Senior Technologist
Jenna Van Lanen, P.Eng., Transportation Design Engineer
Josh Ackworth, AECOM Canada Limited
Peter McAllister, AECOM Canada Limited
Ian Blevins, AECOM Canada Limited

Appendix "A"

#24181

October 2, 2024

(Contract Amendment)

Chair and Members

Civic Works Committee

RE: RFP 17-20 Detailed Design for Sunningdale Road Improvements

(Subledger RD240010)

Capital Project TS1496-3 - Sunningdale Road-Wonderland Road to 150m West of Richmond Street

Capital Project TS1496-4 - Sunningdale Road-150m East of Richmond Street to Bluebell Road

AECOM Canada Limited - \$1,416,336.00 (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
TS1496-3 - Sunningdale Road-Wonderland Road to 150m West of Richmond Street				
Engineering	1,206,406	485,774	720,632	0
Land Acquisition	1,137,265	1,137,265	0	0
Utilities	655,428	79,353	0	576,075
TS1496-3 Total	2,999,099	1,702,392	720,632	576,075
TS1496-4 - Sunningdale Road-150 m East of Richmond Street to Bluebell Road				
Engineering	720,632	0	720,632	0
Utilities	84,983	0	0	84,983
TS1496-4 Total	805,615	0	720,632	84,983
Total Expenditures	\$3,804,714	\$1,702,392	\$1,441,264	\$661,058

Sources of Financing

TS1496-3 - Sunningdale Road-Wonderland Road to 150m West of Richmond Street				
Debenture By-Law No. W.-5628-283	196,994	111,821	47,334	37,839
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	2,802,105	1,590,571	673,298	538,236
TS1496-3 Total	2,999,099	1,702,392	720,632	576,075
TS1496-4 - Sunningdale Road-150 m East of Richmond Street to Bluebell Road				
Debenture Quota (Note 2)	74,117	0	66,299	7,818
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	731,498	0	654,333	77,165
TS1496-4 Total	805,615	0	720,632	84,983
Total Financing	\$3,804,714	\$1,702,392	\$1,441,264	\$661,058

Financial Note:

	TS1496-3	TS1496-4	Total
Contract Price	\$708,168	\$708,168	\$1,416,336
Add: HST @13%	92,062	92,062	184,124
Total Contract Price Including Taxes	800,230	800,230	1,600,460
Less: HST Rebate	-79,598	-79,598	-159,196
Net Contract Price	\$720,632	\$720,632	\$1,441,264

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

An authorizing by-law should be drafted to secure debenture financing for project TS1496-4 - Sunningdale Road-150m East of Richmond Street to Bluebell Road for the net amount to be debentured of \$74,117

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: W12A Landfill Community Mitigative Measures Fund – W12A
Community Beautification Plan

Date: October 2, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, and based on the approved motion of the W12A Landfill Public Liaison Committee, funding of \$60,000 **BE APPROVED** from the W12A Landfill Community Mitigative Measures Fund for the preparation of a W12A Community Beautification Plan.

Executive Summary

At its January 19, 2023 meeting of the W12A Landfill Public Liaison Committee (W12A PLC) the following motion was passed:

The members of 2022, W12A PLC

1. Do hereby move that we develop a plan to make the area attractive for use by local residents as well as other citizens rather than discouraging visitation and usage by overt efforts, neglect and lack of planning and maintenance;
2. Seek approval to spend up to \$60,000 from the Mitigative Measures Fund to initiate and develop some initial stages of a “Beautification” Plan; and
3. In partnership with the City of London’s active participation in the project’s development, funding and maintenance.

This report recommends proceeding with this allocation that will cover about 60% of the costs of the preparation of a W12A Beautification Plan focused on the area surrounded by Wellington Road South, Manning Drive, Scotland Drive and White Oaks Road. City staff can confirm that a project of this nature meets the intent of the Community Mitigative Measures Fund as part of the overall program referred to as the W12A Landfill Community Enhancement and Mitigative Measures Program.

Parks & Forestry will coordinate the project with assistance from Climate Change, Environment & Waste Management. A Request for Proposal will be finalized and released in late 2024. The City has allocated up to an additional \$35,000 in funds from the adopted 2024-2027 Multi-Year Budget (Climate Change, Environment & Waste Management) as it is anticipated that the overall project budget will be more than \$60,000.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

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

- W12A Landfill Community Mitigative Measures Fund – Glanworth Tennis Court, Civic Works Committee (CWC) Meeting on March 19, 2024 Agenda Item #2.3
- Establishment of W12A Landfill Public Liaison Committee Point of Source Water treatment Program, CWC Meeting on November 3, 2015 Agenda Item #12
- W12A Landfill Public Liaison Committee Proposed Water Supply Fund, CWC Meeting on December 16, 2014, Agenda Item #10
- Minor Revisions to W12A Landfill Site Community Enhancement and Mitigative Measures Program, CWC Meeting on October 6, 2014, Agenda Item #10
- W12A Landfill Community Mitigative Measures Fund – Glanworth Library CWC Meeting on May 27, 2013, Agenda Item #5
- Updates to W12A Landfill Site Community Enhancement and Mitigative Measures Program, Environment & Transportation Committee (ETC) Meeting on May 10, 2010, Agenda Item #12
- W12A Landfill Community Enhancement and Mitigative Measures Program, ETC Meeting on May 11, 2009, Agenda Item #12

1.2 Background

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

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

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

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

- \$15,000 towards the Glanworth Library Revitalization project. Upgrades included adding a water service and septic system, installing a new heating and ventilation system and renovations so the building would be in compliance with the City of London's Facility Accessibility Design Standards (FADS) as well as the Accessibility for Ontarians with Disabilities Act (AODA) for public buildings (2013);
- \$180,000 to establish a water treatment program to allow qualifying residents access to the funds allocated to it, which assisted nearby property owners with the costs associated with installation of water well treatment equipment intended to enhance the aesthetic quality of the naturally occurring poor quality groundwater (2015); and
- \$35,000 to cover the placement of two coats of acrylic topping on both the playing court and run out zones up to the fence at the Glanworth Tennis Court (also includes pickleball lines) (2024).

2.0 Discussion and Considerations

2.1 W12A PLC Recommendation

At its January 19, 2023 the W12A Landfill PLC passed the following motion:

The members of 2022, W12A, PLC

1. Do hereby move that we develop a plan to make the area attractive for use by local residents as well as other citizens rather than discouraging visitation and usage by overt efforts, neglect and lack of planning and maintenance;
2. Seek approval to spend up to \$60,000 from the Mitigative Measures Fund to initiate and develop some initial stages of a “Beautification” Plan; and
3. In partnership with the City of London’s active participation in the project’s development, funding and maintenance.

In subsequent conversations with the PLC, it was agreed that this matter would be brought forward to the Civic Works Committee after the completion of the Environmental Assessment for the Expansion of the W12A Landfill.

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

2.2 Proposed Project and Request for Proposals

The City will request proposals from qualified landscape architects or planners (consultants) for the development of a Community Beautification Plan for public land in the vicinity of the City-owned W12A Landfill Site. The City, in collaboration with the W12A PLC, will develop a Community Beautification Plan to provide opportunities to capture the beauty and unique elements of the rural nature of the area that contains an active landfill operation.

The goal is to provide attractive opportunities and views for the local community and visitors to appreciate the area from a visual perspective (i.e., when passing by) and/or enjoy the area should it be considered a destination site.

This project is unique as one of the focal points within the Study Area is an active landfill that is accessed on Manning Drive. There are no precedents in London for a Community Beautification Plan like the one that is possible near the W12A Landfill.

Location of the Study Area (Figure 1)

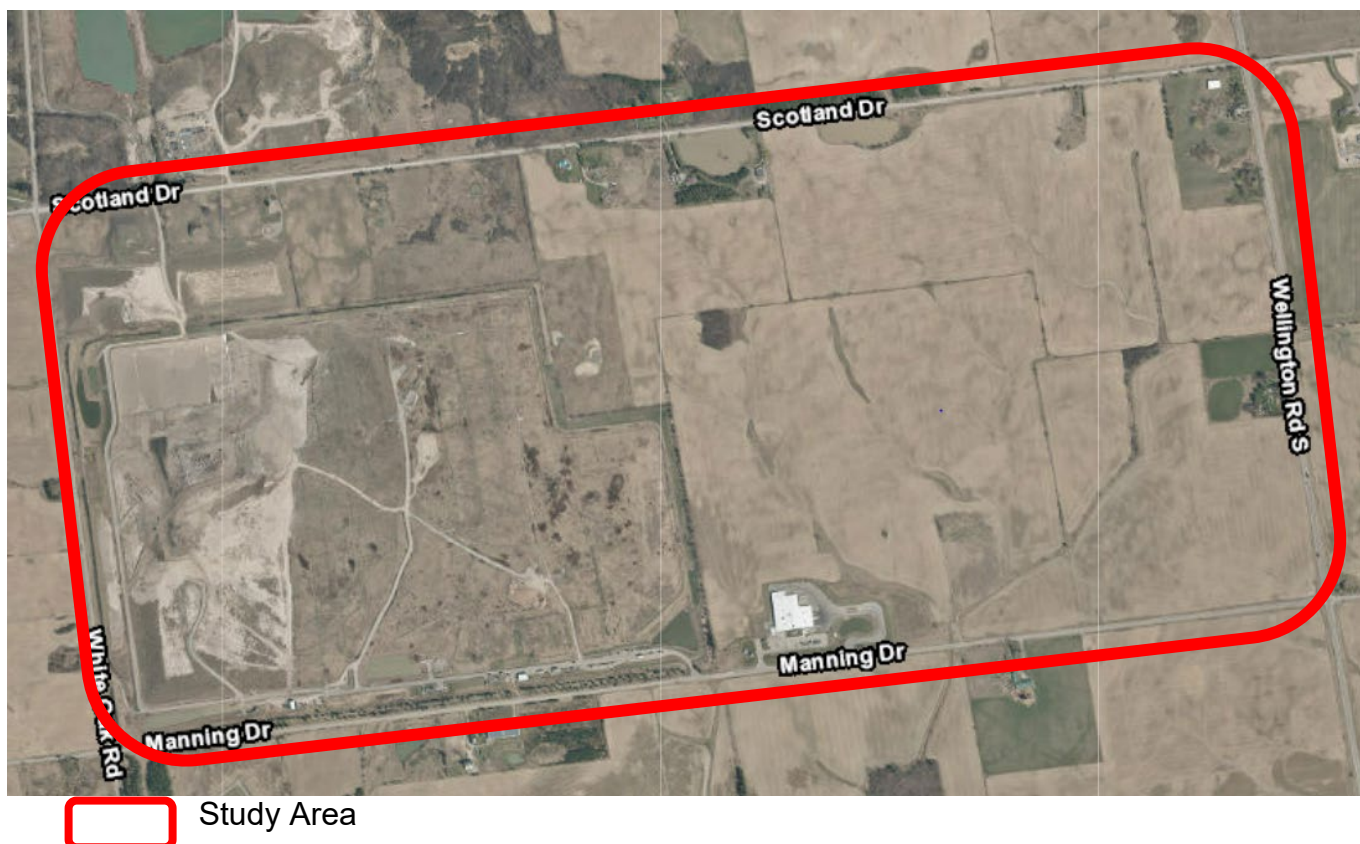
The Study Area is bounded by Scotland Drive (north), Wellington Road South (east), Manning Drive (south) and White Oak Road (west) and possibly focused on 3666 Scotland Drive. The Study Area boundary is about 8.5 kilometres in combined length.

Within the Study Area, the City owns most of the properties. Portions of the City owned land can be included in the plan noting that removing agricultural land should be avoided unless necessary and a commensurate public benefit is provided.

2.2 Proposed Project Timetable

It is anticipated that the development of the Community Beautification Plan will take approximately one year after the project has been awarded. Engagement with the W12A PLC and the community will be part of development of the plan.

Figure 1: Location Map for the W12A Community Beautification Plan



3.0 Financial Impact/Considerations

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

The City has allocated up to an additional \$35,000 in funds from the adopted 2024-2027 Multi-Year Budget (Climate Change, Environment & Waste Management) as it is anticipated that the overall project budget will be more than \$60,000.

Conclusion

The development of a W12A Community Beautification Plan is an important step to ensure that the continued evolution of the W12A Landfill over the next 25 years addresses community concerns from a visual and community context. The investment of funds meets the intent of the Community Mitigative Measures Fund as part of the overall program referred to as the W12A Landfill Community Enhancement and Mitigative Measures Program.

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

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

Submitted by: Paul Yeoman, RPP, PLE
Director, Parks & Forestry

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

c: Jack Sifton, Chair, W12A Landfill Public Liaison Committee

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee
From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment, and Infrastructure
Subject: Pond Mills Pumping Station Single Source Pump Purchase
Date: October 2, 2024

Recommendation

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

- (a) the price submitted by Directrik Inc. of \$69,268.00, CAD, excluding HST, for the supply of one vertical turbine pump **BE ACCEPTED**;
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A;'
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this purchase;
- (d) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract; and
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

The Pond Mills Pumping Station, in conjunction with the Springbank and Westmount Pumping Stations, boosts water pressures in the South London High Level Zone to ensure end users have acceptable water pressure abiding to both Provincial and City of London standards. Pump 2, a 75 HP pump at the Pond Mills Pumping Station, is in need of replacement and the station itself is nearing capacity.

This report recommends the single source procurement of Flowserve brand pump with a 100 HP motor to replace Pump 2, which will subsequently increase the pumping station's capacity.

Linkage to the Corporate Strategic Plan

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

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter.

None.

1.2 Project Overview

In January 2024, City of London Water Operations staff observed water leaking from Pump 2, a 75 HP pump, at the Pond Mills Pumping Station. It was also noted by staff that Pumps 1 and 2 at the station were running at 96% to meet midmorning water demand. Needing to address both Pump 2's leak and the station's capacity, City staff determined that Pump 2 must be replaced with an upsized pump.

Stantec Consulting Ltd. was appointed, under Section 15.2 (c) of the City's Procurement of Goods and Services Policy, to undertake the design and contract administration of the Pump 2 replacement.

2.0 Discussion and Considerations

2.1 Pump Selection

Stantec assessed the requirements for the station and determined that one suitable replacement for Pump 2 would be a Flowserve Vertical Turbine Pump with a 100 HP motor. Flowserve pumps are common within the City of London's municipal water system. Selecting a pump brand which is common in the system increases operational efficiency, as staff are already trained on servicing the pump and spare parts are readily available. Therefore, this report recommends the single source procurement of a Flowserve pump.

3.0 Financial Impact/Considerations

3.1 Procurement Process

Directrik Inc. is the sole authorized distributor for Flowserve to the municipal market in Ontario. Stantec, on behalf of the City, issued a request for quotation to Directrik for the single source purchase of the in accordance with Section 14.4 (d) of the City's Procurement of Goods and Services Policy. The quote received for the purchase of the pump from Directrik was \$69,268.00 (excluding HST).

Conclusion

To remedy the issue with Pump 2 and increase Pond Mills Pumping Station's capacity to meet growing demand, Pump 2 must be replaced. Due to the benefits of selecting a pump brand common in the City's system, it is recommended that staff proceed with the procurement of the identified pump as a single source purchase.

Prepared by:	Johnny Bowes Division Manager, Water Operations
Submitted by:	Ashley Rammeloo, MMSc, P.Eng. Director, Water, Wastewater, and Stormwater
Recommended by:	Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environment, and Infrastructure

Appendix 'A' – Source of Financing

Appendix "A"

#24186

October 2, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: Pond Mills Pumping Station Single Source Pump Purchase
(Subledger FW240004)
Capital Project EW340922 - Pumping Stations Optimization
Directrik Inc. - \$69,268.00 (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	80,094	80,094	0	0
Construction	141,263	70,776	70,487	0
City Related Expenses	25,919	25,919	0	0
Total Expenditures	\$247,276	\$176,789	\$70,487	\$0

Sources of Financing

Capital Water Rates	247,276	176,789	70,487	0
Total Financing	\$247,276	\$176,789	\$70,487	\$0

Financial Note:

Contract Price	\$69,268
Add: HST @13%	9,005
Total Contract Price Including Taxes	78,273
Less: HST Rebate	-7,786
Net Contract Price	\$70,487

Jason Davies
Manager of Financial Planning & Policy

ah

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

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

Subject: Mud Creek East Branch Phase 2A: RFT-2023-128 – Oxford Street
Culvert Installation: Construction Cost Increases

Date: October 2, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the RFT-2023-128 - Mud Creek East Branch Phase 2A (Culvert Installation) project:

- a) Mud Creek East Branch Phase 2A – Culvert Installation Project (Tender RFT-2023-128) construction contract value with Birnam Construction Ltd. **BE INCREASED** by \$900,000.00 including contingency, for a total contract value of \$4,256,250.56 (excluding HST) in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy;
- b) The Contract Administration fees for AECOM Canada Ltd. **BE INCREASED** in accordance with the estimate on file, by \$177,117, excluding HST, from \$172,022.25 to a total upset amount of \$349,139.25 in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy.
- c) the financing for these projects **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendices ‘A.’
- d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these projects; 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

Due to the extension of the construction period and unforeseen utility, dewatering, and watermain challenges during construction this year, both the contractor and consultant were required to put forth additional efforts towards completing the Mud Creek Oxford Street culvert crossing. Additional efforts for the consultant included added site inspection, contract administration time due to the contract extension to complete the works. The previous report to Civic Works Committee on May 22, 2024, requested additional fees to cover additional dewatering expenses and steel casing for the watermain. This request for increased fees relates to contract change orders associated with unforeseen utility issues, weather conditions, and unit rate escalations to account for price increases from 2023 to 2024 due to the delays.

Linkage to the Corporate Strategic Plan

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

- Climate Action and Sustainable Growth:
 - Infrastructure is built, maintained, and secured to support future growth and protect the environment.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter.

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

1.2 Mud Creek Project.

Phase 2 of the Mud Creek project involves Phase 2A: a new culvert crossing at Oxford Street and Phase 2B: expanding the capacity of over 700m of the main Mud Creek channel from the CN Rail culvert crossing, northerly to Oxford Street, all to alleviate the frequent flooding of Oxford Street and promote 54 hectares of infill development in the area. The Phase 2A tender was awarded to Birnam Construction Ltd. in fall 2023. Phase 2B was awarded to CH Excavating (2013) this year and they have mobilized to the site and have started construction on the larger Mud Creek channel works from CN Rail to Oxford Street.

2.0 Discussion and Considerations

2.1 Discussion

In fall 2023, the contractor of the Phase 2A project encountered more groundwater than was originally anticipated for the installation of the Oxford Street culvert. The tender was issued with an Environmental Activity and Sector Registry (EASR) permit which only allowed up to 400,000 litres per day of dewatering. During the initial phase of the culvert installation, it was determined that the existing dewatering would exceed the issued EASR permit and a more significant Permit to Take Water (PTTW) would be required. The PTTW permit was issued in spring 2024 which estimated a dewatering rate of 3.4 million litres per day. The additional dewatering rate requires an extensive dewatering program to be implemented to facilitate the construction of the culvert under Oxford Street.

At the May 22, 2024, CWC meeting, additional funding was requested and awarded to the contractor and consultant to support the enhanced dewatering program and to install a revised steel casing for the watermain. Following this approval, the project encountered additional delays due to Bell utility issues. Specifically, there were unreliable as-constructed utility locates and drawings that did not identify the elevations or horizontal alignment of the existing Bell lines. This resulted in revised construction methodologies for the installation of the culvert, including a slide rail system and multiple crane setups due to the overhead hydro lines and the Bell lines. This construction methodology allowed for the project to progress during the relocation of the existing Bell fibre optic lines but will add additional cost to the contract. Figure 1 illustrates the installation of the culvert. The project also experienced significant rain events during the summer which caused additional efforts in dewatering and site maintenance.

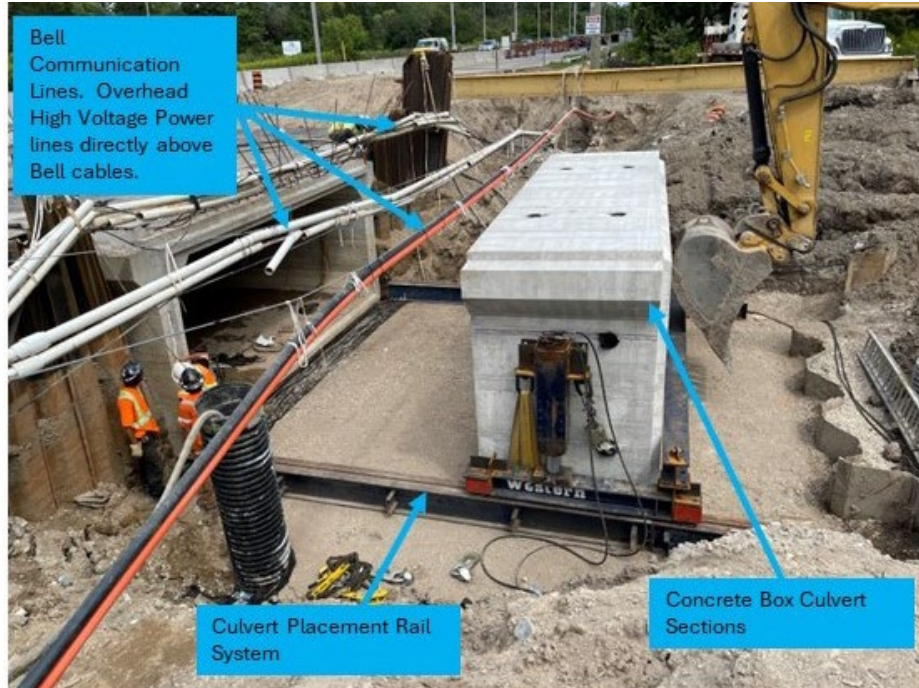


Figure 1: Installation of culvert under the Bell lines using slide rail system.

In response to the above, AECOM has incurred and will continue to incur additional costs for Phase 2A contract administration tasks due to managing the utility issue and for the extension of the project completion date, which was extended from April 2024 to November 2024.

3.0 Financial Impact/Considerations

The following estimated funds will cover the cost of additional unforeseen items:

Item	Additional Costs
Unit Rate Increases over 2023-2024 seasons	\$300,000
Change Orders due to unexpected issues (utility conflict, multiple crane setup, slide rail system, and weather-related cleanup)	\$400,000
Additional Contingency on the above Items	\$200,000
Sub-Total=	\$900,000

The budget required to complete the additional scope of work for AECOM is as follows:

Item	Additional Costs
Site Inspection – extra effort due to extended construction timing	\$58,200
Construction Administration – Additional effort for reviewing revised construction methods and relevant change orders due to Bell issues.	\$36,717
Costs due to extended contract – additional project manager time, additional Progress Certificates, biweekly meetings	\$15,200
Additional subconsultant efforts for dewatering issues, additional testing	\$47,000
Contingency	\$20,000
Sub-Total =	\$177,117
Report Total=	\$1,077,117

Conclusion

In accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy, it is recommended that the contract value be amended for Mud Creek Phase 2A – Culvert Installation Project, and in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy, it is recommended that AECOM’s contract administration budget for Mud Creek Phase 2A be increased.

Prepared by: **Shawna Chambers, DPA, P.Eng.**
Division Manager, Stormwater Engineering

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

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

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

cc: Paul Titus, Stormwater Engineering
Michele Shears, Finance & Corporate Services

Appendix "A"

#24188
 October 2, 2024
 (Contract Increase)

Chair and Members
 Civic Works Committee

RE: Mud Creek East Branch Phase 2A: RFT-2023-128 - Oxford Street Culvert Installation
 (Subledger SWM21003)
 Capital Project ES2681-2 - Mud Creek East Br Phase 2
 AECOM Canada Ltd. - \$177,117.00 (excluding HST)
 Birnam Construction Ltd. - \$900,000.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	Additional Requirement (Note 1)	Revised Budget	Committed To Date	This Submission	Balance for Future Work
Engineering	3,013,778	180,237	3,194,015	3,013,781	180,234	0
Construction	20,736,762	617,429	21,354,191	20,438,351	915,840	0
City Related Expenses	106,747	3,448	110,195	110,195	0	0
Total Expenditures	\$23,857,287	\$801,114	\$24,658,401	\$23,562,327	\$1,096,074	\$0

Sources of Financing

Drawdown from Sewage Works Renewal Reserve Fund (Note 1)	15,053,947	505,503	15,559,450	14,867,827	691,623	0
Drawdown from City Services - Stormwater Reserve Fund (Note 1 and 2)	8,803,340	295,611	9,098,951	8,694,500	404,451	0
Total Financing	\$23,857,287	\$801,114	\$24,658,401	\$23,562,327	\$1,096,074	\$0

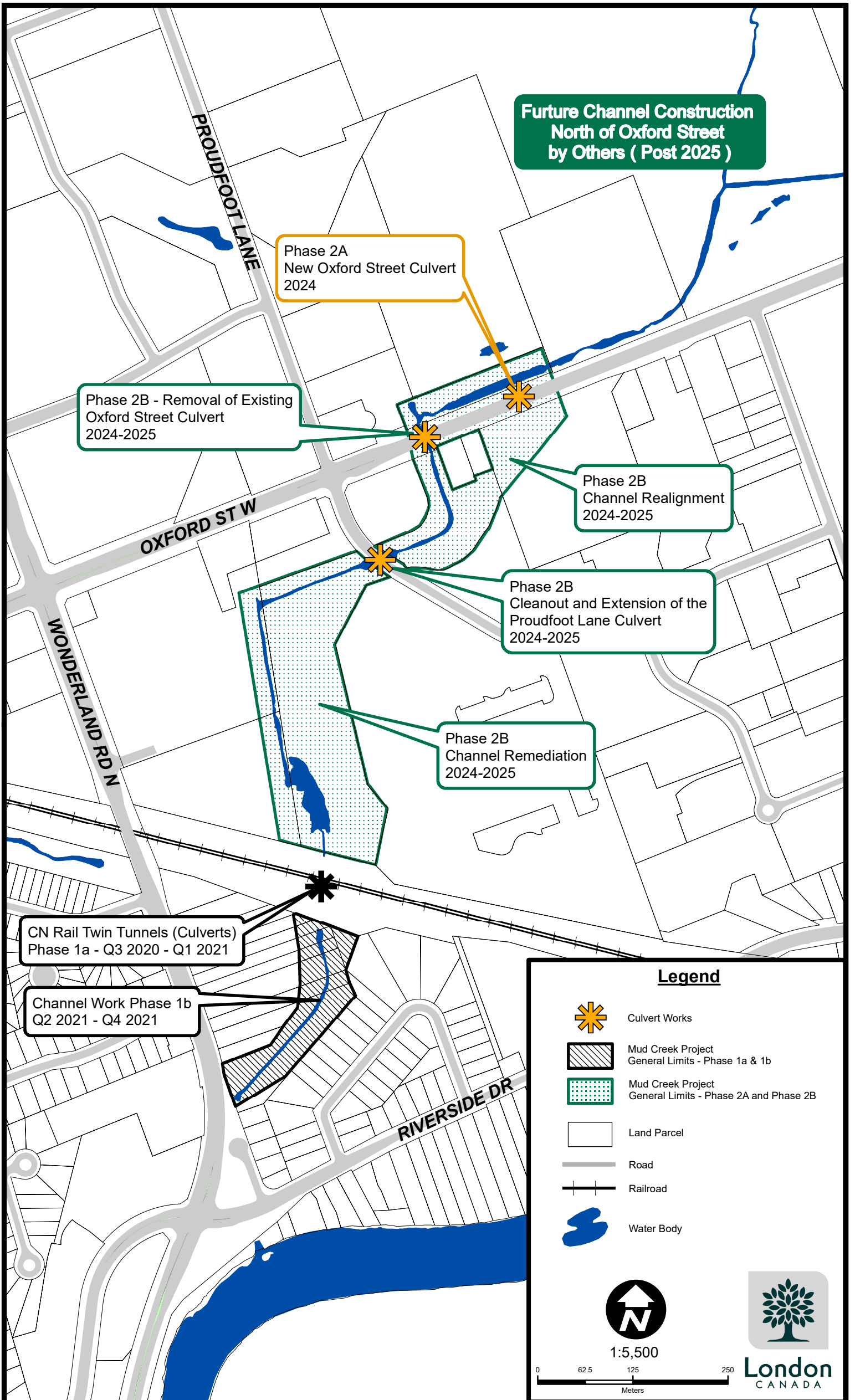
Financial Note:

	Birnam	AECOM	Total
Contract Price	\$900,000	\$177,117	\$1,077,117
Add: HST @13%	117,000	23,025	140,025
Total Contract Price Including Taxes	1,017,000	200,142	1,217,142
Less: HST Rebate	-101,160	-19,908	-121,068
Net Contract Price	\$915,840	\$180,234	\$1,096,074

Note 1: The additional requirement can be accommodated through additional drawdowns from the Sewage Works Renewal Reserve Fund and the City Services - Stormwater Reserve Fund. The 2024 uncommitted balance of the reserve funds with the inclusion of this project are: Sewage Works Renewal Reserve Fund: \$29.4M (noting that the fund will fall to an uncommitted low of \$4.5M in 2025), City Services - Stormwater Reserve Fund: \$5.9M.

Note 2: 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.

 Kyle Murray
 Director, Financial Planning and Business Support
 ah



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

Phase 2A
New Oxford Street Culvert
2024

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

Phase 2B
Channel Realignment
2024-2025








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


Phase 2B
Channel Remediation
2024-2025

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


Channel Work Phase 1b
Q2 2021 - Q4 2021

Legend

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


1:5,500

0 62.5 125 250
Meters



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: Appointment of Consulting Engineer
Highbury Avenue North Sidewalk and Cycle Track
Detailed Design and Tendering

Date: October 2, 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 a consulting engineer for the detailed design and tendering of a new sidewalk and cycle track on Highbury Avenue North from the Highbury Bridge to Kilally Road:

- a) BT Engineering Inc. **BE APPOINTED** to carry out the detailed design and tendering in the amount of \$145,662, excluding HST in accordance with the Procurement of Goods and Services Policy;
- b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix A;
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- d) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,
- e) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- June 19, 2012 - Civic Works Committee – London 2030 Transportation Master Plan
- September 7, 2016 - Civic Works Committee - London ON Bikes Cycling Master Plan
- August 13, 2018 - Civic Works Committee - Complete Streets Design Manual
- November 14, 2023 – Civic Works Committee - Northridge Neighbourhood Connectivity Plan

2.0 Discussion and Considerations

2.1 Purpose

This report recommends the appointment of a consulting engineer to undertake the detailed design and tendering services for walking, cycling, and traffic signal improvements on the east side of Highbury Avenue North, from south of the Highbury Bridge over the Thames River North Branch to Kilally Road. This project is recommended to improve safety and comfort for people walking and cycling, and to improve intersection accessibility. Council approval of this consultant assignment is required in accordance with the City's Procurement of Goods and Services Policy.

2.2 Project Background

Highbury Avenue North is an Urban Thoroughfare within the project limits and is adjacent to new housing and recent commercial development. The east boulevard of Highbury Avenue North is currently a rural cross-section with a gravel shoulder, no curb and gutter, and no sidewalk.

The need for a sidewalk on the east side of Highbury Avenue North has been a repeated community request, was identified as a desire through the Northridge Neighbourhood Connectivity Plan process in 2023 and is a high priority on the New Sidewalk Priority List. The 2016 Cycling Master Plan also identifies this section of Highbury Avenue as a cycling route with cycle tracks as the preferred facility type. The project is complicated by the presence of deep stormwater ditches behind the gravel shoulder on the east side of Highbury Avenue.

Adding a new sidewalk and cycle track along the east boulevard of Highbury Avenue North, connecting to the Thames Valley Parkway, supports the Council-approved complete streets design approach for this corridor. Coordinating the rehabilitation of traffic signals at the intersection of Highbury Avenue and Kilally Road will improve crossing facilities for people walking and cycling and improve accessibility.

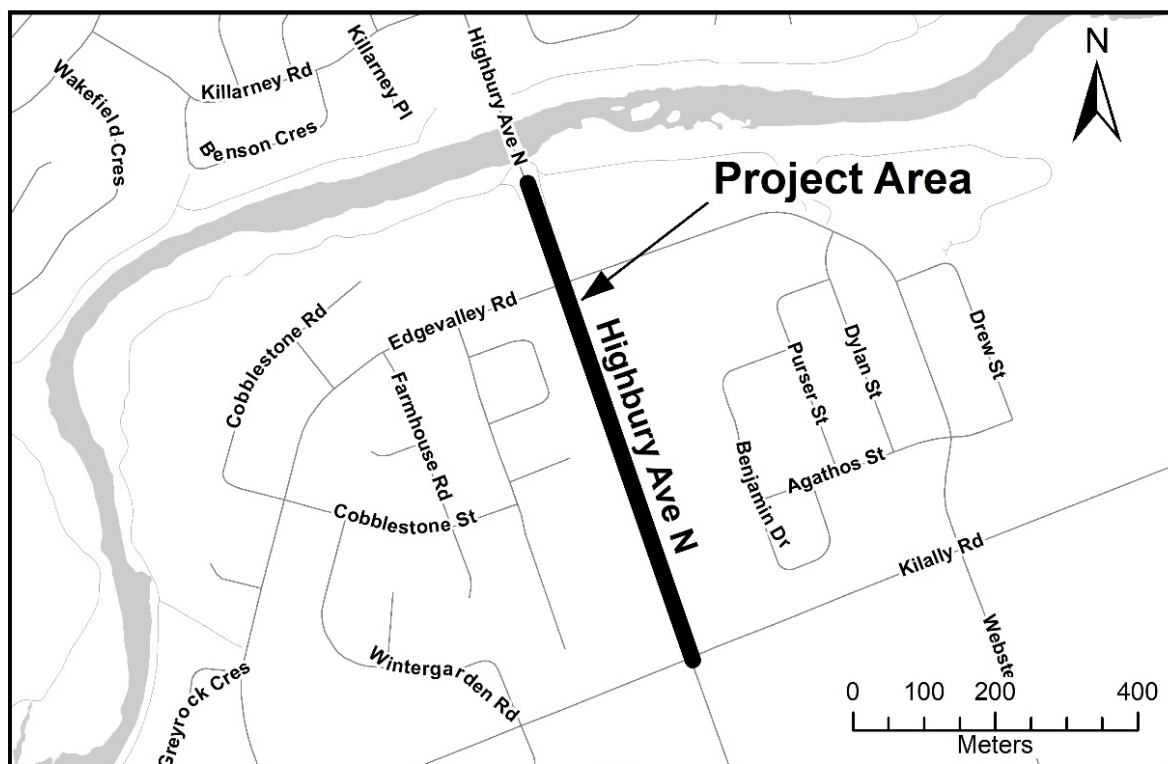


Figure 1: Project limits of the walking, cycling and intersection improvements

Improvements to this corridor will include:

- New sidewalk and in-boulevard cycle track on the east side;
- Redesign and reconstruction of traffic signals at the Kilally Road intersection;
- Stormwater design to direct flows to the storm sewers through new curb and gutter and catch basins;
- Regrading the boulevard to fill in the existing ditch;
- Renewal of the existing cycle track on the west side of Highbury Avenue, within the project limits;
- Tree planting;
- Streetlight adjustments; and,
- Improvements to meet current Accessibility for Ontarians with Disabilities Act (AODA) standards.

2.3 Procurement Process

The consultant selection process for this assignment has been undertaken in accordance with the City's Procurement of Goods and Services Policy.

A procurement process was completed under RFPQ-2023-800 to pre-qualify engineering consultants for design and contract administration of transportation infrastructure projects. As a second stage, a request for quotations was issued for this project to solicit proposals from three qualified engineering consulting firms, based on the initial cost estimate and section 15.2 c) of the Procurement of Goods and Services Policy.

Proposals were received from three consultants: Stantec Consulting Ltd., BT Engineering Inc., and MTE Consultants on August 23, 2024. City staff have reviewed all proposals, and selected BT Engineering Inc. as having the best submission to address the required scope of work and providing the best value for the city.

As the total consulting fees of this project exceeds \$100,000, City Council approval is required in accordance with Section 15.1 b) and 8.5 a) vii) of the City's Procurement of Goods & Services Policy.

3.0 Financial and Schedule Considerations

Funds for this consulting assignment are available in the approved Multi-year Budget as per the attached Source of Financing Report in Appendix A. The contract for consulting services will include a contingency in the event of unforeseen requirements.

The construction of the new sidewalk, cycle track and the intersection improvements, will be initiated as soon as possible. The timing will be subject to the complexity of the design solution, construction scope and cost..

Conclusion

The construction of a new sidewalk and cycle track on Highbury Avenue North will ensure that this important corridor meets the long-term needs of a growing community in a safe, sustainable and efficient manner. Council approval of this consulting assignment is in accordance with the City's Procurement of Goods & Services Policy and will support completion of the project.

It is recommended that BT Engineering Inc. be appointed to undertake the detailed design and tendering for the Highbury Avenue North Sidewalk and Cycle Track in the amount of \$145,662.00 (excluding HST).

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

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

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

Attach: Appendix A – Source of Financing

c: Steve Mollon, Senior Manager, Procurement & Supply
Daniel Hall, P.Eng., Program Manager, Active Transportation
Violetta Sypien, C.E.T., Senior Transportation Technologist
Steve Taylor, BT Engineering.

Appendix "A"

#24182

October 2, 2024

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Highbury Avenue North Detailed Design and Tendering

(Subledger RD230016)

Capital Project TS165319 - Minor Road Works - Sidewalks (2019-2023)

Capital Project TS416519 - Urban Intersections (2019-2023)

Capital Project TS406724 - Traffic Signals - Mtce

BT Engineering Inc.- \$145,662.00 (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
TS165319 - Minor Road Works - Sidewalks (2019-2023)				
Engineering	151,227	31,933	52,101	67,193
Construction	2,114,233	303,731	0	1,810,502
TS165319 Total	2,265,460	335,664	52,101	1,877,695
TS416519 - Urban Intersections (2019-2023)				
Engineering	987,404	718,517	52,101	216,786
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	5,643,278	52,101	4,492,200
TS406724 - Traffic Signals - Mtce				
Engineering	500,000	0	44,024	455,976
Construction	5,461,307	714,853	0	4,746,454
TS406724 Total	5,961,307	714,853	44,024	5,202,430
Total Expenditures	\$18,414,346	\$6,693,795	\$148,225	\$11,572,326

Sources of Financing

TS165319 - Minor Road Works - Sidewalks (2019-2023)				
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	2,265,460	335,664	52,101	1,877,695
TS165319 Total	2,265,460	335,664	52,101	1,877,695
TS416519 - Urban Intersections (2019-2023)				
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	10,187,579	5,643,278	52,101	4,492,200
TS416519 Total	10,187,579	5,643,278	52,101	4,492,200
TS406724 - Traffic Signals - Mtce				
Capital Levy	3,695,526	714,853	44,024	2,936,649
Drawdown from Transportation Renewal Reserve Fund	2,265,781	0	0	2,265,781
TS406724 Total	5,961,307	714,853	44,024	5,202,430
Total Financing	\$18,414,346	\$6,693,795	\$148,225	\$11,572,326

Financial Note:	TS165319	TS416519	TS406724	Total
Contract Price	\$51,200	\$51,200	\$43,263	\$145,662
Add: HST @13%	6,656	6,656	5,624	18,936
Total Contract Price Including Taxes	57,856	57,856	48,887	164,598
Less: HST Rebate	-5,755	-5,755	-4,863	-16,373
Net Contract Price	\$52,101	\$52,101	\$44,024	\$148,225

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

Environmental Stewardship and Action Community Advisory Committee

Report

9th meeting of the Environmental Stewardship and Action Community Advisory Committee
September 4, 2024

Attendance B. Samuels (Chair), L. Bushan-Jazey, A. Butnari, I. ElGhamrawy, A. Ford, A. Hames, M.A. Hodge, N. Karsch, A. Pert and N. Serour and H. Lysynski (Clerk)

ABSENT: B. Amendola, R. Duvernoy and M. Griffith

ALSO PRESENT: M Fabro, J. Skimming and J. Stanford

The meeting was called to order at 4:35 PM; it being noted that L. Bushan-Jazey, A. Butnari, I. ElGhamrawy, A. Ford, A. Hames, N. Karsch, A. Pert and N. Serour were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 2023 Climate Emergency Action Plan Progress Report

That the following actions be taken with respect to the 2023 Climate Emergency Action Plan Progress Report from J. Stanford, Director, Climate Change, Environment and Waste Management:

a) the 2023 Climate Emergency Action Plan Progress Report presentation, appended to the Environmental Services and Action Community Advisory Committee, from J. Stanford, Director, Climate Change, Environment and Waste Management, BE RECEIVED; and,

b) a communication dated September 2, 2024, from M.A. Hodge, with respect to these matters BE RECEIVED.

2.2 Climate Change Adaption Discussion Primer Climate Emergency Action Plan | Get Involved London

That the following actions be taken with respect to the Climate Change Adaptation Discussion Primer Climate Emergency Action Plan / Get Involved London presentation:

a) the presentation from M. Fabro, Manager, Climate Change Planning, BE RECEIVED; and,

b) the Climate Emergency Action Plan Working Group BE REQUESTED to review and report back at a future Environmental Stewardship and Action Community Advisory Committee meeting.

3. Consent

3.1 8th Report of the Environmental Stewardship and Action Community Advisory Committee

That it BE NOTED that the 8th Report of the Environmental Stewardship and Action Community Advisory Committee, from its meeting held on July 3, 2024, was received.

3.2 Municipal Council Resolution – 8th Report of the Environmental Stewardship and Action Community Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on July 23, 2024, with respect to the 8th Report of the Environmental Stewardship and Action Community Advisory Committee, was received.

3.3 Mid-Year Update: Green Bin and Collection Program Implementation

That it BE NOTED that the report from K. Scherr, Deputy City Manager, Environment & Infrastructure, with respect to the mid-year update on the green bin and collection program implementation, was received.

3.4 Notice of Planning Application and Public Meeting – 3640 Dingman Drive

That it BE NOTED that the Notice of Planning Application and Public Meeting relating to the Official Plan Amendment for the property located at 3640 Dingman Drive, dated August 16, 2024, from I. de Ceuster, Planner, was received.

3.5 L. Vuong Resignation

That it BE NOTED that the resignation of L. Vuong from the Environmental Stewardship and Action Community Advisory Committee was received with regret.

4. Sub-Committees and Working Groups

4.1 National Urban Park Working Group

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a discussion and received the attached Working Group report with respect to National Urban Parks.

5. Items for Discussion

5.1 2025 Mayor's New Year's Honour List - Request for Nominations

That it BE NOTED that 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, was received.

5.2 (ADDED) Design Specifications and Requirements Manual

That a Working Group consisting of B. Samuels (lead), M.A. Hodge, A. Hames and N. Karsch BE ESTABLISHED to review and provide comments on the Design Specifications and Requirements Manual and to report back to the October 2, 2024 Environmental Stewardship and Action Community Advisory Committee meeting.

6. (ADDED) Confidential

6.1 (ADDED) Personal Matter / Identifiable Individual

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

6.1 Personal Matter/Identifiable Individual

A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2025 Mayor's New Year's Honour List.

The Environmental Stewardship and Action Community Advisory Committee convened In Closed Session from 6:16 PM to 6:23 PM.

7. Adjournment

The meeting adjourned at 6:24 PM.

Status Update Report: National Urban Park Working Group of ESACAC

September 4, 2024

The purpose of this report is to provide an update on preliminary research into the feasibility of establishing a National Urban Park in the City of London.

Canada has established a National Urban Parks program that began with the Rouge National Urban Park near the City of Toronto, and has since expanded into other parts of Ontario and other provinces. Efforts are underway in communities like Windsor and Guelph to establish a National Urban Park. This is an effective way for municipalities to access federal resources to support management of parkland, including opportunities for ecological restoration and ecotourism. A number of parkland sites in London have been considered by the working group for a National Urban Park, such as the Coves and the River Road Golf Course.

ESACAC members have held discussions with City of London Parks staff about the potential to apply for a National Urban Park. The staff are tentatively supportive, but expressed a preference to have the process of applying for a National Urban Park be delayed until the Parks and Recreation Master Plan update is underway and completed later this year and possibly extending into 2025.

At this time, ESACAC wishes to make City Council aware of the National Urban Park concept sooner, recognizing that staff's work on this may not commence until a future date. It may be important for the City to express interest and intent to apply to the National Urban Park program, being that there is an upcoming federal election that may lead to interruptions and delays to the preparation of an application. Some amount of research by staff may be required to provide Council with current information about the program. Furthermore, the application process itself may be lengthy and require background studies, consultations and dialogue with the federal government.

ESACAC will stand by and await staff's direction on next steps coinciding with the Parks and Recreation Master Plan update. In the meantime, Council may wish to engage with staff to inquire about the National Urban Parks program and any steps that should be taken leading up to an application being prepared.

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: Memorandum of Understanding with the London Chamber of
Commerce for Action on Climate Change

Date: October 2, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the attached proposed by-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on October 15, 2024 to:

- a) authorize and approve a Memorandum of Understanding with the London Chamber of Commerce with respect to advancing joint climate action objectives with the mutual understanding that the combined expertise, influence and commitment are better applied together to support common goals attached as Schedule "A" to the by-law; and
- b) authorize the Mayor and the City Clerk to execute the Memorandum of Understanding authorized and approved in a), above.

Executive Summary

The purpose of this report is to provide Civic Works Committee and Council with a non-binding Memorandum of Understanding (MoU) to be signed by the City of London and the London Chamber of Commerce (the Chamber). The MoU establishes the non-legally binding framework and set of principles (General Arrangement) for enhanced and focused coordination and collaboration to support shared interests in climate change mitigation, adaptation and environmental sustainability.

The MoU sets out short term objective of the collaboration between the City and the Chamber. The responsibilities of both organizations are to include, among other items, sharing climate change mitigation, adaptation and environmental sustainability knowledge and expertise.

Should there be a need, the City and Chamber will work together to develop a Formal Agreement(s) to undertake activities that involve contracts with funding agencies, contracts with private companies and investors, etc. as per the requirements of each party's procurement policies.

There are no financial impacts as part of this report. There are upcoming projects in November and December and early 2025 whereby expenditures by the City related to the CEAP and contained in the adopted 2024-2027 Multi-Year Budget will occur and involve the Chamber.

Linkage to the Corporate Strategic Plan

Municipal Council continues to recognize the importance of climate change mitigation, climate change adaptation, sustainable energy use, related environmental issues and the need for a more sustainable and resilient city in its 2023-2027 Strategic Plan for the City of London. Specifically, London's efforts in both climate change mitigation and adaptation address all Areas of focus of the Strategic Plan, at one level or another.

On April 12, 2022, Municipal Council approved the Climate Emergency Action Plan which includes Area of Focus 1, Engaging , Inspiring and Learning from People. Several actions within Area of Focus deal specifically with the business community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

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

- August 15, 2024, 2023 Climate Emergency Action Plan Progress Report Strategic Priorities and Policy Committee (SPPC), Item #4.1
- January 16, 2024, 2023 Climate Emergency Action Plan Update Report, Report to the SPPC, Item #2.2
- May 30, 2023, 2022 Climate Emergency Action Plan Progress Report, Report to the SPPC Item #4.1
- April 5, 2022, Overview of Engagement and Feedback on Draft Climate Emergency Action Plan, Report to the SPPC Item #3.1
- February 8, 2022, Draft Climate Emergency Action Plan Report to the SPPC Item #4.2

1.2 Purpose and Context of this Report

The purpose of this report is to provide Civic Works Committee and Council with a non-binding Memorandum of Understanding (MoU) to be signed by the City of London and the London Chamber of Commerce.

The MoU is based upon the mutual understanding that the combined expertise, influence, and commitment of the parties are better applied together to support their common goals. The MoU establishes the framework and set of principles (General Arrangement) for enhanced and focused coordination and collaboration to support shared interests in climate change mitigation, adaptation and environmental sustainability. This particular MoU is for a General Arrangement (Step 1) noting that any Formal Agreements (Step 2) would come back through Committee and Council.

2.0 Discussion and Considerations

Staff from the City and from the Chamber have worked in the past on a variety of environmental and policy projects. City staff approached the Chamber with respect to formalizing the ongoing relationship with a specific focus on climate change awareness action.

Step 1 – Memorandum of Understanding – General Arrangement

A first step in formalizing a working relationship with the Chamber is to enter into a non-binding Memorandum of Understanding (MoU). The MoU sets out short term objective of the collaboration between the City and Chamber. The proposed MoU is provided in Schedule A of Appendix A.

The responsibilities of the City are to include:

- Share climate change mitigation, adaptation and environmental sustainability knowledge and expertise with the Chamber and its members;
- Provide climate change mitigation and adaptation and environmental sustainability materials, in appropriate quantities, to assist with knowledge transfer;
- Participate in and co-develop climate action and environmental sustainability initiatives that benefit London businesses and support CEAP implementation and Chamber environmental initiatives;
- Assist with funding applications and discussions/negotiations with potential partners,

- Assist with reporting, being available for media interviews and related matters; and
- Keep London Municipal Council informed of progress.

The responsibilities of the Chamber are to include:

- Share climate change mitigation, adaptation and environmental sustainability knowledge and expertise with the City and other collaborators;
- Participate in and co-develop climate action and environmental sustainability initiatives that benefit City and support CEAP implementation and Chamber environmental initiatives;
- Act as a focal point for Chamber business members to collaborate with the City, government agencies, and potential industry partners bringing together the appropriate teams aiming at maximizing collaborations and resources for climate action;
- Assist with funding applications and discussions/negotiations with potential partners;
- Assist with reporting, being available for media interviews and related matters; and
- Keep the Chamber Board informed of progress.

Step 2 – Formal Agreement for Demonstration Pilot Project

Should there be a need, the City and Chamber will work together to develop a Formal Agreement(s) to undertake activities that involve contracts with funding agencies, contracts with private companies and investors, etc. as per the requirements of each party's procurement policies.

3.0 Financial Impact/Considerations

There are no financial impacts or considerations as part of this report. There are upcoming projects in November and December and early 2025 whereby expenditures by the City related to the CEAP and contained in the adopted 2024-2027 Multi-Year Budget will occur and involve the London Chamber of Commerce in the areas of climate change awareness for businesses and employees.

Conclusion

This report recommends authorizing and approving a Memorandum of Understanding with the London Chamber of Commerce with respect to advancing joint climate action objectives with the mutual understanding that the combined expertise, influence and commitment are better applied together to support common goals. Related work in the past with Chamber staff and/or members has achieved objectives of both organizations. The upcoming work will focus of climate change awareness and action.

Prepared and Submitted by: **Jay Stanford, MA, MPA**
Director, Climate Change, Environment & Waste Management

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

Appendix A A by-law to authorize and approve a Memorandum of Understanding between London Chamber of Commerce and The Corporation of the City of London and to authorize the Mayor and the City Clerk to execute the Memorandum of Understanding.

Schedule A Memorandum of Understanding

c Graham Henderson, Chief Executive Officer, London Chgmaber of Commerce, 244 Pall Mall Street, London Ontario, N6A 5P6

Appendix A

By-law and Memorandum of Understanding with the London Chamber of Commerce

Bill No.
2024

By-law No. A.-

A by-law to authorize and approve a Memorandum of Understanding between London Chamber of Commerce and The Corporation of the City of London and to authorize the Mayor and the City Clerk to execute the Memorandum of Understanding.

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

AND WHEREAS section 9 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS it is deemed appropriate for The Corporation of the City of London (the "City") to enter into a Memorandum of Understanding with the London Chamber of Commerce (the "Chamber") to undertake and implement projects, relationships, and partnerships for the purposes of inclusivity, innovation, creativity, best practices, and excellence in climate change mitigation and adaptation as part of London's Climate Emergency Action Plan;

AND WHEREAS it is deemed appropriate to authorize the Mayor and the City Clerk to execute the Memorandum of Understanding on behalf of the City;

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

1. The Memorandum of Understanding between The Corporation of the City of London and the London Chamber of Commerce, attached as Schedule A to this by-law, is hereby authorized and approved.
2. The Mayor and the City Clerk are hereby authorized to execute the Memorandum of Understanding authorized and approved under section 1 of this by-law.
3. This by-law shall come into force and effect on the day it is passed.

PASSED in Open Council October 15, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – October 15, 2024
Second Reading – October 15, 2024
Third Reading – October 15, 2024

Schedule A

Memorandum of Understanding

Between

The Corporation of the City of London (“The City”)

And

London Chamber of Commerce (“The Chamber”)

Whereas the Council of the Corporation of the City of London declared a climate emergency on April 23, 2019 for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change;

Whereas Council directed Civic Administration to develop with the community a Climate Emergency Action Plan to build on years of collaborative work in the areas of energy efficiency, energy conservation, energy literacy, climate change mitigation, climate change adaptation, community engagement, technology development, testing and commercialization, and understanding the impacts of severe weather locally and regionally;

Whereas the Council approved the Climate Emergency Action Plan (CEAP) on April 12, 2022 including ten Areas of Focus to implement actions that reduce climate change and prepare Londoners, businesses, institutions, and employees for the impacts associated with a changing climate;

Whereas the City wishes to examine, support, raise awareness, conduct research and/or implement projects under the broad classification(s) of climate change mitigation and climate change adaptation in London, or in collaboration with others outside of London, as part of continuous learning, implementation, and improvement methodologies;

Whereas the City wishes to pursue and implement projects, relationships, and partnerships for the purposes of inclusivity, innovation, creativity, best practices, and excellence in climate change mitigation and adaptation as part of the implementation of the CEAP;

Whereas the London Chamber of Commerce is a politically independent, membership based, volunteer driven, not-for-profit organization whose mission is to lead and serve the London business community. The Chamber works on behalf of members, offering insightful and meaningful policy contributions, leading initiatives that positively influence London’s social and economic landscape;

Whereas the mission of the Chamber is to lead and serve the London region business community, celebrating and supporting business diversity and excellence, advocating for positive outcomes, and helping members make meaningful connections;

Whereas the Chamber’s 2022-2025 Strategic Plan highlights that the Chamber must evolve and address the changing demands of a younger and more diverse regional business community by supporting our member’s mandates and the public’s demand for business action on environmental sustainability through policy development and educational resources for our members; and

Whereas the Chamber wishes to take part in further action on climate change and environmental sustainability by:

- Contributing to the region’s diverse economic strength;
- Acting as a catalyst for equitable change for the London region; and
- Align the Chamber’s inclusive economic, social and environmental responsibilities.

1.0 Purpose of the Memorandum

This Memorandum of Understanding (“MoU”) is intended to set out the mutual intentions of the City and the Chamber to advance their joint climate change mitigation, adaptation and environmental sustainability objectives. The MoU is based upon the mutual understanding that the combined expertise, influence, and commitment of the parties are better applied together to support their common goals. The MoU establishes the non-legally binding framework and set of principles (General Arrangement) for enhanced and focused coordination and collaboration to support their shared interests in climate change mitigation, adaptation and environmental sustainability.

The parties to this MoU acknowledge that if they wish to jointly carry out specific initiatives that may arise out of this MoU, they will have to engage in further discussion and prepare necessary arrangements and agreements to define, authorize and execute, among other things, each party’s roles and responsibilities, resource allocation and other details.

The MoU is not an exclusive arrangement and does not restrict either party from pursuing their mandates either on their own or in collaboration with any other party.

2.0 Short-Term Objective

The short-term objective of the collaboration between the City and the Chamber is to:

- Build on the existing foundation of traditional and innovative projects and actions for businesses to raise awareness about the need to mitigate and/or adapt to climate change;
- Create a focal point for the ongoing discussion of practical and innovative solutions for energy efficiency, energy conservation, energy literacy, climate change mitigation and adaptation, environmental sustainability, and understanding the impacts of severe weather locally and regionally with a focus on the business community in and near London;
- Develop a list of initiatives, collaborations and project areas that would benefit from direct involvement of Chamber staff and its members and contribute to the implementation of the CEAP;
- Work to establish other partnerships and collaborations between the Chamber, the City, other levels of government, academia, other associations, and businesses to synergistically build on existing strengths to create opportunities to reduce greenhouse gas emissions and/or to build a more resilient London and region; and
- Be known as centre of business collaboration with shared resources providing leadership, implementing best practices, providing knowledge and support to industry, while educating and training members and employees in the various fields of climate change mitigation and adaptation and environmental sustainability.

3.0 General Arrangement

This MoU sets out the General Arrangement between the parties that will be the basis for working together.

The responsibilities of the City are to include:

- Share climate change mitigation, adaptation and environmental sustainability knowledge and expertise with the Chamber and its members;
- Provide climate change mitigation and adaptation and environmental sustainability materials, in appropriate quantities, to assist with knowledge transfer;

- Participate in and co-develop climate action and environmental sustainability initiatives that benefit London businesses and support CEAP implementation and Chamber environmental initiatives;
- Assist with funding applications and discussions/negotiations with potential partners,
- Assist with reporting, being available for media interviews and related matters; and
- Keep London Municipal Council informed of progress.

The responsibilities of the Chamber are to include:

- Share climate change mitigation, adaptation and environmental sustainability knowledge and expertise with the City and other collaborators;
- Participate in and co-develop climate action and environmental sustainability initiatives that benefit City and support CEAP implementation and Chamber environmental initiatives;
- Act as a focal point for Chamber business members to collaborate with the City, government agencies, and potential industry partners bringing together the appropriate teams aiming at maximizing collaborations and resources for climate action;
- Assist with funding applications and discussions/negotiations with potential partners;
- Assist with reporting, being available for media interviews and related matters; and
- Keep the Chamber Board informed of progress.

4.0 Formal Agreement

Should there be a need, the parties agree to work together to develop a Formal Agreement to undertake activities that involve contracts with funding agencies, contracts with private companies and investors, etc. as per the requirements of each parties procurement policies. The Formal Agreement will follow the same approval processes as this General Arrangement.

5.0 Effective Date and Duration

This MoU will come into effect upon the date it has been signed by all signatories and will remain in effect until December 31, 2026. This MoU will be reviewed two months prior to the anniversary date and any agreed to changes added to the MoU. Substantive changes will trigger the approval process for the MoU and this determination is at the discretion of the City and of the Chamber.

A participant may withdraw from this MoU by providing a sixty (60) day written notice to the other parties.

This MoU is subject to approval processes required by each of the parties.

DATED this _____ day of _____.

IN WITNESS WHEREOF:

THE CORPORATION OF THE CITY OF LONDON

By:

Name: Josh Morgan
 Title: Mayor

By:

Name: Michael Schulthess
 Title: City Clerk

I/We have authority to bind the City.

LONDON CHAMBER OF COMMERCE

By:

Name: Graham Henderson
Title: Chief Executive Officer

Acknowledgement:

By:

Name: _____
Title: _____

I/We have authority to bind the corporation.