

Agenda

Infrastructure and Corporate Services Committee

7th Meeting of the Infrastructure and Corporate Services Committee

April 9, 2025

1:00 PM

Council Chambers - Please check the City website for additional meeting detail information.

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

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

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

Members

Councillors C. Rahman (Chair), J. Pribil, A. Hopkins, P. Van Meerbergen, S. Franke

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 ICSC@london.ca or 519-661-2489 ext. 2425.

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6. Confidential (Provided to Members only.)

6.1 Land Acquisition/Disposition / Solicitor-Client Privileged Advice / Position, Plan, Procedure, Criteria or Instruction to be Applied to Any Negotiations

A matter pertaining to the proposed or pending lease of land by the municipality, including communications necessary for that purpose; advice that is subject to solicitor-client privilege; commercial and financial information, that belongs to the municipality and has monetary value or potential monetary value and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality.

6.2 Labour Relations/Employee Negotiations / Solicitor-Client Privileged Advice

A matter pertaining to reports, advice and recommendations of officers and employees of the Corporation concerning labour relations and employee negotiations in regard to one of the Corporation's unions and advice which is subject to solicitor client privilege and communications necessary for that purpose and for the purpose of providing directions to officers and employees of the Corporation.

6.3 Land Acquisition / Solicitor-Client Privileged Advice / Position, Plan, Procedure, Criteria or Instruction to be Applied to Any Negotiations

A matter pertaining to the proposed or pending acquisition of land by the municipality, including communications necessary for that purpose; advice that is subject to solicitor-client privilege; commercial and financial information, that belongs to the municipality and has monetary value or potential monetary value and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality.

7. Adjournment

Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee
From: Michael Schulthess, City Clerk
Subject: 2026 Municipal and School Board Elections Update
Date: April 9, 2025

Recommendation

That, on the recommendation of the City Clerk, the following actions be taken with respect to the 2026 Municipal Election:

- a) the City Clerk **BE DIRECTED** to request local school boards to consider scheduling a Professional Activity Day (PA Day) on Voting Day, October 26, 2026, as elementary and secondary schools serve as voting locations for Municipal and School Board Elections;
- b) the attached proposed by-law (Appendix 'A') **BE INTRODUCED** at the Council meeting to be held on June 3, 2025 to authorize the use of vote tabulators, voting by mail, and proxy voting for Municipal and School Board Elections;
- c) no further action **BE TAKEN** with respect to adopting a candidate contribution rebate by-law; and
- d) the staff report dated April 9, 2025 entitled "2026 Municipal Election Update" **BE RECEIVED** for information.

Background Information

1.0 Previous Reports on this Matter

Corporate Services Committee – May 31, 2021 – 2022 Municipal Election Update

Corporate Services Committee – March 19, 2019 – 2018 Municipal Election

Corporate Services Committee – February 20, 2018 – 2018 Municipal Election Update

Corporate Services Committee – January 24, 2017 – Municipal Election Campaign Contributor Rebate By-law

Discussion and Considerations

2.0 Voting Locations

There are legislative requirements for voting locations. Under section 45(1) of the *Municipal Elections Act, 1996*, "the clerk shall establish the number and location of voting places for an election as he or she considers most convenient for the electors" and under section 45(2) "voting locations are accessible to electors with disabilities". Further, in accordance with section 7 of the *Municipal Elections Act, 1996*, the City of London incurs the cost of the Municipal and School Board Elections and subsection 45(4)(6) provides that upon notice some landlords, condominium corporations, school boards and provincially funded institutions are required to provide the space free of any charge.

The following criteria and best practices are applied when establishing voting locations in Municipal and School Board Elections:

- convenience and proximity to electors;
- accessibility;
- on or close to transit routes;
- walkability; and

- sufficient parking.

Before 2022, Civic Administration faced challenges in securing suitable locations that met these criteria. Schools, along with city facilities, libraries, and places of worship, have traditionally been used as voting locations.

Schools, as public buildings, meet all legislative requirements and offer a convenient option for electors because they are centrally located within neighborhoods, often within walking distance, accessible by public transit, and compliant with accessibility standards. While schools have proven to be ideal voting locations, concerns have been raised about their use during school hours. These concerns, which arise with each election, include parking constraints, school safety, disruptions to regular programming and curriculum, and increased traffic congestion during drop-off and pick-up times.

On June 15, 2021, Council passed a resolution with respect to using elementary and secondary school as voting locations for the 2022 Municipal and School Board Elections:

- a) the City Clerk BE DIRECTED that as elementary and secondary schools are used as voting locations, the local school boards be requested to consider scheduling a Professional Development on Voting Day, October 24, 2022;

In 2022, Thames Valley District School Board (TVDSB) and London District Catholic School Board (LDCSB) were supportive and scheduled a Professional Activity Day (PA Day) on Voting Day for the 2022 Municipal and School Board Elections. Civic Administration is appreciative of this approval as it ensured appropriate, accessible, and recognizable voting locations within the community. Below is a summary of voting locations used on Voting Day in 2022:

| Location | Number |
|---|---------------|
| City Facilities (Community Centres, Arenas, etc.) | 17 |
| Libraries | 9 |
| Places of Worship | 35 |
| Post-secondary – Fanshawe College | 1 |
| Post-secondary – Western University | 1 |
| Privately Owned (legions, cultural centres, hospitality, multi-residential space, etc.) | 12 |
| Schools – Elementary and Secondary Schools | 75 |
| Special Voting Locations (Retirement or Long-Term Care Homes) | 37 |
| Total | 187 |

There were 187 voting locations across the city on Voting Day in 2022, including 37 exclusively for retirement and long-term care residents. The remaining 150 locations served the broader community, with 75 of them in schools. Schools made up 50% of community voting locations and played a key role in ensuring well-run Municipal and School Board Elections.

Building on the success of the PA Day on Voting Day in 2022, Civic Administration is seeking Council's support in requesting a Professional Activity Day on October 26, 2026 (Voting Day), with a formal communication sent to each school board with this request.

3.0 Legislated By-law under *Municipal Elections Act, 1996*

Under the *Municipal Elections Act, 1996* the Council can pass by-laws with respect to authorizing the use of vote and vote-counting equipment such as accessible voting devices and vote tabulators and authorizing the use of alternative voting methods such as voting by mail.

3.1 Use of Vote and Vote-Counting Equipment By-law – Accessible Voting Devices and Vote Tabulators

Subsection 42(1)(a) of the *Municipal Elections Act, 1996*, makes provision for the Council to pass a by-law authorizing the use of voting and vote-counting equipment, such as accessible voting devices and vote tabulators. The City of London began using vote tabulators at the 1991 Municipal and School Board Elections and has used similar equipment for each subsequent Municipal and School Board Elections. The City of London introduced accessible voting devices in 2010 allowing electors to mark their ballots independently using “sip-and-puff”, paddles, or a tactile device during the Advance Vote period.

3.2 Use of Alternate Voting Methods – Voting by Mail

The City of London has used voting by mail since the 2010 Municipal and School Board Elections. Subsection 42(1)(b) of the *Municipal Elections Act, 1996*, includes provisions for the Council to pass a by-law authorizing the electors to use an alternative voting method, such as voting by mail. Voting by mail is a low cost, safe and reliable alternative for voters who would not be able to vote at an advance poll, a Voting Day location, or vote by proxy.

3.3 Advance Vote and Appointment of Voting Proxy

The City of London will continue to offer the same number of Advance Vote days and for an elector to make an appointment of voting proxy. Under legislation, an elector may appoint someone to go to the voting location and cast a ballot on their behalf should the elector be unable to personally cast their ballot. Subsection 42(5) of the *Municipal Elections Act, 1996*, provides that when a by-law authorizing the use of an alternative voting method is in effect, sections 43 (advance vote) and 44 (voting proxies) of the *Municipal Elections Act, 1996* apply only if the by-law so specifies.

Attached as Appendix ‘A’ to this report is a by-law to authorize the use vote tabulators, voting by mail, and proxy voting.

4.0 Municipal Election Contribution Rebate By-law

A municipality, through a by-law, may authorize the payment of rebates to individuals who contributed to candidates in a municipal election. The by-law shall define the eligibility criteria and calculation methods for determining a contributor's entitlement to a rebate, including the rebate amount for their contribution to a candidate's campaign. The by-law would only apply to candidates for municipal council and not school board candidates.

4.1 City of London Background

The Final Report of the Governance Task Force on December 1, 2008, contained a recommendation for Council to consider “exercising its option under the *Municipal Elections Act, 1996*, to institute a municipal election campaign donations rebate program for individual residents”.

On October 5, 2009, Council resolved that “no further action be taken with respect to enacting a Municipal Election Campaign Rebate By-law for Municipal Elections” taking place in 2010. Similar resolutions were passed prior to elections in 2014, 2018, and 2022.

For Council's consideration, a recent by-law scan across similar sized cities estimates contribution rebates to cost between \$75,000 and \$147,000. This does not include administrative costs. If directed by Council, Civic Administration will submit a staff report outlining financial impacts, eligibility criteria, and required by-law for consideration.

Conclusion

Preparation for the 2026 Municipal and School Board Election is underway. Civic Administration will continue monitoring any legislative changes at the provincial level while securing supplies and logistics to ensure efficient management of the election and accessibility for voters.

Prepared by: Liridona Rafuna, Manager, Elections, Strategic Integration & Policy

Submitted by: Sarah Corman, Deputy City Clerk

Recommended by: Michael Schulthess, City Clerk

Appendix 'A' – Proposed By-law under *Municipal Elections Act, 1996*

Bill No. [inserted by City Clerk's]
2025

By-law No. E.- [inserted by City Clerk's]

A by-law to authorize the use of optical scanning vote tabulators, voting by mail and proxy voting; and to repeal By-law No. E.-189-189 entitled "A by-law to authorize the use of poll optical scanning vote tabulators, voting by mail, advance voting and proxy voting for the 2022 Municipal Election"

WHEREAS subsection 42(1)(a) of the *Municipal Elections Act, 1996*, as amended, provides that the council of a local municipality may pass a by-law authorizing the use of voting and vote-counting equipment such as voting machines, voting recorders or optical scanning vote tabulators;

AND WHEREAS subsection 42(1)(b) of the *Municipal Elections Act, 1996*, as amended, provides that the council of a local municipality may pass a by-law authorizing electors to use an alternative voting method, such as voting by mail, that does not require electors to attend at a voting place in order to vote;

AND WHEREAS subsection 42(5) of the *Municipal Elections Act, 1996*, as amended, provides that when a by-law authorizing the use of an alternative voting method is in effect, sections 43 (advance vote) and 44 (voting proxies) apply only if the by-law so specifies;

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

1. The use of optical scanning vote tabulators for the purpose of counting votes at municipal elections in the City of London is hereby authorized.
2. Sections 43 (Advance Votes) and 44 (Voting Proxy) of the *Municipal Elections Act, 1996*, as amended, apply to the City of London Municipal Elections.
3. The use of voting by mail be provided upon request to qualified voters as an alternative voting method that does not require electors to attend at a voting place to vote at municipal elections in the City of London is hereby authorized.
4. By-law No. E.-189-189 passed by the Municipal Council on June 15, 2021 is hereby repealed.
5. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on April 22, 2025.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 22, 2025
Second Reading – April 22, 2025
Third Reading – April 22, 2025

Report to Civic Works Committee

To: Chair and Members
Infrastructure and Corporate Services Committee

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

Subject: Emergency Repair of Line Painting Truck

Date: April 9, 2025

Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports, the following actions **BE TAKEN** with respect to the emergency repair of the City's Line Painting Truck:

- a) The purchase order issued for the emergency repairs on the Line Painting Truck by Core Equipment Inc. under Section 14.2 of the Procurement of Goods and Services Policy at a total cost of \$69,583.14 (HST excluded), **BE CONFIRMED**; and,
- b) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

Executive Summary

This report provides a record of the approval to repair the City's sole Traffic Line Painting truck under "14.2 Procurement in Emergencies" provision in the Procurement of Goods and Services Policy. The truck requires significant repairs to address systemic issues with its paint and hydraulic systems. Due to the extended lead time for parts and the urgency of having the truck operational for this upcoming painting season, immediate action was necessary. This emergency repair will enhance the efficiency and ensure continuity of line painting operations, support road safety initiatives, and ensure compliance with provincial requirements.

Linkage to the Corporate Strategic Plan

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

- Mobility and Transportation – The strategic plan aims to enhance the reliability, quality, and safety of all modes of transportation.
- Wellbeing and Safety – Prioritizing traffic safety for all Londoners.

Analysis

1.0 Background Information

Traffic Line Painting Truck Unit #28-002 was purchased in 2020 through the award of RFT18-111 from Road Services International (RSI) in Brantford, Ontario. Since coming into service, this unit has experienced persistent performance and reliability issues, resulting in costly repairs and systemic overheating problems. Despite collaborating with the truck's Original Equipment Manufacturer (OEM), these issues remain unresolved. Major components including the Power Take-Off gearbox and air compressor have already been replaced. These mechanical failures have resulted in significant downtime, severely hindering the City's ability to maintain road pavement markings internally.

Recently, Fleet staff attempted to diagnose another instance of the air compressor overheating. Upon review, RSI was unable to provide any solutions for the recurring issues. In contrast, Core Equipment Inc., a highly recommended company in the Line Painting industry, has examined the systemic problems over the winter and proposed a repair and retrofit solution in late February.

1.1 Previous Reports Related to this Matter

None.

1.2 Emergency Repair

The Procurement of Goods and Services Policy outlines the processes that Civic Administration is required to follow to obtain the best value when purchasing goods or contracting services. In the event of an “Emergency”, section 14.2 Procurement in Emergencies permits Civic Administration to purchase goods/services under “Emergency” conditions in a non-competitive manner. In this section, “Emergency” means: “an event or occurrence that the City Manager or Deputy City Manager deems an immediate threat to:

- Public Health;
- The maintenance of essential City services; or
- The welfare and protection of persons, property, or the environment; and the event or occurrence necessitates the immediate need for goods or services to mitigate the emergency and time does not permit for a competitive procurement process.”

When section 14.2 is used, Civic Administration is required to follow defined protocols, and the emergency procurement must be reported to Committee and Council. As this asset is the only City unit that can perform line painting and considering the significant lead time for parts availability and repairs, emergency procurement was initiated to maintain this essential City service.

2.0 Discussion and Considerations

Road pavement markings in Ontario are essential for ensuring the safe, efficient, and organized flow of traffic, as mandated by the the Ontario Traffic Manual Book 11. Line painting plays a critical role in enhancing safety by guiding drivers on lane usage, turns, crosswalks, intersections, and pedestrian zones, thereby reducing confusion and collisions. Reflective markings enhance visibility in adverse weather and at night, providing guidance for all road users. Consistent and well-maintained road markings contribute to public satisfaction and trust in the City's infrastructure management.

The Line Painting Truck, unit 28-002, is responsible for applying and maintaining road pavement markings. As the City's sole truck supporting in-house line painting operations, which commence every spring, it has faced many mechanical challenges, resulting in significant downtime. The City's implementation of road safety initiatives and its inherent growth have resulted in increased demand for line marking. Maintaining in-house capability helps with continuity, flexibility, quality, and cost-effectiveness.

At the end of the line painting season, Core Equipment agreed to investigate Unit 28-002's reliability and performance issues and presented a comprehensive proposal to the City in late February. The proposed solution involves implementing a hydraulic driveline system that will deliver consistent compressor drive speed, independent of the truck's engine RPM. The repairs include parts with very long lead times, necessitating immediate action to ensure the truck is operational for the upcoming line painting season. We are confident that Core Equipment's prompt retrofits and necessary repairs will result in a more reliable line painting truck.

3.0 Financial Impact

The repair and retrofit of the hydraulic drive system on the Line Painting Truck Unit 28-002 will cost \$69,583.14 (excluding HST). A Purchase Order was issued to Core Equipment Inc. for this work, with an estimated lead time of 10-12 weeks for parts and 1-2 weeks for installation and testing. Funding for this repair is supported by the adopted operating budgets of Fleet Services and Road Operations.

Conclusion

This report highlights the critical role of road pavement markings and underscores the importance of ensuring the sole line painting truck is ready and capable for the upcoming line painting season. By using the emergency procurement measures in section 14.2 of the Procurement of Goods and Services Policy, Fleet Services were able to expedite the repair process to maintain service levels.

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

Submitted by: Lynda Stewart
Director, Fleet and Facilities
Finance Supports

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

cc: Kelly Scherr, Deputy City Manager, Environment & Infrastructure
Doug MacRae, Director, Transportation & Mobility
Joel Gillard, Division Manager, Road Operations

Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee

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

Subject: 2025 Renew London Infrastructure Construction Program
and 2024 Review

Date: April 9, 2025

Recommendation

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

- a) the following report concerning the 2025 Renew London Infrastructure Construction Program and 2024 Review **BE RECEIVED** for information; and
- b) the 2025 Local Road Reconstruction Project, Nashua Avenue, **BE EXEMPTED** from Active Mobility Policy 349 and constructed without a new sidewalk.

Executive Summary

This report provides Committee and Council with an overview of the 2024 Renew London Construction Program, highlights major City construction projects planned for 2025 and outlines potential schedule and budget pressures being monitored for the year ahead.

Linkage to the Corporate Strategic Plan

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

- Mobility and Transportation:
 - Identifying the building of infrastructure that provides safe, integrated, connected, reliable and efficient transportation choices.
- Climate Action and Sustainable Growth:
 - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

Analysis

1.0 Background information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – April 15, 2020 – 2020 Renew London Infrastructure Construction Program
- Civic Works Committee – March 29, 2022 – 2022 Renew London Infrastructure Construction Program and 2021 Review
- Civic Works Committee – February 22, 2023 – RFT-2022-311 Dedicated Locate Services Contract Award - Irregular Result
- Civic Works Committee – March 21, 2023 – 2023 Renew London Infrastructure Construction Program and 2022 Review
- Civic Works Committee – March 19, 2024 – 2024 Renew London Infrastructure Construction Program and 2023 Review

1.2 Context

The Renew London Infrastructure Construction Program supports the sustainability of London's infrastructure by addressing lifecycle needs, system improvements, and growth priorities through the construction of roads, bridges, bike lanes, sewers, water systems, sidewalks, and intersections.

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

Each year, the Renew program coordinates annual capital construction projects to ensure efficient infrastructure delivery. The program is carefully planned to minimize construction hot spots and parallel impacts on transportation corridors, reducing disruptions for the public.

2.0 Discussion and Considerations

2.1 Review: 2024 Renew London Infrastructure Construction Program

2024 Construction Program Overview

The 2024 Renew London Infrastructure Program constructed many projects to expand and improve City of London infrastructure. 2024 featured key transportation improvement projects that have enhanced road safety and improved traffic flow for motorists, cyclists, pedestrians, and transit users. Last year also included maintenance and expansion of underground storm, sanitary, and water infrastructure, either as standalone projects or integrated with planned transportation work where feasible.

Overall, projects tendered in 2024 included the reconstruction of 63 lane kilometres of road, 9 kilometres of sanitary and storm sewers, and 5 kilometres of watermains. The cycling network expanded by 5 kilometres in 2024, which included filling long-standing gaps in the network.

While this report typically spotlights the large, impactful projects, it is important to also celebrate the annual investment in local neighborhood streets across the city. The 2024 Local Road Reconstruction Program and Infrastructure Renewal Program rebuilt close to 30 neighbourhood streets. These projects are usually triggered by poor road conditions but will incorporate coordinated underground infrastructure renewal as needed. These projects are a critical part of maintaining the City's infrastructure gap.

The City also has several important stormwater management (SWM) projects on the go. SWM management projects are essential to strengthening climate resiliency across the city. With stronger and more intense storms becoming more frequent, SWM projects are critical to mitigating flooding risks and protecting London's infrastructure.

The infrastructure renewal list is dynamic, with project scopes and schedules subject to change throughout the year. This can result in some projects being deferred while others are advanced through late-season tenders. The original 2024 construction plan was valued at \$270 million, but after deferring the Bradley Avenue Extension and the Sunningdale Avenue and Richmond Street Intersection projects to 2025, \$245 million in projects proceeded to contract award. Meanwhile, an additional \$34 million in projects were added, including Springbank Dam decommissioning, Hyde Park SWM Facility and the Highbury Bridge widening.

Appendix A provides an update on the 2024 Top 10 infrastructure renewal list and highlights some noteworthy projects from last year.

2024 Contract Carryover Work into 2025

As with every construction season, some 2024 construction projects include planned carryover work and finishing touches to be completed in the spring. This typically involves surface work such as the top layer of asphalt, installation of permanent pavement markings and deficiency repairs. While these finishing elements were included in 2024 tenders, they are often completed the following year to optimize material placement in better weather and minimize settlement issues. The top coat of asphalt will be placed on 13 kilometres of road in 2025.

Each project is unique, and project teams start with a good sense of the anticipated duration, impacts and potential challenges. However, there are multiple factors that can affect a project's schedule. Many projects involve replacing or upgrading underground infrastructure and there is always a chance for the unexpected when working underground. The following projects experienced unforeseen schedule impacts resulting in additional carryover work into 2025:

- East London Link Phase 3C (Highbury Avenue North)
- East London Link 3A West (Dundas Street)
- Elizabeth Street Infrastructure Renewal Project
- Oxford Street West and Gideon Drive Roundabout

Setting achievable schedules within construction tenders is essential, especially for large, complex projects. Clear schedule expectations and staging requirements provide contractors with a solid foundation when preparing their bids. The 2024 Renew program included several multi-year tenders, with the projects awarded in 2024 but contractually scheduled for completion in 2025 or 2026. Based on current progress, approximately \$125 million in previously awarded work is expected to be completed this year for the following multi-year projects:

- Colonel Talbot Road Upgrades
- York Street Reconstruction
- Wellington Gateway - Clark's Bridge Widening
- Wellington Gateway Phases 3 and 4
- East London Link – Highbury Bridge Widening
- Mudcreek Improvements
- Springbank Reservoir 2 Remediation

All carryover work will be coordinated with the 2025 construction program to ensure conflicts with projects in nearby areas are mitigated.

Winter Work

Some of the 2024 multi-year projects have continued work over the winter months, while others paused at the end of the year and will resume in the spring, which is what most Londoners are used to. This winter has seen an increased number of large, multi-year projects and necessary carryover work. When possible, the City explores opportunities to advance carryover work during the winter. Each project is reviewed based on the nature of work to be completed and the ability to ensure roads remain safe and accessible for snow removal and commuters.

Where practical, winter work can help bring multi-year projects ahead of schedule or help catch up projects that encountered unforeseen schedule impacts in year one. The Colonel Talbot Two Lane Road Upgrade project was able to complete the temporary bypass road before asphalt plants closed in the fall, enabling the contractor to continue sewer work through the winter and keep the project ahead of schedule. After both the Dundas Street and Highbury Avenue phases of East London Link encountered utility conflicts that could not have been foreseen by City Staff, work continued through the winter to reduce the amount of carryover work to be completed in 2025. The Springbank Reservoir 2 Remediation project is well underway in its 2.5 year long, all-season continuous pour, requiring over 12,000m³ of concrete to complete the reservoir structure.

Budgets and Schedules

The Construction and Infrastructure Services (CIS) team takes great pride in delivering London's annual construction program on time and on budget. To support this, the team uses tools to actively monitor schedules and budget metrics throughout construction with clear and defensible contract documents and engaged project management. Project Management Dashboards track and monitor construction project progress against the established budget and estimated working days to ensure all invoices are paid in accordance with prompt payment legislation requirements.

Contracts also include a contingency to account for typical issues or change orders that can pop up in any project, often related to unforeseen underground conditions and utility coordination complications. Project teams annually monitor the use of contingency funds across all projects. With several large, complex projects underway, contingency usage remains effective throughout 2024. While both the number and value of contingency use have decreased compared to 2023, change orders as a percentage of contract value increased slightly from 3.8% in 2023 to 4.3% in 2024. However, this increase is primarily due to a single, high-value change order to expand the project scope to add the repaving work on Adelaide St from Dundas St to Elias St into the Adelaide Underpass project. Excluding this change order would adjust the change order percentage to 3.5%. Unused contingency funds are returned to program budgets once the projects are closed out to support additional infrastructure renewal projects in future years.

With the scale of London's annual construction program, there can be projects that encounter budget impacts exceeding the available contingency due to challenges that could not have been anticipated by the contractor, consultant, or the City. However, at the conclusion of 2024, nearly all projects remain within the contract budget.

Project budgets are being closely monitored for just a few key projects as they complete carry over work in 2025, including the Oxford Street West and Gideon Drive Roundabout project, and the Lyle and Elizabeth Infrastructure Renewal Project. The project teams are considering all options to keep these projects within budget and will follow the requirements of the Procurement of Goods and Services Policy should additional funds be required at a later date.

2.2 2025 Renew London Infrastructure Construction Program

2025 Construction Program Overview

The City is committing approximately \$170 million in tendered work for 2025. Combined with an estimated \$125 million in carry-over projects from 2024, this is set to be another record-breaking year for construction investment.

London continues to be one of the fastest growing Cities in Canada and 2025 includes some large development charge supported projects, along with provincial and federal funding to support that growth. Some of these projects include Phase 4 of East London Link on Oxford Street, Sunningdale Avenue and Richmond Street Intersection, and Bradley Avenue Extension.

The \$170 million to be tendered in 2025 will include the reconstruction of 61 lane-kilometres of road, the replacement or addition of 11 kilometres of sanitary and storm sewers, and 9 kilometres of watermain rebuilds. Over 25 intersection improvements will be constructed to address safety concerns in growing areas. More than 11 kilometres of new bike lanes and 10 kilometres of new sidewalk will be added and about 16 kilometres of existing sidewalks will be replaced. Expanding cycling and sidewalk infrastructure will improve safety, connectivity and accessibility while supporting the Climate Emergency Action Plan.

In addition, 4.6 kilometres of watermain and 11.4 kilometres of sewers will be relined without having to dig trenches. These trenchless programs accomplish the goals of upgrading the infrastructure while allowing for significant capital cost avoidance and minimized social impact to residents and businesses by avoiding open cut construction.

This year, the City's Municipal Housing Development team will service a former elementary school site for redevelopment into a mixed-use, mixed-density residential community. This three-hectare project will include 250 meters of new road and servicing to support 242 affordable residential units and a public park block. This project aligns with the City's Housing Roadmap, which targets 3,000 new affordable housing units by 2026 to expand housing options and reduce homelessness and is a key part of the Whole of Community Housing response.

Communications efforts on the overall 2025 construction program and targeted communications on specific projects are either already underway or will be launched very soon. While the 2025 projects have been scheduled to minimize disruptions to traffic, commuting around the city will be impacted. Residents are encouraged to plan ahead and exercise patience when traveling around construction zones.

Downtown Construction

The Downtown core has experienced ongoing construction impacts since 2018, beginning with Dundas Place and York Street Phase 1. This was followed by the Richmond Street reconstruction in 2019, the Dundas Thames Valley Parkway Connection, and the Downtown Loop. Construction continues with the York Street Sewer Separation project still in progress. There has been a lot of work in the area, but once finished, these projects combined will have rebuilt 25 blocks of downtown streets revitalizing more than 5 kilometres of road allowance. Underground, these projects also upgraded sewer, water and utility infrastructure including the replacement of more than 2 kilometres of combined sewer from the 1800's, helping to support growth and improve the health of the Thames River.

The York Street and Wellington Street infrastructure renewal is a multi-year project extending into 2025 and 2026. Work will resume first on the block between Clarence Street and Wellington Street. Due to the depth of underground construction, it is not feasible to keep York Street open to traffic. This summer, work will extend into the Wellington Street intersection, requiring a full closure for 50 days from Canada Day to Labour Day. During this period, coordinated repairs to the rail underpass and tie-in work from the Rapid Transit Wellington Gateway project will be completed, eliminating the need for multiple closures

The London Downtown Sewer Capacity Expansion will increase sanitary capacity to accommodate upstream development and intensification, supporting the creation of many housing units and replacing a 90-year-old siphon under the Thames River that is at the end of its useful life. While this project will have minimal impacts within the road allowance, there will be impacts to Ivey Park and Mitchell A. Baren Park for the full phase of construction.

In addition to the ongoing work on York Street, the core will see final touches on the Central Avenue Bike Lane project, a new cycling project on Ridout Street and the rebuild of traffic signals on Richmond Street at Oxford Street and Pall Mall Street.

Traffic Signal Upgrades

There is a long list of traffic signals due for lifecycle maintenance across the City and this year's Renew list includes 25 proposed intersection improvements. These projects are more targeted and quicker to complete than other major roadwork but can still have a significant impact. The work typically requires lane reductions and intermittent sidewalk closures, though it is staged where possible to avoid impacting all four quadrants of the intersection at once. Teams coordinate efforts to minimize overlapping project impacts where feasible. Some key intersections that may have a more noticeable impact this year include Oxford Street at Richmond Street, Oxford Street at Summit Avenue, Wonderland Road at Springbank Drive and Southdale Road at White Oak Road.

Mobility Policy 349

The 2025 Local Road Reconstruction Program (LRRP) includes one project on a street without existing sidewalks. Nashua Avenue is scheduled for reconstruction this year due to poor road conditions; however, it is not part of an approved Neighborhood Connectivity Plan. The preliminary design is underway, but adding a sidewalk presents significant grading challenges and potential impacts on driveways, trees, and parking. After reviewing feasibility and connectivity needs, staff recommend exempting this street from Mobility Policy 349 and proceeding without a sidewalk.

Rapid Transit Update

The three rapid transit projects that Council has prioritized implementing are:

- The Downtown Loop
- The East London Link
- and to the south, the Wellington Gateway

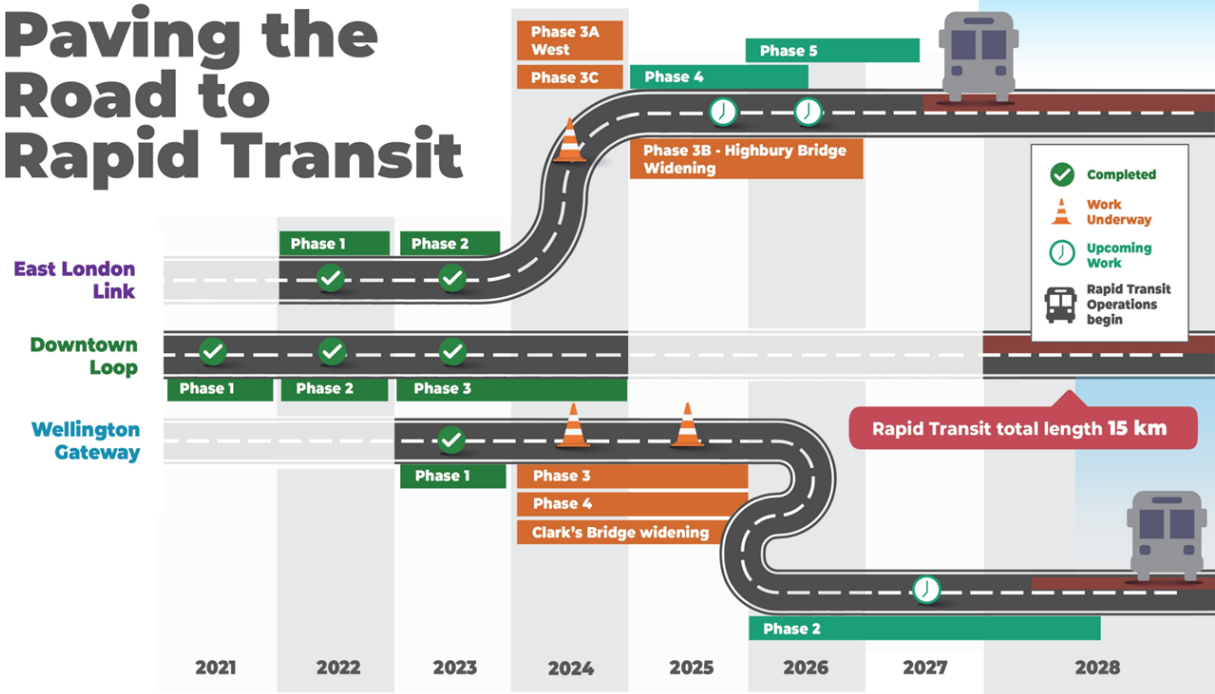
These three projects alone represent approximately \$454 million of work and have contributions of \$167 million from the Federal and Provincial Governments and **\$246 million** in Development Charges contributions.

The Federal and Provincial dollars are tied to an established funding schedule in which 15 kilometres need to be built in about 7 years. The scale and complexity of the rapid transit construction projects is unprecedented and 2024/2025 will be the busiest years for rapid transit with six contracts tendered in 2024, four of which are multi-year projects. Planning and awarding contracts in overlapping phases uses available construction time more efficiently, ensuring continuous progress across multiple fronts.

It is easy to focus on the impacts of rapid transit construction and overlook the progress that has been made. Significant achievements have been made for rapid transit in London with more rapid transit construction now behind us than ahead of us.

- Downtown Loop construction started in 2021 and all the major works along the corridor have been completed, including red paint and transit signals. Buses began to fully utilize the dedicated lanes around the loop in early 2025. Transit shelter installation is currently underway.
- East London Link Phases 1 and 2 have been completed, with red paint and permanent pavement markings. Phase 3 is currently underway, and Phase 4 starts construction in 2025. Phase 5 is anticipated to be built in 2026.
- Wellington Gateway Phase 1 will be completing final touches in 2025. Phases 3 and 4 are underway at the south end of Wellington Road and will wrap up in 2026. Clarks Bridge Widening is also in its second year. Phase 2, which includes the S-curve and Commissioners Road intersection, is planned for construction in 2026 and 2027.

The following graphic illustrates the current progress of rapid transit implementation.



Above: picture showing milestones completed and scheduled according to year for all three rapid transit projects

2025 Renew Top 10 List

The Top 10 Construction Projects are selected each year to highlight the importance and impact of the upcoming year’s work. Appendix B captures details of the 2025 Top 10 projects.

The top projects for 2025 involve areas across London. The Downtown Sewer Capacity Expansion Project replaces a 1935 sanitary siphon that has reached the end of its useful life and will increase capacity of the sanitary sewer system by removing a significant bottleneck in the sewer system.

The Sunningdale Road and Richmond Street Intersection Improvement Project will create traffic impacts for motorists in north London but will also widen Sunningdale Road from 2-lanes to 4-lanes through the intersection, add additional turning lanes and construct new in-boulevard bike paths and pedestrian sidewalks.

There are also many other essential underground road and underground infrastructure upgrades and continued improvements to the cycling network throughout the city. Visit london.ca/roadconstruction to learn more about the 2025 infrastructure projects and to view an [interactive story map](#) of this year’s Top 10 Construction Projects.

2.3 Emerging Construction Industry Pressures

London and Ontario’s construction industry is undergoing significant change due to evolving standards, legislation, and market conditions. Civic administration continuously monitor these shifting factors to manage potential impacts on budgets, schedules, and resources. While it is difficult to forecast exact challenges for the 2025 season, the team stays informed on industry trends and applies risk mitigation strategies to help manage disruptions and financial pressures, allowing for more flexible and responsive planning.

General Pressures

Security of Construction Sites

Security measures for construction sites are evaluated on a case-by-case basis. Security costs may be included as a cash allowance in construction contracts or, if needs arise post-award, added through a change order. Neighbourhood and arterial road projects outside the downtown core typically do not require heightened security. The contractor maintains care and control of the site, monitoring and addressing any

issues. Project teams also continue to collaborate with Coordinated Informed Response (CIR) when responding to social issues in and around construction sites.

Encampments Near Construction Sites

The City, in collaboration with community outreach partners, remains committed to a compassionate approach in supporting individuals living unsheltered near construction sites. Ahead of project start dates, City teams engage directly with encampment residents to facilitate safe relocation. CIR teams initiate early communication to inform individuals about upcoming construction and the need to move. When required, they assist with cleanup and transportation of belongings to a safer location. Ensuring safety and access to appropriate resources remains a top priority.

Schedule Pressures

Infrastructure renewal and growth projects continue to grow in complexity, requiring coordination among servicing partners, utility providers, and specialized sub-trades. These factors, along with innovative design elements, can influence project timelines, often extending work across a full construction season and into the following spring for final touches. In addition, ongoing challenges such as supply chain disruptions, labour shortages, and industry capacity constraints may further impact construction schedules in 2025 and beyond. Monitoring these pressures remains essential to maintaining project timelines and minimizing delays.

Supply Chain Challenges

Global supply chain issues continue to present risks for 2025, impacting the supply of equipment, steel, aluminium and plastic products, electronics and other necessary materials. It is critical that successful contractors are provided as much time as possible to order project materials to reduce the impacts of supply chain concerns. Pre-ordering materials can be an option for some specialized equipment, but most capital projects require the contractor to prepare shop drawings and source materials, which delays the purchase until the contracts are awarded.

Utility Coordination

When planning roadworks, the City coordinates with private utilities within the road allowance to either relocate affected infrastructure or align their independent lifecycle needs while the project area is disturbed. Third party utilities are engaged early and throughout the design process to identify needs and assess the feasibility of addressing them through advance make-ready work or integration into the project tender.

While this is a collaborative process, working with underground infrastructure often presents unexpected challenges. Unforeseen utility needs, conflicts or delays can significantly impact project schedules. The City continues to promote collaboration and coordination between municipal and utility infrastructure programs, seeking opportunities to complete third-party work in advance where possible and minimize the scheduling risks associated with integrating utility work into City contracts.

Industry Capacity

New tenders combined with planned carryover work add up to another record-breaking year for construction in the City of London. Funding contributions from other levels of government continue to drive multiple large rapid transit contracts on top of the usual slate of critical infrastructure renewal and growth projects. It will be important to monitor and coordinate across projects, particularly later in the season when multiple jobs will be looking for temperature-dependant asphalt, concrete, and pavement-marking work to complete or stabilize projects prior to freeze-up.

Traffic Controls for Intersection Work

When construction affects a signalized intersection, the Highway Traffic Act requires either a paid duty officer for traffic control, or a full closure. Project teams typically coordinate with London Police to secure an off-duty officer, minimizing disruption to traffic, nearby residents, and transit.

However, with record-high construction volumes and Police resource constraints, officers are not always available. This can delay construction schedules, as activating traffic signals requires the coordinated scheduling of several parties (contractor, City's traffic signal maintenance contractor, consultant staff, city staff and off-duty police). A full intersection closure may be considered as a last resort if adapting construction plans to accommodate a daytime activation is not feasible without significant schedule or cost implications. Ideally, full closures are completed during off-peak hours to minimize disruptions.

Budget Pressures

City staff continue to closely monitor economic pressures influencing project budgets and project teams were successful in minimizing budget exceedances for 2024.

Material Costs

Price fluctuations continue to be observed for items such as steel, copper, aluminum, lumber, paper products, electronics, plastics, utilities, and fuel. Tender bid prices may also increase due to late or uncertain construction start dates associated with supply chain delays. Tendering early can create a competitive bidding environment and provides contractors more time to preorder materials with longer lead times.

The City is monitoring the ongoing trade dispute with the United States and the potential impacts on the construction program. In the interim, the construction program is proceeding as planned. Additionally, Council has directed a review of the City's procurement policy to better support Canadian businesses and strengthen the resilience of the local economy.

Late Season Construction Costs

The schedule pressures outlined above could delay the critical path of construction projects, potentially pushing more work later into the construction season or creating additional carryover work in the following year. This may also lead to the potential for additional charges if contractors need to perform work too far into the cooler fall or winter months. While cleanup and deficiency work in the spring are common, pushing larger components of the contract to the following year can have direct project costs and prolonged impacts on residents and businesses.

2.4 Delivering Construction Excellence for London

Construction and Infrastructure Services (CIS) provides leadership as a Corporate "centre of excellence" around construction. The Construction Administration and Major Projects teams within CIS oversee the delivery of the City's annual capital construction program, ensuring safe, reliable infrastructure and supporting growth through increased capacity. Project teams are focused on delivering capital construction projects in compliance with project plans while fostering a culture of safety, innovation, engagement, collaboration, and respect.

The Core Construction Program, established in 2018, has expanded to support construction projects citywide and continues to improve upon the way the City approaches construction projects and communicates with businesses and residents. Some specialized construction projects are administered by their design teams and so Construction Administration has developed Project Management tools such as dashboards, checklists, and templates to support consistent, successful construction project management across Environment and Infrastructure. A new Construction Communications Framework is being developed to support the Renew London program

with improved clarity and consistency in the communications tactics required to support different sizes of project and help in the communication planning ahead of a project.

This annual Renew London report is more than a review of the current and previous years' infrastructure construction programs. It also provides an opportunity to highlight the construction mitigation, customer service and communication strategies applied to support Londoners through construction.

Strategies to Mitigate Construction Impacts

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

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

In 2024, record construction levels, particularly in the core, brought significant traffic changes for all road users. Project teams continue to prioritize business relations, public engagement, and stakeholder outreach to address urban construction challenges. Traffic control plans are established at project onset, with detour signage and multi-channel communications – Public Service Announcements, emails, social media, and direct outreach – helping road users navigate changes. In the core, City-branded wayfinding signs further assist pedestrians in safely moving through construction zones.

Key mitigation strategies also include maintaining pedestrian access with Accessibility for Ontarians with Disabilities Act (AODA) considerations, ensuring deliveries and property access, and installing courtesy wayfinding signage to support navigation. Security measures have also been strengthened to protect City and contractor property.

Communications and Customer Service Strategies

In 2024, the City continued to prioritize strong communications efforts to support local businesses and keep Londoners informed during construction, especially in the core area.

In partnership with the core area Business Improvement Area (BIA) – and guided by direct communications and valuable feedback – the project team continued to leverage communications tools and resources to keep businesses, residents and the general public engaged and informed about the projects directly impacting them. From having dedicated, on-the-ground business relations coordinators, to enhancing wayfinding signage and digital communications, project teams apply a variety of traditional and digital tactics to support businesses through construction. Enhanced radio advertising, social media and promotional signs continue to be key tools in 2025 to promote commercial areas.

Maintaining safe and respectful construction sites for everyone is also important. Construction is challenging and rewarding work for all on-site personnel, consultants, and City project managers and it is important to take a “we are all in this together” approach when it comes to helping Londoners have a better Construction experience. Project teams support residents and businesses by keeping everyone informed and providing tips for getting around construction sites safely.



Above: A cartoon showing construction site with vehicles, bikes and pedestrians and caption for Londoners to be kind when navigating around construction sites

Conclusion

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

2024 was a successful construction season with a portfolio of tendered projects totalling approximately \$279 million. Last year’s construction included several multi-year contracts and projects impacted by unforeseen schedule delays, resulting in an unprecedented volume of carryover work for completion in 2025. As a result, some projects utilized winter work, where feasible, to either advance the schedule or mitigate delays encountered in year one. Budget-wise, all projects remain on track, with only a few requiring monitoring as they complete their spring carryover work.

The 2025 proposed construction portfolio is currently estimated at just over \$170 million. Combined with an estimated \$125 million in carry-over work from 2024, this is set to be another record-breaking year for construction investment. Emerging market conditions and new regulations will continue to impact project schedules and budgets. While predicting the effects of global and local pressures on the 2025 construction season is challenging, the team is actively monitoring industry trends and prioritizing flexibility and mitigation strategies to respond effectively.

A robust communications plan for the overall 2025 program has already begun and targeted plans for individual projects are either underway or launching shortly.

- Prepared by:** Ugo DeCandido, P.Eng., Division Manager, Construction Administration
- Submitted by:** Jennie Dann, P.Eng., Director, Construction, and Infrastructure Services
- Recommended by:** Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure

Appendix A – 2024 Renew construction program top 10 list and project highlights
 Appendix B – 2025 Renew construction program top 10 list

APPENDIX A – Update on the 2024 Renew construction program Top 10 list

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

| Project | Tendered contract amount (millions) | Status |
|--|-------------------------------------|---|
| Adelaide Street North Underpass | \$60.2 | <u>Completed</u> : 3-year project All lanes of Adelaide Street North were opened in 2024 through the underpass. Minor restoration work and landscaping is expected in 2025. |
| Super Wellington – Wellington Gateway Phase 1 and Downtown Loop Phase 3 | \$28.5 | <u>Completed</u> : 2-year project Top coat and minor restoration work completed in 2024. Permanent traffic signals now activated. Installation of new bus shelters to be completed in 2025. |
| Clarks Bridge Widening – Wellington Gateway | \$18.3 | <u>Ongoing</u> : 2-year project Concrete box girders installed to widen the bridge. Roadworks extending to Watson Street in 2025. Project completion end of 2025 with top coat asphalt in 2026. |
| East London Link Phase 3 (Dundas Street East, and Highbury Avenue North) | \$28.4 | <u>Carryover</u> : Two 1-year projects Both encountered schedule impacts. Work progressed through winter for completion in 2025. |
| Victoria Bridge Replacement (Ridout Street North) | \$22.8 | <u>Completed</u> : 3-year project The bridge, Thames Valley Parkway and Thames Park tennis courts were fully opened in 2024 |
| York Street and Wellington Street Infrastructure Renewal | \$15.6 | <u>Ongoing</u> : 2-year project Work continuing on Clarence Street to Wellington Street block and extending into the Wellington Street intersection. Some year one schedule impacts may push completion into 2026. |
| Fanshawe Park Road and Richmond Street | \$14.7 | <u>Completed</u> : 2-year project Richmond Street work completed in 2023; Fanshawe Park Road completed in 2024 with minor restoration work in 2025. |
| Sunningdale Road and Richmond Street Intersection Improvements | \$7.5 | <u>Deferred</u> : 2-year project Project now tendered and preparing to start spring 2025 for completion in 2026. |
| Colonel Talbot Road Upgrades | \$17.6 | <u>Ongoing</u> : 2-year project Progress continued over the winter and on track for 2025 for completion with top coat asphalt in 2026 |
| Wellington Gateway Phases 3 and 4 | \$56.4 | <u>Ongoing</u> : 3-year project Progress continuing over the winter of 2024/2025 for completion of top coat asphalt and median Rapid Transit infrastructure in 2026. |

2024 Project Highlight: Adelaide Street North Underpass

The Adelaide Street North Underpass was a complex multi-year project. Reconstruction of Adelaide Street North from Elias Street to 80m north of McMahan Street, as well as Central Avenue from William Street to Elizabeth Street started in Spring 2022. The project was substantially complete in 2024 with minor restoration and landscaping anticipated for completion in Fall 2025 mostly involving restoration of park amenities in McMahan Park and completion of active transportation components.

This legacy project was fully open to traffic in 2024 carrying over 24,000 vehicles every day having eliminated decades of train-related delays on Adelaide Street North. As part of this project, a new pump station was built to protect the underpass from flooding. The project brings:

- improved safety and reduced cut-through traffic into nearby neighbourhoods
- improved active transportation through the area
- As well as benefits for emergency service vehicles and transit reliability

This multi-year project represents almost \$60 million in construction costs.



Above: Aerial view of the Adelaide Underpass open to traffic in all directions.



Above: Pictures of the four large pumps within the pump station that protect the underpass from flooding.

2024 Project Highlight: Victoria Bridge Replacement

Victoria Bridge is now open to all users for north and south travel along Ridout Street across the Thames River. The City of London began construction on Ridout Street in 2022 to replace the 96-year-old bridge and to meet local travel demands and better integrate active transportation. As the fifth structure to be installed across the Thames River at this site, the new bridge design includes several climate change features to increase resilience to and withstand the impacts of climate change, such as flooding, into the future.

The new “through arch” structure features a wider deck surface to better accommodate traffic, bicycles, and pedestrians and will improve connectivity with the Thames Valley Parkway. As part of the project, the Thames Valley Parkway, was widened on the north side of the river and the tennis courts in Thames Park have been reconstructed.



Above: An aerial view of the new Victoria Bridge (looking south) during community celebration.



Above: A view of community members on top of the bridge celebrating the opening of the bridge in summer 2024.

Rapid Transit Shelters

In January 2025, the City of London begin the installation of multiple rapid transit shelters at various locations across the rapid transit corridors.

Nearly a dozen new rapid transit shelters are to be installed by summer 2025, including five locations downtown, five sections along the East London Link corridor, as well as some stops on Wellington Street as part of the Wellington Gateway project. Installation of the rapid transit shelter structures began at the Ontario Street and King Street (southbound) stop and continue along King Street, Queens Avenue and Wellington Street.

Shelter structures will be built first, followed by work to add electrical, lighting, and other amenities over the subsequent weeks.

Target locations:

- Ontario Street at King Street (southbound)
- King Street at Wellington Street
- Wellington Street at King Street
- Queens Avenue at Clarence Street
- Queens Avenue at Ridout Street North
- King Street at Burwell Street (eastbound and westbound)
- King Street at Adelaide Street (eastbound and westbound)
- Wellington Street at Horton Street (northbound and southbound)

About London's rapid transit shelters

Passenger seating area, route information, security cameras, enhanced lighting, and tempered glass are a few key features of the new rapid transit shelters.

Stops have been designed to accommodate large passenger loads and frequent transit operations while providing comfort and safety for everyone.

Each rapid transit shelter will feature an obelisk to serve as a landmark feature and wayfinding element to help identify the location of a rapid transit stop.



Above: A photo of London's first rapid transit shelter at Ontario Street (northbound) and the newly installed curbside bus-only lanes.

APPENDIX B – 2025 Renew Construction Program List and Top 10

The 2025 City's Top 10 Construction Projects are selected each year to provide an overview of the upcoming year's work and impacts. City staff have identified the Top 10 projects that will take place during the 2025 construction season.

The Top 10 are selected based on the following criteria:

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



Above: An infographic picture showing 2025 Renew London statistics.

2025 City's Top 10 Construction Projects

The chart below looks back at the Top 10 City projects identified for 2025 and provides an update on the status and tendered contract amount.

| Project | Tendered contract amount (millions) | Status |
|---|-------------------------------------|--|
| Clark's Bridge Widening – Wellington Gateway | \$18 | <u>Ongoing</u> : 2024 Tender 2.5-year project |
| East London Link Phase 3 | \$63 | <u>Ongoing</u> : 2024 Tenders Two 1-year projects with carryover work plus Highbury Bridge 2.5-year project |
| East London Link Phase 4 | \$26 | <u>New</u> : 2025 Tender 2-year project |
| Wellington Gateway Phase 3 & 4 | \$56 | <u>Ongoing</u> : 2024 Tenders 2.5-year projects |
| York & Wellington Infrastructure Renewal | \$16 | <u>Ongoing</u> : 2024 Tender 2-year project with carryover anticipated into year 3. |
| London Downtown Sewer Capacity Expansion Project | \$15 | <u>New</u> : 2025 Tender 2-year project. |
| Sunningdale Road & Richmond Street Intersection Improvement | \$8 | <u>New</u> : 2025 Tender 2-year project |
| Adelaide Street North Bridge Rehabilitation | \$4 | <u>New</u> : 2025 Tender 2-year project |
| Colonel Talbot Road Upgrades | \$18 | <u>Ongoing</u> : 2024 Tender 2-year project |
| Bradley Avenue Road Reconstruction | \$30 | <u>New</u> : 2025 Tender 2-year project |

The following project key maps highlight each of the 2025 Top 10 Projects.

1

Clark's Bridge Widening – Wellington Gateway

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



Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$18M

Public Transit Infrastructure Stream (PTIS)

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

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



Website: getinvolved.london.ca/wellingtongateway




Above: Clark's Bridge Widening – Wellington Gateway

2

East London Link Phase 3

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



Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$63M

Public Transit Infrastructure Stream (PTIS)

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

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/eastlondonlink



Above: East London Link Phase 3

East London Link Phase 4





Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$26M

Public Transit Infrastructure Stream (PTIS)

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

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/eastlondonlink



Above: East London Link Phase 4

Wellington Gateway Phases 3 and 4

(Wellington Road Wilkins Street to Harlech Gate and between Harlech Gate and Wellington Commons Entrance)






Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$56M

Public Transit Infrastructure Stream (PTIS)

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

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



Website: london.ca/wellingtongateway



Above: Wellington Gateway Phase 3 and 4

York Street & Wellington Street Infrastructure Renewal




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



Work Type: Rapid Transit and Municipal Infrastructure Improvements

Tender: \$16M

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

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/york



Above: York Street and Wellington Street Infrastructure Renewal




London Downtown Sewer Capacity Expansion Project



Work Type: Underground infrastructure upgrades

Tender: \$15M (estimate)

Benefits: The project will reconstruct the sanitary sewer siphon at the forks of the Thames River increasing the capacity of the sanitary sewer system while accommodate upstream development and intensification, supporting the creation of future housing units.

-  Ivey Park closures
-  Mitchell A Baran Park closure
-  TVP impacts



Website: getinvolved.london.ca/downtown-sewer-capacity



Above: London Downtown Sewer Capacity Expansion Project

Sunningdale Road & Richmond Street Intersection Improvements

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



Work Type: Municipal Infrastructure Improvements

Tender: \$8M

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

- Temporary sidewalk closures
- LTC stop impacts
- Lane restrictions



Website: getinvolved.london.ca/sunningdalerichmond



Above: Sunningdale Road and Richmond Street Intersection Improvements

Adelaide St North Bridge Rehabilitation



Work Type: Bridge rehabilitation

Tender: \$4M

Benefits: The project will rehabilitate the Adelaide Street North Bridge over the Thames River to extend the bridge service life by 30 years, while adding active transportation facilities to enhance walking and biking in the area.

- Temporary sidewalk closures
- LTC stop impacts
- Lane restrictions



Website: getinvolved.london.ca/adelaidebridge



Above: Adelaide Street North Bridge Rehabilitation

Colonel Talbot Road Upgrades




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



Work Type: Municipal Infrastructure Improvements

Tender: \$18M

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

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/colonel-talbot



Above: Colonel Talbot Road Upgrades




Bradley Avenue Road Extension



Work Type: Road Extension and Upgrade

Tender: \$30M (estimate)

Benefits: The project will extend Bradley Avenue from Wharncliffe Road South to the west leg of Jalna Boulevard to create a 4-lane 'complete street' with sidewalks, in-boulevard bike lanes, streetlighting and landscaping to support all modes of transportation and development in the area. Road upgrade of existing Bradley from 2 to 4 lanes between White Oak Road and the west side of Jalna boulevard

-  Temporary sidewalk closures
-  LTC stop impacts
-  Lane restrictions



Website: getinvolved.london.ca/bradley-ave



Above: Bradley Avenue Road Reconstruction

Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee

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

Subject: Appointment of Consulting Engineer: RFP 2024-379
Grenfell Drive Bridge Rehabilitation Design

Date: April 9, 2025

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 Grenfell Drive Bridge rehabilitation:

- (a) the proposal submitted by Dillon Consulting Limited **BE ACCEPTED** to provide consulting engineering services to undertake the detailed design and tendering for the rehabilitation of the Grenfell Drive Bridge at an upset amount of \$275,957.37, excluding HST, as per Section 15.2 (e) of the Procurement of Goods and Services Policy;
- (b) the financing for this assignment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this assignment;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents including agreements, if required, to give effect to these recommendations.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Purpose

The purpose of this report is to recommend the appointment of a consulting engineer to undertake the detailed design and tendering for the rehabilitation of the Grenfell Drive bridge. This project is recommended through the City's Asset Management Program as a lifecycle renewal need to extend the service life of the bridge. Council approval of this consultant assignment is required in accordance with the City's Procurement of Goods and Services Policy.

1.2 Previous Reports Related to this Matter

- N/A

2.0 Discussion and Considerations

2.1 Project Background

The Grenfell Drive bridge was constructed in 1979 and is located over a tributary of Stoney Creek as shown in Figure 1. The bridge is a single span concrete bridge with an exposed concrete deck and has sidewalks on both sides. Grenfell Drive is classified as a Neighbourhood Connector in the London Plan and supports an average daily volume of 6,000 vehicles, pedestrians and cyclists per day.

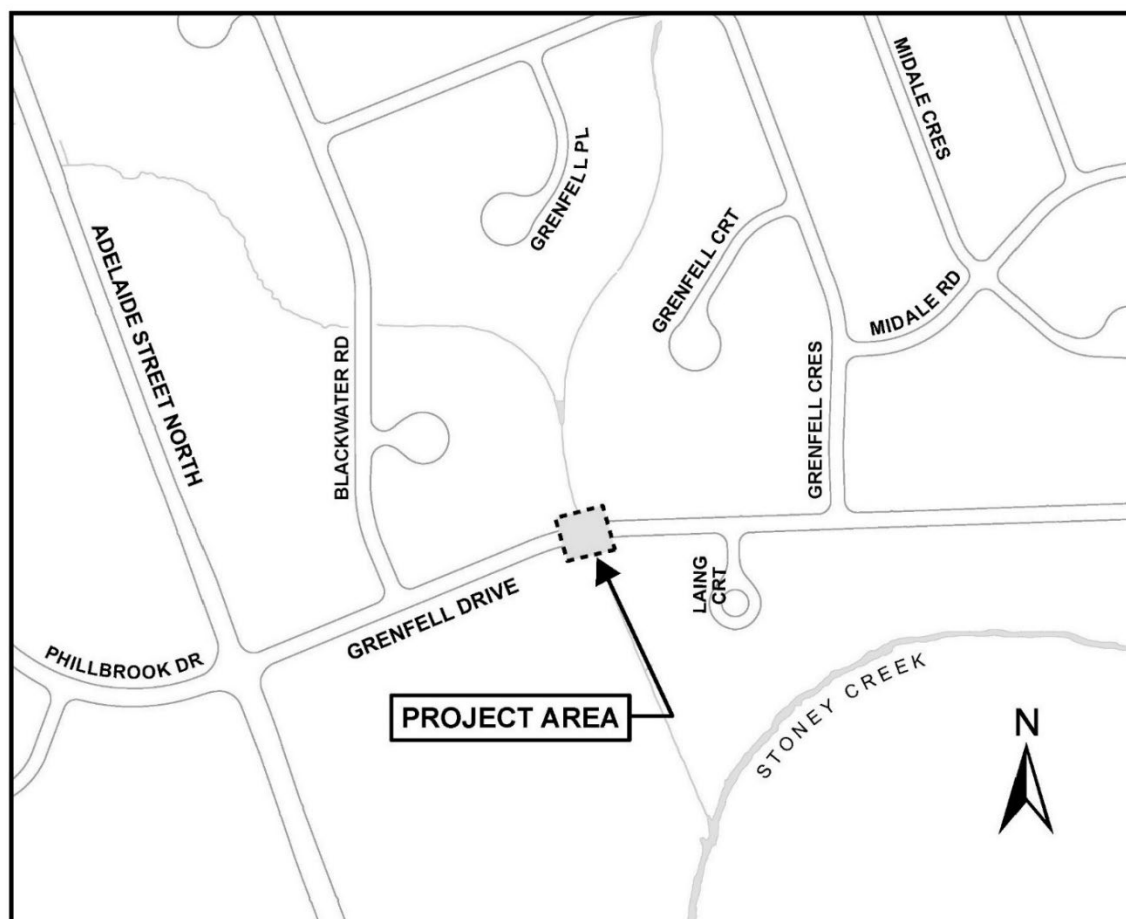


Figure 1: Grenfell Drive Bridge Project Area

The bridges in the transportation network are regularly inspected in accordance with provincial legislation and the City's Asset Management Program. The Grenfell Drive Bridge was last inspected in 2023 and was determined to be in need of major rehabilitation based on its deteriorating condition. The structure was previously rehabilitated in 1990, which included concrete repairs to the approach slabs and a new concrete deck overlay. Given the age and condition of the bridge, rehabilitation is required to address current structural deficiencies and extend the service life of the structure by 30 years.

The scope of work for this consulting assignment will include the completion of a life cycle costing review to determine the extent of the rehabilitation work. Based upon the completed review, the bridge rehabilitation may include the following major components:

- replacement of the deck joints;
- replacement of the approach slabs;
- replacement of the bridge bearings;
- concrete repairs to the deck, girders, parapet walls, and abutments; and,
- construction of a new concrete deck overlay.

The scope of the bridge rehabilitation will determine the user impacts during construction. Traffic management and construction staging will be reviewed early in the design phase to explore alternatives that mitigate and reduce the impact on residents. Closing the bridge to vehicular traffic while maintaining bicycle and pedestrian access may be required.

2.2 Procurement Process

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

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

A procurement process was completed under RFPQ-2023-800 to pre-qualify engineering consultants for design and tendering of transportation infrastructure projects. As a second stage, RFP-2024-379, was issued for this project to solicit proposals from four qualified engineering consulting firms. City staff have reviewed all submitted proposals, including the financial and technical components, and selected Dillon Consulting Limited as having the best submission to address the required scope of work while also providing the best value for the city.

As per Section 8.5 a) vii) of the Procurement of Goods and Services Policy, City Council must approve the Appointment of Professional Consulting Services greater than \$100,000. The consultant may be selected for subsequent phases of the project based on performance, in accordance with the Procurement of Goods and Services Policy.

3.0 Financial and Schedule Considerations

Funds are identified in the approved capital budget for the detailed design and tendering of the Grenfell Drive Bridge rehabilitation project, as per the Source of Financing attached as Appendix A.

It is anticipated that construction will commence in 2026 subject to approvals and coordination with adjacent projects. A communications plan for the construction will be developed during the design phase to inform residents, emergency services, and LTC of any impacts associated with the project.

Conclusion

Based on the City's Asset Management Program, the Grenfell Drive Bridge is in need of repair and rehabilitation to extend the service life of the structure.

Through a competitive procurement process, Dillon Consulting Limited has demonstrated a comprehensive understanding of the requirements for this project. Based on the evaluation of their submitted proposal, it is recommended that Dillon Consulting Limited be appointed as the consulting engineer to undertake the detailed design and tendering, for the Grenfell Drive Bridge rehabilitation project in the amount of \$275,957.37, excluding HST.

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

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

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

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

Appendix A: Source of Financing

c: Andrew Denomme, P.Eng., City of London Transportation
Planning and Design
Vakul Arora, City of London, Procurement and Supply
Curtis Watson, P.Eng. Dillon Consulting Limited

Appendix "A"

#25056

April 9, 2025

(Appointment of Consulting Engineer)

Chair and Members

Infrastructure and Corporate Services Committee

RE: RFP 2024-379 Grenfell Drive Bridge Rehabilitation Design

(Subledger BR250001)

Capital Project TS176324 - Bridges Major Upgrades

Dillon Consulting Limited - \$275,957.37 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

| Estimated Expenditures | Approved Budget | Committed To Date | This Submission | Balance for Future Work |
|---|------------------------|--------------------------|------------------------|--------------------------------|
| Engineering | 1,262,062 | 981,249 | 280,813 | 0 |
| Construction | 6,249,201 | 4,280,715 | 0 | 1,968,486 |
| City Related Expenses | 20,000 | 9,994 | 0 | 10,006 |
| Total Expenditures | \$7,531,263 | \$5,271,958 | \$280,813 | \$1,978,492 |
| Sources of Financing | | | | |
| Drawdown from Transportation Renewal Reserve Fund | 4,731,263 | 2,471,958 | 280,813 | 1,978,492 |
| Canada Community-Building Fund | 2,800,000 | 2,800,000 | 0 | 0 |
| Total Financing | \$7,531,263 | \$5,271,958 | \$280,813 | \$1,978,492 |

Financial Note:

| | |
|--------------------------------------|-----------|
| Contract Price | \$275,957 |
| Add: HST @13% | 35,874 |
| Total Contract Price Including Taxes | 311,831 |
| Less: HST Rebate | -31,018 |
| Net Contract Price | \$280,813 |

Jason Davies
Manager of Financial Planning & Policy

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Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee
From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure
Subject: Purchase of Replacement Ozone Based Odour Control
Unit(s) – Irregular Result
Date: April 9, 2025

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Supply of Odour Control Units for various sites within the wastewater treatment systems.

- a) the purchase of Replacement Ozone Based Odour Control Units **BE AWARDED** to Sublime Environmental for the total price of \$163,476 excluding HST, in accordance with Section 19.4 of the City of London's Procurement of Goods and Services Policy;
- b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A'; and
- c) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.
- d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

Executive Summary

The purpose of this report is to seek approval to purchase equipment supply and commissioning services for two ozone-based odour control units to be installed at Greenway and Pottersburg Wastewater Treatment Plants

The Odour control units at these two facilities are approaching end of life. The replacement units have increased odour treatment capacity and lower maintenance and operating costs. They are also able to be installed to make best use of existing infrastructure.

Linkage to the Corporate Strategic Plan

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

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None

2.0 Discussion and Considerations

2.1 Project Description

Wastewater Treatment Operation (WTO) has many odour control systems across many different facilities to treat the odorous air emissions that can be released during wastewater collection and treatment. WTO has adopted ozone as the preferred odour control strategy.

In the past, technologies utilized have included chlorine wet scrubbers, wood chip biofilters and synthetic (manufactured) media biofilters for odour control. While in many cases effective, they were also found to incur a high capital and operational cost compared to ozone technologies.

The ozone odour control units recommended for purchase will add to the current install base consisting of other units purchased from this manufacturer through competitive processes. One of these units was installed at the Clarke Road Pumping Station and has been in service for approximately two years with good operational performance and maintenance costs within expectations.

The Greenway and Pottersburg plants have units incurring increased costs and frequency of maintenance to keep in operation, and the replacements are to maintain or improve levels of service at those locations. These sites also have recorded increased odour complaints.

2.2 Procurement Process

Despite experience with certain vendors, a Request for Tenders was deemed appropriate because of the ability to clearly define the requirements of the products to be supplied. This would allow a market assessment to understand what vendors can supply this emerging technology and meet the specification.

The procurement process was undertaken in accordance with the City of London's Procurement of Goods and Services Policy, Section 13.1. Facilitated by the Procurement & Supply Division, a Request for Tenders was advertised on Bids and Tenders. Only one bid was received from the following equipment supplier:

- Sublime Environmental

Evaluation of a single bid is subject to Section 19.4 of the Procurement of Goods and Services Policy, which requires the joint approval of the Deputy City Manager and the Manager of Purchasing and Supply to open the bid submission for evaluation. This approval was given.

The proposal received from Sublime Environmental was reviewed for compliance with the tender specification and was deemed compliant. The units to be purchased are manufactured and supported from Peterborough, Ontario.

2.3 Schedule and Budget Implications

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

Conclusion

The replacement ozone based Odour control systems will help reduce operational costs, increase reliability and help reduce odour complaints.

Sublime Environmental has extensive experience in water treatment ozone systems as well as treatment of odorous air treatment using ozone. Sublime has met the requirements of the specification. The City's experience with our existing Sublime Environmental system and their support team has been positive.

It is recommended that the supply of the two Ozone Odour Control systems for Pottersburg and Greenway wastewater treatment plants in the amount of \$163,476.00 plus HST be awarded to Sublime Environmental.

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

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

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

Appendix 'A' Source of Financing

cc: Andrew O'Brien, Zeina Nsair, Darren Mockler

Appendix "A"

#25051

April 9, 2025

(Award Contract)

Chair and Members

Infrastructure and Corporate Services Committee

RE: Purchase of Replacement Ozone Based Odour Control Unit(s) - Irregular Result

(Subledger FS250001)

Capital Project ES238124 - Odour Control WWTP and PS

Sublime Environmental - \$163,476.00 (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 |
|---|------------------------|--------------------------|------------------------|--------------------------------|
| Construction | 258,750 | 0 | 166,353 | 92,397 |
| Total Expenditures | \$258,750 | \$0 | \$166,353 | \$92,397 |
| <hr/> | | | | |
| Sources of Financing | | | | |
| Drawdown from Sewage Works Renewal Reserve Fund | 258,750 | 0 | 166,353 | 92,397 |
| Total Financing | \$258,750 | \$0 | \$166,353 | \$92,397 |
| <hr/> | | | | |

Financial Note:

| | |
|--------------------------------------|------------------|
| Contract Price | \$163,476 |
| Add: HST @13% | 21,252 |
| Total Contract Price Including Taxes | 184,728 |
| Less: HST Rebate | -18,375 |
| Net Contract Price | <u>\$166,353</u> |

Jason Davies
Manager, Financial Planning & Policy

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Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee

From: Anna Lisa Barbon,
Deputy City Manager, Finance Supports

Subject: Year 2025 Tax Policy

Date: April 9, 2025

Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports, the following actions be taken with respect to property taxation for 2025:

- a) the attached proposed by-law (Appendix 'A') being a by-law setting tax ratios for property classes in 2025, in accordance with Sub-sections 308(4) and 308.1(4) of *the Municipal Act, 2001* BE INTRODUCED at the Municipal Council meeting to be held on April 22, 2025, it being noted that the 2025 Municipal Tax Ratio By-Law has been prepared reflecting the equalization of the average property tax increase in residential and multi-residential classes with no change to other tax ratios; and
- b) the attached proposed by-law (Appendix 'B') being a by-law levying tax rates for property classes in 2025, in accordance with Sections 307 and 312 of the *Municipal Act, 2001* BE INTRODUCED at the Municipal Council meeting to be held on April 22, 2025.

Executive Summary

The 2025 Tax Policy for the City of London is shaped by announcements and decisions made by the Province. Provincial property tax decisions for 2025 include maintaining the same education rates and continuing to delay reassessment pending a review of the property assessment and taxation system. In the absence of reassessment, which would potentially create property tax shifts between classes, the commercial, industrial, and multi-residential tax ratios cannot be increased using revenue neutral ratios. The decisions available for the 2025 Tax Policy will be either to keep the tax ratios the same as 2024 or to lower one or more of the other tax ratios; commercial, industrial, and/or multi-residential. Civic Administration has prepared the 2025 Tax Policy which will equalize the average property tax increase for residential and multi-residential property classes. This results in a slight decrease in the multi-residential tax ratio while still remaining competitive in comparison with municipal peers.

Linkage to the Corporate Strategic Plan

Council's 2023 - 2027 Strategic Plan for the City of London identifies "Well-Run City" as a strategic area of focus. The information contained in this report would assist in developing tax policy to align with Council priorities of the Strategic Plan by supporting London's competitiveness through prudent and equitable fiscal policy. The tax policy achieves this result by focusing on equity within and between property tax classes and examining alternatives in a transparent manner.

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Corporate Services Committee, February 18, 2020, Consent Item 2.5, Future Tax Policy – Possible Directions
- Corporate Services Committee, February 21, 2023 Consent Item 2.8, Tax Policy Expectations
- Infrastructure and Corporate Services Committee, January 13, 2025, Consent Item # 2.9, Assessment Growth for 2025, Changes in Taxable Phase-in Values, and Shifts in Taxation as a Result of Reassessment

1.2 Tax Policy Guiding Principles

Tax Policy looks at how the municipality chooses to allocate the amount of property taxes to be collected for municipal purposes as set out in the tax levy approved by Municipal Council through the budget process.

The guiding principles for the City of London's Tax Policy are equity, economic development, transparency, and administrative efficiency.

The tax policy follows the equity principle by focusing on equity and fairness within and between property tax classes.

The tax policy is an effective tool as it can help ensure the City has a competitive property tax system which can impact business retention and the diversification of economic development.

Tax policy achieves transparency when decisions and alternatives are examined in an open and public manner which is understandable to taxpayers.

When considering any change to the property tax system, such as an optional property tax class, it is important to ensure administrative efficiency and cost effectiveness can be maintained.

1.3 Tax Levy versus Tax Policy

Municipal Council has approved the amount of funding required to be raised by municipal property taxes for the 2025 fiscal year at \$882,145,969. Tax Policy, using tax ratios, allocates the property taxes to be collected for municipal purposes across the various property classes in the municipality; residential, multi-residential, farm, pipelines, managed forests, commercial, and industrial. To use an analogy, the tax levy identified as part of budget approval determines the size of the pie, and tax policy determines the size of each piece of pie according to class. In most years, assessment changes alter the size of each piece and tax ratios are adjusted to achieve the optimal size for each class. In the absence of reassessment, the pieces for each class are essentially the same as the previous year.

1.4 Definition of the Term "Tax Ratio"

Tax ratios compare the tax rate for municipal purposes in a particular property class to the residential class. The ratio for the residential class is deemed to be 1.00. A tax ratio of 2.00 would therefore indicate a municipal tax rate twice the residential municipal tax rate. Education tax rates are set by the Province and are not dependent on tax ratios approved by municipal Council. Under subsection 308(4) of the *Municipal Act, 2001* all single tier municipalities are required to pass a by-law each year to establish tax ratios for the year.

1.5 London’s Tax Ratios, Provincial Thresholds and Municipal Comparisons

In reviewing the tax policy for 2025, it should be noted that none of the property classes in the City of London have tax ratios that are above the Provincial thresholds. The only property class in London that was ever above the Provincial threshold was the industrial class. Council moved the industrial ratio down to the threshold for the 2001 taxation year. When establishing tax ratios from 2006 through 2024, Council has maintained the policy of not permitting tax ratios in any property class to exceed Provincial thresholds. As a result, no property classes are limited to increases at half of the residential rate increase.

Schedule “A”, attached, summarizes the tax ratios for municipalities with populations greater than 110,000 included in the 2024 Municipal Study prepared by BMA Management Consulting Inc. London has a commercial tax ratio that is at the median for the group and 7.4% above the average. The multi-residential ratio is below the median by 8.7% and below the average by 1.1%. The industrial tax ratio is below the median by 13.4% and below the average by 16.2%.

The tax ratios in effect for the year 2024 and their proximity to the Provincial thresholds or averages established in 2001, as well as the Provincial targets or allowable ranges can be summarized as follows:

| | City of London 2024 Tax Ratio | Provincial Threshold/Average (O.Reg. 73/03) | Provincial Targets/Allowable Ranges (O.Reg. 386/98) |
|-----------------------|----------------------------------|---|--|
| Commercial | 1.910000 | 1.98 | 0.6 to 1.1 |
| Industrial | 1.910000 | 2.63 | 0.6 to 1.1 |
| Multi-Residential | 1.703743 | 2.00 | 1.0 to 1.1 |
| Pipeline | 1.713000 | N/A | 0.6 to 0.7 |
| Farm | 0.102820 | N/A | N/A |
| Residential | 1.000000 | N/A | N/A |
| New Multi-Residential | 1.000000 | N/A | 1.0 to 1.1 |

Schedule “D” attached, provides comparative information on how different municipalities tax the various major property classes. This information comes from the 2024 BMA Municipal Study and includes municipalities with populations greater than 110,000. The last column of Schedule “D” is a theoretical calculation that shows the tax increase that would be required in the residential property class in each municipality if all property classes had a tax ratio of 1.0. The data indicates that the theoretical adjustment for the City of London would require a 14.6% increase to reduce all ratios to 1.0, which is close to the middle of the group without giving special weighting to Toronto to reflect its much larger size. The City of London’s tax ratios are in the average range and not unusual when compared to other major centres in the Province.

1.6 Revenue Neutral Ratios and Reassessment

Since values for different classes of property rarely change at a uniform rate, the share of assessment shifts between classes during each reassessment. If residential class values increase at a rate greater than the municipality as a whole, a tax shift primarily impacting the residential class will result. Provincial legislation prohibits municipalities from increasing non-residential tax ratios which are outside of the allowable ranges. However, since 2009, municipalities have been permitted to mitigate tax shifts due to equity changes from reassessment by adopting transition tax ratios that achieve a revenue neutral effect. This may result in an increase to non-residential tax ratios provided they do not exceed established thresholds. As stated in the property tax decisions letter from the province for the 2023 taxation year, this flexibility is now permanent.

On March 25, 2020, the City was advised that the Province postponed reassessment which means that property assessment for the 2021 taxation year would continue to be

based on the same valuation date that was in effect for the 2020 taxation year. That valuation date was January 1, 2016. As per the “Assessment Growth for 2025, Changes in Taxable Phase-Values, and Shifts in Taxation as a Result of Reassessments” reported to the Corporate Services Committee on January 13, 2025, based on information provided by the Municipal Property Assessment Corporation (MPAC), no changes in total phase-in values for taxable properties will occur in 2025.

The assessments provided by MPAC are meant to provide “Current Value Assessment” for all properties. Due to the normal 4-year phase-in of reassessments, the actual current value is usually higher than the assessed current value by year four. As we enter the ninth year since reassessment, the actual current value, based on reported sales, is significantly higher than the assessed current value. Since sales analysis is one of the main inputs used by MPAC in the assessment of residential properties, it is anticipated that, when reassessment resumes, the current value assessment will closely reflect the actual current value of residential properties. However, a significant increase in assessed value does not necessarily mean a large increase in property taxes as assessed value is only one input when calculating the property tax bill.

The other input when calculating the property tax bill is the property tax rate. The municipal portion of the property tax bill is based on the amount of money to be raised based on the municipal budget (the tax levy). If the weighted assessment for the City of London is significantly higher, and the tax levy is only slightly higher, the residential property tax rate will need to be lower to collect the appropriate amount of tax revenue. Using an example where the average assessment increase is 30% and the tax levy increase is 5%, we can illustrate the impact to residential properties. In this scenario, a property with a 30% increase in assessed value would have a property tax bill with a municipal portion which is 5% higher. A property with a 20% increase in assessed value would have a property tax bill with a municipal portion which is less than 5% higher. A property with a 40% increase in assessed value would have a property tax bill with a municipal portion which is more than 5% higher.

1.7 Review of Tax Policy is an Annual Requirement

Subsection 308(4) of the *Municipal Act, 2001* requires that all single tier municipalities “shall pass a by-law in each year to establish the tax ratios for that year for the municipality”. Tax ratios determine the distribution of tax levy between the different property classes.

Every four (4) years a general reassessment of the Province occurs in accordance with section 19.2 of the Assessment Act with 2021 through 2025 being exceptions. Although reassessments have no effect on the total amount of the tax for any year, reassessments can affect the way the tax burden is distributed between the different property classes.

The setting of tax ratios permits municipal councils to control the way tax burden is distributed between property classes. Tax ratios need to be reviewed every year to determine how the current year’s tax burden is being imposed on the different property classes and how the tax ratios in each year compare to the level of tax ratios in other municipal jurisdictions in the Province. The setting of tax ratios by municipal councils is subject to legislation contained in part VIII of the *Municipal Act, 2001* and various regulations filed in accordance with that part of the Act.

1.8 Provincial Update

Provincial tax policy with respect to education property taxation is also relevant to tax policy determination at the municipal level. Each year the Ministry of Finance for the Province sends a letter to all municipalities in the Province advising them of any changes to municipal tax policy restrictions on municipalities. The Province also normally provides in that letter information about provincial education property tax rates and education property tax policy decisions. This information was received by the City on November 1, 2024, from the Ministry of Finance. The information in this annual letter

is relevant to tax ratio setting at the municipal level and this has been included as part of the Year 2025 Education Tax Rates report. The letter identified that the review of the property assessment and taxation system is ongoing, and that the province-wide property tax reassessment will continue to be deferred.

The 2024 Ontario Fall Economic Statement included the following updates:

- **Affordable Rental Housing:** The province will provide municipalities with the ability to reduce municipal tax rates on affordable rental housing. This could be implemented through a new optional property subclass for 2026.
- **Student Housing:** The province introduced a legislative amendment that would provide consistent treatment for university-operated student housing whether the institution's property tax status is governed by the Assessment Act or an institution-specific statute.
- **Information Sharing:** The province will work with MPAC, municipalities, and other stakeholders to enhance information sharing and develop new digital solutions.

Important to note, these changes and tools will be considered when more information is made available and could be considered for 2026 Tax Policy.

Due to the assessment freeze continuing for 2025, there are no assessment-related tax shifts, and the use of revenue neutral ratios is not relevant. Provincial tax policy with respect to education property taxation has resulted in significant savings in the education portion of property taxes for the commercial and industrial classes since 2021.

2.0 Discussion and Considerations

2.1 Directions to Consider in Setting Ratios for 2025 Tax Policy

There are four directions identified in setting ratios for 2025 tax policy as follows:

1. Maintain tax ratios in the three main non-residential classes at their current levels.
2. Adjust ratios on an annual basis to mitigate assessment related tax increases in property classes (possibly giving priority to the multi-residential property class).
3. Reduce all the non-residential tax ratios in a gradual way (possibly giving priority to the multi-residential property class), and/or
4. Focus only on lowering the multi-residential tax ratio over a period of time.

These directions have guided City of London Tax Policy over the years. Outlined below is an overview of the 2025 tax policy recommendation and alternatives presented for consideration as outlined in detail on Schedule 'B'. Note, as there is no reassessment of property values until at least 2025, 'direction' #2 is not an applicable consideration.

Civic Administration Recommendation

- Equalize the average property tax increase in residential and multi-residential property classes, which results in a slight reduction in the multi-residential tax ratio. This recommendation is in keeping with 'direction' #4 where the focus is on only lowering the multi-residential ratio over a period of time.

Outlined below are other alternatives in keeping with the four (4) directions above that could be considered:

Alternative 'A'

- No changes are made to tax ratios, tax ratios for 2025 are kept the same as they were in 2024. This alternative is in keeping with 'direction' #1 where tax ratios in the three main non-residential classes are maintained at their current levels.

Alternative 'B'

- Equalize the average property tax increase in residential, and multi-residential classes while reducing the tax ratios for multi-residential, commercial, and industrial property classes. This alternative is in keeping with 'direction' #3 where all the non-residential tax ratios are reduced in a gradual way.

Alternative 'C'

- Reduce the commercial and industrial property class tax ratios to the average commercial ratio of 1.77 while equalizing the average increase in residential and multi-residential property classes where the multi-residential ratio is also reduced. This alternative is in keeping with 'direction' #3.

Alternative 'D'

- Reduce only the multi-residential ratio to 1.5 and equalize the municipal tax increase in residential and all other classes. This alternative is in keeping with 'direction' #4, however this creates a more significant tax shift (property tax increase) to other classes.

2.2 Civic Administration Tax Policy Recommendation Explanation

2.2.1 Tax Ratio Recommendation – Multi-residential Property Class

As shown in Schedule "A", the multi-residential ratio in the City of London is below the average and the median when compared to the other municipalities listed. In December 2016, the Provincial Ministry of Finance issued a letter indicating its intention to restrict tax increases in the multi-residential property class in 2017, in any municipality where the 2017 tax ratio was greater than 2.0. London was not subject to this restriction since its tax ratio was below the 2.0 level. The same tax ratio restriction for the multi-residential property has been in place since 2018 and is in place for 2025.

In the property tax decision letter for 2023, the Ministry of Finance, referencing *Ontario's Housing Supply Action Plan 2022-2023*, emphasized that the provincial government has committed to consulting with municipalities on potential approaches to reduce the current property tax burden on multi-residential apartment buildings. This is similar to the approach used in 2016 which resulted in reducing the multi-residential ratio threshold to 2.0. A new round of consultation may trigger a further reduction to the multi-residential ratio threshold.

Since the year 2000, the City has decreased its multi-residential tax ratio from 2.3852 to 1.703743 in 2024. This has been the result of adopting a long-term policy to equalize non-residential tax ratios, and also to equalize municipal tax increases in the residential and multi-residential property classes in particular years. In 2015, the City equalized non-residential tax ratios. From 2016 – 2020, 2023 and 2024, the City annually equalized municipal tax increases in the residential and multi-residential property classes and decreased the multi-residential property class tax ratio below the commercial and industrial levels.

In 2017, the Province implemented a new multi-residential property class which has resulted in multi-residential properties being taxed on a long-term basis at very different

levels based only the date of construction. This would seem to contradict the basic principle of equity in the tax policy, which is that all properties within the same property class should pay the same tax rate. The planned consultation by the province may address the current inequity in multi-residential properties. In response to anticipated reductions in the multi-residential ratio threshold, Council may wish to consider adopting a policy to adjust the tax ratio for the multi-residential property class to the new construction level gradually over an extended period. The justification for this approach would be to establish equity within the property class so that all properties would be subject to the same tax rate on their market value. The approach would need to be gradual to mitigate the effect on other property classes.

For 2025, due to the delayed reassessment, tax increases in the multi-residential and residential classes for municipal purposes are already equalized. A slight reduction to the multi-residential ratio is required to achieve equalization including education using the same ratios as 2024 for all other classes. This is reflected in the first column identified as “Recommendation” on Schedule “B”, which adjusts the multi-residential tax ratio to 1.69912 with no changes to the other property tax class ratios.

2.2.2 Tax Ratio Recommendation – Commercial and Industrial

Schedule “A” attached, summarizes the tax ratios for municipalities with populations greater than 110,000 included in the 2024 Municipal Study prepared by BMA Management Consulting Inc. Schedule “A” shows the tax ratios for the three main non-residential property classes – Commercial, Industrial, and Multi-residential. In 2015, the City of London achieved a long-term objective identified in September 2011 of lowering and equalizing the tax ratios in the main non-residential property classes. Over a four (4) year period, the City adjusted all the main non-residential tax ratios to a level of 1.95. The City gradually reduced the ratios for the commercial and industrial property classes from 2017 to 2020. As shown in Schedule “A”, the City of London arguably has a competitive advantage as both the multi-residential and industrial class ratios are below the provincial average and median.

The information in Schedule “A” shows that, in 2024, only five other municipalities reduced the multi-residential, commercial, and/or industrial ratios. Toronto reduced all business class ratios, Hamilton reduced the multi-residential and industrial ratios, Greater Sudbury reduced industrial ratios, and Thunder Bay reduced the large industrial ratio. Ottawa reduced the multi-residential ratio and increased commercial and industrial ratios. The ratios for the City of London, which reduced the multi-residential ratio, are still lower and more competitive than each of the four municipalities that saw decreases in 2024, with the exception of Ottawa, which has a lower multi-residential ratio than London.

For 2025, consistent with prior years, it is recommended that Commercial and Industrial tax ratios continue to be maintained at a uniform level. It would seem there is no reasonable justification for taxing industrial properties at higher rates than commercial properties, as was a past practice prior to 2015. The Province has accepted the validity of this position in the setting of education tax rates for commercial and industrial properties. Starting in 2017, the Province established equal education property tax rates for commercial and industrial properties and has continued this practice for the 2025 taxation year.

Further in 2025, the ongoing pause on reassessments means the commercial and industrial tax ratios are already at a level to equalize municipal tax increases in the commercial and residential property classes. This is illustrated in the “average tax increases in property classes excluding education” cell under the “Alternative A” column on Schedule “B” attached. Normally, to achieve this, the commercial and industrial ratios would be set at what is generally described as a revenue neutral level. If no ratio adjustment is made, the average municipal tax increase in all classes would be 7.26% as indicated on Schedule “C”, attached. Schedule “A” indicates that the City of London

commercial tax ratio in 2024 was above the average level although at the median level for the group.

At the 2023 Municipal Finance Officers Conference (MFOA), a presentation by Municipal Tax Equity Consultants (MTE) identified concerns related to the extended period of frozen assessment. While the actual impacts are unknown, it is anticipated that there will be significant tax shifts once reassessment occurs. For municipalities with high commercial and industrial class ratios, there is concern that mitigating the tax shift using revenue neutral ratios may trigger a levy restriction if it causes commercial/industrial ratios to exceed the Provincial threshold. While the City of London has lowered the commercial and industrial ratios over time, further lowering these tax ratios could potentially provide greater flexibility at the time of a future reassessment. The greater the commercial tax ratio is below 1.98, the greater the flexibility for the municipality in future years. Enacting direction #3, shown in section 2.1, would result in a reduction to commercial and industrial ratios (Alternative C). However, the reduction in these ratios would result in a greater property tax increase in all other classes.

It is unknown what impact the new assessed values will have on the various property tax classes. If, for example, residential values increase significantly more than commercial and industrial values, revenue neutral ratios, whose permitted use is now permanent, may be required which would result in an increase to commercial and industrial ratios which would lead to a larger increase if those ratios were reduced prior to the reassessment. Due to the unknown impact of future assessment values, it is recommended that Direction # 4 is employed for 2025 which is to equalize the average property tax increase which includes education in the residential and multi-residential classes while maintaining all other non-residential ratios at the current levels.

2.2.3 Tax Ratio Recommendation – New Multi-residential Property Class

On July 5, 2017, the Minister of Finance signed a regulation requiring all municipalities to establish a new multi-residential property class with a tax ratio range between 1.0 and 1.1. The regulation applied to any multi-residential property in Ontario built or converted from a non-residential use, pursuant to a building permit issued after April 20, 2017. In accordance with this regulation, the City of London established a new multi-residential property class with a ratio of 1.0 in 2017. It is recommended that this ratio be continued for 2025. Since the creation of a new multi-residential property class, of the 583 multi-residential properties in the City of London, 44 properties are classified under the new multi-residential ratio.

2.2.4 Optional New Multi-Residential Subclass

On March 26, 2024, the 2024 Ontario Budget announcement included a goal to encourage the development of purpose-built rental properties by providing municipalities with the flexibility to offer a reduced municipal property tax rate on new multi-residential rental properties. A letter received from the Ministry of Finance on April 4, 2024, provided additional details pertaining to this announcement. Municipalities will be able to offer this type of tax reduction through the adoption of an optional new multi-residential property subclass.

This announcement appears to support the commitment to reduce the current property tax burden on multi-residential apartment buildings illustrated in Section 2.2.1, but it is unclear which further measures will be taken at the conclusion of the property assessment and taxation review.

The optional tax class for new multi-residential developments is a subclass of the existing New Multi-Residential tax class. It would apply to units built or converted from non-residential use, with the policy goal of increasing rental housing availability. To qualify, new developments would need to have a building permit issued after Council approves the by-law adopting the subclass.

While the new subclass would enable the City to offer up to a 35 percent discount on the municipal portion of taxes, it would provide no incentive for affordable rents and would create a larger disparity between the taxes the same property types are paying. There is currently no correlation between newer properties having a lower property tax rate and their rental affordability. Council has previously adopted the Affordable Housing Community Improvement Plan to support affordable housing. Given that incentives are already in place, the adoption of this optional subclass, at this time, it is not recommended.

If Council does choose to pass a by-law to adopt this optional subclass, there would be no impact to the distribution of the property tax levy in 2025 as it would only impact new buildings and developments issued permits after the by-law is passed. The impact of the shift to other property tax classes would be realized in 2026 and beyond.

As noted in Section 1.8 of this report, the province has announced that it is considering an affordable housing subclass to ensure that tax relief is available to support affordable housing units. This would be a more targeted tool aligning property tax relief with affordability.

2.2.5 Tax Ratio Recommendation - Farm Property Class

The tax ratio for the farm property is set in accordance with Section 308.1 of the *Municipal Act, 2001*. Under the provisions of that Sec. 308.1, the ratio is automatically reset to 0.25 every year unless the municipality sets it at a lower level by by-law each year. The farm property class is a very small class in the City of London, and changes in the tax ratio for the farm class have no significant impact on any other property classes. In the past, the City has always followed a policy of setting the farm property class tax ratio at a level that would result in the farm class receiving the average municipal tax increase, subject to the 0.25 maximum in the legislation. After a review of farm tax ratios and farm tax rates in the Province and in the vicinity of London this policy was discontinued for 2020. It is recommended that the tax ratio for farmland in 2025 be the same as 2024 which was 0.102820.

2.2.6 Tax Ratio Recommendation - Landfill Property Class

The City of London does not have any taxable property in the Landfill property class. It is recommended that a ratio be established each year, however, at the maximum permitted by legislation. Council would still have the ability to set a ratio at a lower level, at any point in time, in the future at its discretion if and when taxable assessment came into existence in the City. This approach will maximize the flexibility for ratio setting in this property class in the future. The maximum ratio permitted by legislation in 2025 is 3.597234 (Revenue neutral ratio x 1.05 or 3.425937x 1.05).

2.2.7 Tax Ratio Recommendation - Pipeline

Unlike the commercial, industrial, and multi-residential classes, the Province has not set any threshold tax ratio level or levy restriction with respect to the pipeline class. However, there are significant restrictions on increases in pipeline tax ratios set out in section 308 of the *Municipal Act, 2001*. It is therefore recommended that the tax ratio for the pipeline class not be changed for the year 2025.

2.2.8 Tax Ratio Recommendation – Aggregate Extraction (New for 2025)

The Minister of Finance has created a new property tax class for 2025 by amending Ontario Regulation 282/98 to add the aggregate extraction property class. This new class impacts 21 properties in the City of London and, consistent with the mandated ratio, has been assigned a tax ratio of 1.544179 for municipal tax purposes. This new property class ratio is lower than the tax ratio that these properties would have been previously categorized at, i.e. in 2024 these properties would've been classified as "industrial" with a tax ratio of 1.910000. The province's stated objective is to support a principled and sustainable approach to the taxation of aggregate sites, also known as

gravel pits, for the long-term. It is not recommended that the tax ratio be lowered any further from the mandated ratio assigned by the province.

2.2.9 Summary of Tax Ratio Recommendations for 2025

In summary, for 2025 Civic Administration are recommending Council choose to equalize the average increase in residential and multi-residential property classes, including education, with no change to other property class ratios as shown under “Recommendation” on Schedule “B”. Schedule “B” also provides alternative tax ratios and the average % increases in taxes in the various property classes, both including and excluding the education component of the property tax bill. In most years, there is a reassessment phase-in which results in varying increases (decreases) to property tax values across all property classes. Adjustments to ratios have occurred in the past to equalize tax increases across classes. In the absence of reassessment for 2025, no adjustments to tax ratios are required to equalize tax increases across property classes for the municipal portion. A slight reduction to the multi-residential ratio is required to equalize the average municipal tax increase in residential and multi-residential classes, including education. Equalizing the residential and multi-residential ratios in 2025 results in an average tax increase of 6.57% in these classes. This approach would allow commercial and industrial properties to continue to experience the full benefit of the education tax reduction implemented by the Province in 2021 with an average tax increase of 5.49% in 2025. As announced in the 2025 Provincial property tax decision letter, assessments will continue to be based on current value as of January 1, 2016, until at least 2026. The 2021 Business Education Tax reduction continues to impact both the commercial and industrial property classes. In 2021 and continuing in 2025, the reduction in BET has and will save commercial and industrial businesses in London approximately \$20.95 million annually.

For preparation of the 2025 Municipal Tax Ratio By-Law, Civic Administration has prepared the By-Law (Appendix A) utilizing equalization of the residential and multi-residential tax increase with no change to other tax class ratios which recognizes the deferred reassessment and potential future assessment impacts.

2.3 Property Tax Rate Calculation Adjustment

In 2025, the Province is permitting an optional technical adjustment in the calculation of levy increases required to be disclosed on tax bills (Ontario Regulation 75/01). The option would be appropriate in situations where the municipality has not adequately included provisions for future losses from assessment appeals (budget), and similar adjustments in tax levies and budgets of previous years. This is not currently the situation in the City of London, and we do not recommend the selection of this option.

3.0 Financial Impact/Considerations

3.1 Tax Policy Has No Impact on Budget or Levy

Estimated revenues and expenditures are established during the budget process. The tax levy for 2025 has been set at \$882,145,969. The role of the tax policy is to determine how that levy is distributed between the various property tax classes.

4.0 Key Issues and Considerations

4.1. Tax Policy 2025 Schedules

Schedule “A”, attached, is a very informative schedule. It shows how London’s tax ratios compare to other municipalities in the province. This schedule indicates that the City of London’s current tax ratios are competitive with other major cities in Ontario.

Schedule “B” attached, shows the various options identified for Council’s consideration with respect to setting 2025 tax ratios. The schedule shows the average % increase in each property class, both including and excluding the education component of the

property tax. Schedule “B” also shows the ratios required to implement each identified alternative. The result of the delayed reassessment is that municipal portion of tax increases for all property classes, using current ratios, are equalized at 7.26%. Civic Administration has prepared the 2025 Municipal Tax Ratio By-Law using the option to equalize the residential and multi-residential tax increase with no change to other tax class ratios.

Schedule “C” attached, shows the municipal tax impact by property class for 2025 based on the property tax levy change with no change in tax ratios.

Schedule “D” attached, illustrates the shift in tax burden using tax ratios for comparable municipalities with population greater than 110,000 in 2024. The right most column shows the implied adjustment that would be required to the residential tax rate if all ratios were changed to 1.0.

4.2 Re-assessment Delayed

Beginning with the 2008 current value assessment base, assessment increases were phased in over a four-year cycle. The phase-in process was implemented to provide an additional level of property tax stability and predictability. Any value decreases take effect immediately rather than being phased in.

The province-wide reassessment by MPAC and subsequent four (4) year phase-in, scheduled to begin in 2021, has been deferred. The assessment roll provided by MPAC for use in calculating the 2025 property tax rates is based on a valuation date of January 1, 2016. Consultation by the Province to help determine the details and timing of the next assessment update is ongoing. The new reassessment may result in tax shifts between property classes in a pattern that is different from the previous four (4) year cycle. It is not yet known what valuation date will be used for the next reassessment.

4.3 Future Tax Policies

While assessment has been frozen for 2025, reassessments will occur in the future. The nature and timing of the reassessment remains unknown. In setting 2025 tax policy, it is important to recognize the potential tax shifts which may occur during the next assessment.

Moving forward, based on what is known to date, Civic Administration will continue to bring forward Tax Policy options for Municipal Council consideration in keeping with the four (4) directions that have been identified in this report, being mindful of the impact of reassessment and competitiveness of tax ratios in comparison with other Ontario municipalities.

Conclusion

The Ministry of Finance, in a letter to municipal treasurers, identified property tax decisions for the 2025 taxation year. These decisions include maintaining the same education rates as 2024, and a continued delay to reassessment pending a review of property assessment and taxation. Several priorities were identified with no official changes to legislation that would directly impact tax policy for 2025.

A delayed reassessment of property values has resulted in no assessment-based shifts and a municipal increase of 7.26% for all property classes if there are no changes to ratios. As no details are yet established for the next assessment, future impacts including tax shifts are unknown. As the province has indicated an intention in 2023 to reduce the property tax burden on multi-residential properties, it is recommended that the City of London follow the “Recommendation” column in Schedule “B” which is to gradually reduce the multi-residential ratio while equalizing the residential and multi-residential tax increase with no change to other tax class ratios. This results in a municipal increase of 6.98% for the multi-residential class and 7.27% for all other

classes. When the education tax rate is factored in, the overall recommended average property tax increase for residential and multi-residential property owners would be 6.57%, and 5.49% for commercial and industrial classes.

Prepared by: Joseph McMillan, CPA, CGA, Division Manager,
Taxation and Revenue

Submitted by: Ian Collins, CPA, CMA, Director, Financial Services

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

APPENDIX "A"

Bill No.
2025

By-law No.

A by-law setting tax ratios for
property classes in 2025.

WHEREAS section 308 of the *Municipal Act, 2001*, as amended, provides that the council of every single tier municipality in each year shall pass a by-law in each year to establish the tax ratios for that year for the municipality;

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

2025 MUNICIPAL TAX RATIO BY-LAW

1. The tax ratios as set out in column 3 of Schedule "A" of this by-law are hereby established for 2025 taxation.

Definitions - Realty Tax Classes and Realty Tax Qualifiers

2. For purposes of this by-law, Realty Tax Classes and Realty Tax Qualifiers (Taxable/PIL) under the Ontario Fair Assessment System (OFAS) are defined in Schedule "B" of this by-law and are indicated in the first two characters of the codes in column 2 of Schedule "A" of this by-law. Where there is more than one code in column 2 of Schedule "A" the codes are separated by a comma.

Administration of By-law

3. The administration of this by-law is assigned to the City Treasurer who is hereby authorized and directed to do such things as may be necessary or advisable to carry out fully the provisions of this by-law.

Commencement

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

PASSED in Open Council on April 22, 2025

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading –
Second Reading –
Third Reading –

SCHEDULE "A"
By-law No.

MUNICIPAL TAX RATIOS

| COLUMN 1 | COLUMN 2 | COLUMN 3 |
|--|-----------------|-----------------------------|
| ABBREVIATED RATEABLE PROPERTY DESCRIPTION | CODE | YEAR 2025 TAX RATIOS |
| com taxable farmland 1 | c1n, c0n | 0.750000 |
| com taxable farmland 2 | c4n | 1.910000 |
| Commercial small scale on farm | C7n | 1.910000 |
| commercial taxable – hydro | chn | 1.910000 |
| commercial taxable vacant – hydro | cjn | 1.910000 |
| commercial taxable - excess – hydro | ckn | 1.910000 |
| commercial taxable tenant of Province | cpn | 1.910000 |
| com taxable | ctn | 1.910000 |
| com taxable excess land | cun | 1.910000 |
| com taxable vacant land | cxn | 1.910000 |
| office bldg taxable – hydro | dhn | 1.910000 |
| office bldg taxable | dtm | 1.910000 |
| office bldg taxable excess land | dun | 1.910000 |
| farmland taxable fp | ftfp | 0.102820 |
| farmland taxable fs | fffs | 0.102820 |
| farmland taxable no support | Ftn | 0.102820 |
| farmland taxable ep | ftep | 0.102820 |
| farmland taxable es | ftes | 0.102820 |
| parking lot taxable | Gtn | 1.910000 |
| industrial taxable farmland 1 | i1n | 0.750000 |
| industrial taxable farmland 2 | i4n | 1.910000 |
| industrial taxable – hydro | ihn, isn | 1.910000 |
| industrial taxable-hydro- excess land | ikn | 1.910000 |
| industrial taxable | itn | 1.910000 |
| industrial taxable excess land | iun | 1.910000 |
| industrial taxable vacant land | ixn | 1.910000 |
| large industrial taxable | Ltn | 1.910000 |
| large industrial excess land | Lun | 1.910000 |
| multi-res taxable farmland 1 ns | m1n | 0.750000 |
| multi-res taxable farmland 1 ep | m1ep | 0.750000 |
| multi-res taxable farmland 1 es | m1es | 0.750000 |
| multi-res taxable farmland 1 fp | m1fp | 0.750000 |
| multi-res taxable farmland 1 fs | m1fs | 0.750000 |
| multi-res taxable farmland 2 ep | m4ep | 1.699120 |
| multi-res taxable fp | mtfp | 1.699120 |
| multi-res taxable fs | mtfs | 1.699120 |
| multi-res taxable ep | mtep | 1.699120 |
| multi-res taxable es | mtes | 1.699120 |
| multi-res taxable n | mtn | 1.699120 |
| pipeline taxable | ptn | 1.713000 |
| res/farm taxable 1 fp | r1fp | 0.750000 |
| res/farm taxable 1 fs | r1fs | 0.750000 |
| res/farm taxable farmland 1 ep | r1ep | 0.750000 |
| res/farm taxable farmland 1 es | r1es | 0.750000 |
| res/farm taxable farmland 2 ep | r4ep | 1.000000 |
| res/farm taxable -hydro fp | rhfp | 1.000000 |
| res/farm taxable-hydro fs | rhfs | 1.000000 |
| res/farm taxable-hydro ep | rhep | 1.000000 |
| res/farm taxable-hydro es | rhes | 1.000000 |
| res/farm taxable fp | rtp | 1.000000 |

SCHEDULE "A" CONTINUED
By-law No.

MUNICIPAL TAX RATIOS

| COLUMN 1 | COLUMN 2 | COLUMN 3 |
|--|----------|-------------------------|
| ABBREVIATED RATEABLE PROPERTY DESCRIPTION | CODE | YEAR 2025 TAX RATIOS |
| res/farm taxable fs | rfs | 1.000000 |
| res/farm taxable ns | rtn | 1.000000 |
| res/farm taxable ep | rtep | 1.000000 |
| res/farm taxable es | rtes | 1.000000 |
| shopping centre taxable | stn | 1.910000 |
| shopping centre excess land | sun | 1.910000 |
| managed forest taxable fp | tftp | 0.250000 |
| managed forest taxable fs | tfs | 0.250000 |
| managed forest taxable ep | tepe | 0.250000 |
| managed forest taxable es | tes | 0.250000 |
| Landfill taxable | ht | 3.597234 |
| New multi-residential taxable | nt | 1.000000 |
| Aggregate Extraction taxable vt | Vt | 1.554179 |

**SCHEDULE “B”
By-law No.**

**Definitions of
Realty Tax Classes and Realty Tax Qualifiers (Taxable/PIL) Under OFAS**

| Realty Tax Class (RTC) | Description | Realty Tax Qualifier (RTQ) | Description |
|------------------------|-------------------------------------|----------------------------|---|
| A | Theatre | A | Taxable: General Vacant Land |
| C | Commercial | B | Taxable: General Excess Land |
| D | Office Building | D | Taxable: Education Only |
| E | Exempt | F | Payment-In-Lieu: Full |
| F | Farm | G | Payment-In-Lieu: General |
| G | Parking Lot | H | Taxable: Shared Payment-in-Lieu |
| I | Industrial | J | Taxable: Vacant Land, Shared Payment-in-Lieu |
| L | Large Industrial | K | Taxable: Excess Land, Shared Payment-in-Lieu |
| M | Multi-Residential | M | Taxable: General |
| N | New Multi-Residential | P | Taxable Tenant of Province |
| O | Other | Q | Payment-in-Lieu: Full Excess Land, Taxable Tenant of Province |
| P | Pipeline | T | Taxable: Full |
| Q | Professional Sports Facility | U | Taxable: Excess Land |
| R | Residential | V | Payment-in-Lieu: Full Excess Land |
| S | Shopping Centre | W | Payment-In-Lieu: General Excess Land |
| T | Managed Forest | X | Taxable: Vacant Land |
| U | Utility Transmission / Distribution | Y | Payment-In-Lieu: Full Vacant Land |
| W | Railway Right-of-Way | Z | Payment-In-Lieu: General Vacant Land |
| H | Landfill | 0, 1 | Taxable: Farmland 1 |
| V | Aggregate Extraction | 2 | Payment-In-Lieu: Full, Farmland 1 |
| | | 3 | Payment-In-Lieu: General, Farmland 1 |
| | | 4 | Taxable: Farmland II |
| | | 5 | Payment-In-Lieu: Full, Farmland II |
| | | 6 | Payment-In-Lieu: General, Farmland II |
| | | 7 | Taxable commercial small scale on farm |

Note that each RTC will be applied in combination with an appropriate RTQ.

All Realty Tax Classes and Realty Tax Qualifiers are letters or numbers.

Where there is more than one Realty Tax Class or Realty Tax Qualifier in a column they are separated by a comma.

APPENDIX “B”

Bill No.
2025

By-law No.

A by-law levying tax rates for property classes in 2025.

WHEREAS subsection 291(1) of the Municipal Act, 2001 provides that a municipality may prepare and adopt a budget covering a period of two to five years in the first year to which the budget applies or in the year immediately preceding the first year to which the budget applies;

AND WHEREAS subsection 284.16(1) of the Municipal Act, 2001 provides that the powers and duties of a municipality with respect to proposing and adopting a budget are assigned to the head of council of the municipality;

AND WHEREAS the Mayor prepared a proposed multi-year budget for the years 2024-2027 for The Corporation of the City of London on January 31, 2024 and presented it to members of Council, the Clerk and made it available for the public;

AND WHEREAS the proposed budget was deemed adopted by the municipality on March 1, 2024;

AND WHEREAS the budget for 2025 provided that \$882,145,969 would be raised on all rateable property in the local municipality by its general local municipality levy;

AND WHEREAS subsection 312(2) of the Municipal Act, 2001 provides that for the purposes of raising the general local municipality levy, a local municipality shall, each year pass a by-law levying a separate tax rate, as specified in the by-law, on the assessment in each property class in the local municipality rateable for local municipality purposes;

AND WHEREAS subsection 307(1) of the Municipal Act, 2001 provides that all taxes shall, unless expressly provided otherwise, be levied upon the whole of the assessment for real property or other assessments made under the Assessment Act according to the amounts assessed and not upon one or more kinds of property or assessment or in different proportions;

AND WHEREAS the Municipal Council has deemed it appropriate to establish a Multi-Year Budget for The Corporation of the City of London for the period 2024 to 2027;

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

1. In accordance with section 312(2) of the *Municipal Act, 2001*, the Municipal Council of The Corporation of the City of London enacts a general local municipality levy for 2025 in the amount of \$882,145,969.

2025 Tax Rates

2. The tax rates set out in column 4 of Schedule “A” of this by-law are hereby levied in 2025 for the 2025 general local municipality levy on all of the assessment.

Definitions- Realty Tax Classes and Tax Qualifiers

3. For purposes of this by-law, Realty Tax Classes and Realty Tax Qualifiers (Taxable/PIL) under the Ontario Fair Assessment System (OFAS) are defined in Schedule “B” of this by-law and are indicated in the first two characters of the codes in column 2 of Schedule “A” of this by-law. Where there is more than one code in column 2 of Schedule “A” the codes are separated by a comma.

Tax on Certain Institutions

4. A tax or other amount payable on the 1st day of July 2025, is hereby levied upon every university, college, institution, school, hospital or other facility described in section 323 of the Municipal Act, 2001, as amended, at the maximum rate for each student, place or bed, as the case may be, under that section.

Administration of By-law

5. The administration of this by-law is assigned to the City Treasurer who is hereby authorized and directed to do such things as may be necessary or advisable to carry out fully the provisions of this by-law.

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

PASSED in Open Council on April 22, 2025

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading -
Second Reading -
Third Reading -

SCHEDULE "A"
By-law No.

Municipal Tax Rates

| COLUMN 1 | COLUMN 2 | COLUMN 3 | COLUMN 4 |
|---|----------|----------------------|----------------------------|
| ABBREVIATED RATEABLE PROPERTY DESCRIPTION | CODE | YEAR 2025 TAX RATIOS | YEAR 2025 GENERAL TAX RATE |
| com taxable farmland 1 | c1n | 0.750000 | 1.142546% |
| com taxable farmland 2 | c4n | 1.910000 | 2.909683% |
| commercial small scale on farm business | c7n, c0n | 1.910000 | 2.909683% |
| commercial taxable - hydro | chn | 1.910000 | 2.909683% |
| commercial taxable vacant – hydro | cjn | 1.910000 | 2.909683% |
| commercial taxable - excess - hydro | ckn | 1.910000 | 2.909683% |
| commercial taxable tenant of Province | cpn | 1.910000 | 2.909683% |
| commercial taxable | ctn | 1.910000 | 2.909683% |
| commercial taxable excess land | cun | 1.910000 | 2.909683% |
| commercial taxable vacant land | cxn | 1.910000 | 2.909683% |
| office bldg taxable - hydro | dhn | 1.910000 | 2.909683% |
| office bldg taxable | dtn | 1.910000 | 2.909683% |
| office bldg taxable excess land | dun | 1.910000 | 2.909683% |
| farmland taxable fp | fffp | 0.102820 | 0.156635% |
| farmland taxable fs | fffs | 0.102820 | 0.156635% |
| farmland taxable no support | ftn | 0.102820 | 0.156635% |
| farmland taxable ep | ftep | 0.102820 | 0.156635% |
| farmland taxable es | ftes | 0.102820 | 0.156635% |
| parking lot taxable | gtn | 1.910000 | 2.909683% |
| industrial taxable farmland 1 | i1n | 0.750000 | 1.142546% |
| industrial taxable farmland 2 | i4n | 1.910000 | 2.909683% |
| industrial taxable - hydro | ihn | 1.910000 | 2.909683% |
| industrial generating station | isn | 1.910000 | 2.909683% |
| industrial taxable - hydro- el | ikn | 1.910000 | 2.909683% |
| industrial taxable | itn | 1.910000 | 2.909683% |
| industrial taxable excess land | iun | 1.910000 | 2.909683% |
| industrial taxable vacant land | ixn | 1.910000 | 2.909683% |
| large industrial taxable | Ltn | 1.910000 | 2.909683% |
| large industrial excess land | Lun | 1.910000 | 2.909683% |
| multi-res taxable farmland 1 ns | m1n | 0.750000 | 1.142546% |
| multi-res taxable farmland 1 ep | m1ep | 0.750000 | 1.142546% |
| multi-res taxable farmland 1 es | m1es | 0.750000 | 1.142546% |
| multi-res taxable farmland 1 fp | m1fp | 0.750000 | 1.142546% |
| multi-res taxable farmland 1 fs | m1fs | 0.750000 | 1.142546% |
| multi-res taxable farmland 2 ep | m4ep | 1.699120 | 2.588429% |
| multi-res taxable fp | mtfp | 1.699120 | 2.588429% |
| multi-res taxable fs | mtfs | 1.699120 | 2.588429% |
| multi-res taxable ep | mtep | 1.699120 | 2.588429% |
| multi-res taxable es | mtes | 1.699120 | 2.588429% |
| multi-res taxable n | mtn | 1.699120 | 2.588429% |
| new multi-res taxable ntfp | ntfp | 1.000000 | 1.523394% |
| new multi-res taxable ntfs | ntfs | 1.000000 | 1.523394% |
| new multi-res taxable ntep | ntep | 1.000000 | 1.523394% |
| new multi-res taxable ntes | ntes | 1.000000 | 1.523394% |
| new multi-res taxable ntn | ntn | 1.000000 | 1.523394% |
| pipeline taxable | ptn | 1.713000 | 2.609574% |
| res/farm taxable 1 fp | r1fp | 0.750000 | 1.142546% |
| res/farm taxable 1 fs | r1fs | 0.750000 | 1.142546% |
| res/farm taxable farmland 1 ep | r1ep | 0.750000 | 1.142546% |

SCHEDULE "A" Cont'd
By-law No.

| COLUMN 1 | COLUMN 2 | COLUMN 3 | COLUMN 4 |
|--|-----------------|-------------------------------------|---|
| ABBREVIATED RATEABLE PROPERTY DESCRIPTION | CODE | YEAR 2025 TAX RATIOS | YEAR 2025 GENERAL TAX RATE |
| res/farm taxable farmland 1 es | r1es | 0.750000 | 1.142546% |
| res/farm taxable farmland 2 ep | r4ep | 1.000000 | 1.523394% |
| res/farm taxable -hydro fp | rhfp | 1.000000 | 1.523394% |
| res/farm taxable-hydro fs | rhfs | 1.000000 | 1.523394% |
| res/farm taxable-hydro ep | rhep | 1.000000 | 1.523394% |
| res/farm taxable-hydro es | rhes | 1.000000 | 1.523394% |
| res/farm taxable fp | rftp | 1.000000 | 1.523394% |
| res/farm taxable fs | rdfs | 1.000000 | 1.523394% |
| res/farm taxable ns | rtn | 1.000000 | 1.523394% |
| res/farm taxable ep | rtep | 1.000000 | 1.523394% |
| res/farm taxable es | rtes | 1.000000 | 1.523394% |
| shopping centre taxable | stn | 1.910000 | 2.909683% |
| shopping centre excess land | sun | 1.910000 | 2.909683% |
| managed forest taxable fp | tftp | 0.250000 | 0.380849% |
| managed forest taxable fs | tdfs | 0.250000 | 0.380849% |
| managed forest taxable ep | ttep | 0.250000 | 0.380849% |
| managed forest taxable es | ttes | 0.250000 | 0.380849% |
| aggregate extraction vt | vt | 1.554179 | 2.352393% |
| landfill taxable | ht | 3.597234 | 5.480005% |



SCHEDULE "A"
TAX RATIOS FOR MUNICIPALITIES IN BMA STUDY WITH POPULATIONS
OVER 110,000

| Municipality with > 110,000 Population in 2024 BMA Study | Multi-Residential Tax Ratio | Commercial Tax Ratio (Residual) | Industrial Tax Ratio (Residual) | Industrial Tax Ratio (Large) | Large and Residual Industrial Tax Ratios |
|--|-----------------------------|---------------------------------|---------------------------------|------------------------------|--|
| Barrie | 1.0000 | 1.4331 | 1.5163 | 1.5163 | 1.5163 |
| Brampton | 1.7050 | 1.2971 | 1.4700 | 1.4700 | 1.4700 |
| Durham | 1.8665 | 1.4500 | 2.0235 | 2.0235 | 2.0235 |
| Greater Sudbury | 1.9650 | 1.9120 | 3.4527 | 4.0079 | 3.7303 |
| Guelph | 1.7863 | 1.8400 | 2.2048 | 2.2048 | 2.2048 |
| Halton | 2.0000 | 1.4565 | 2.0907 | 2.0907 | 2.0907 |
| Hamilton | 2.0658 | 1.9800 | 3.0066 | 3.5256 | 3.2661 |
| Kingston | 1.7000 | 1.9800 | 2.6300 | 2.6300 | 2.6300 |
| London | 1.7037 | 1.9100 | 1.9100 | 1.9100 | 1.9100 |
| Mississauga | 1.2656 | 1.5170 | 1.6150 | 1.6150 | 1.6150 |
| Niagara | 1.9700 | 1.7349 | 2.6300 | 2.6300 | 2.6300 |
| Ottawa | 1.4091 | 1.9384 | 2.5759 | 2.5759 | 2.5759 |
| Thunder Bay | 1.9900 | 1.9800 | 2.3708 | 2.3708 | 2.3708 |
| Toronto | 1.8993 | 2.4990 | 2.5000 | 2.5000 | 2.5000 |
| Waterloo | 1.9500 | 1.9500 | 1.9500 | 1.9500 | 1.9500 |
| Windsor | 2.0000 | 2.0140 | 2.3158 | 2.9328 | 2.6243 |
| York | 1.0000 | 1.3321 | 1.6432 | 1.6432 | 1.6432 |

| | | | | | |
|----------------------|--------|--------|--------|--------|--------|
| Average | 1.7221 | 1.7779 | | | 2.2795 |
| Median | 1.8665 | 1.9100 | | | 2.2048 |
| Minimum | 1.0000 | 1.2971 | | | 1.4700 |
| Maximum | 2.0658 | 2.4990 | | | 3.7303 |
| Provincial Threshold | 2.0000 | 1.9800 | 2.6300 | 2.6300 | 2.6300 |

| | | | | | |
|----------------------------|-------|------|--|--|--------|
| London Compared to Median | -8.7% | 0.0% | | | -13.4% |
| London Compared to Average | -1.1% | 7.4% | | | -16.2% |

| | | | | | |
|-------------------------------------|---------|--------|--|--|---------|
| change in group averages since 2006 | -23.55% | -6.23% | | | -11.22% |
|-------------------------------------|---------|--------|--|--|---------|

decreases in ratios 
increases in ratios 

SCHEDULE "B"

2025 TAX POLICY ALTERNATIVE TAX RATIO OPTIONS FOR CONSIDERATION

| | Recommendation: Equalize average municipal tax increase in residential and multi-residential property classes - no change to other tax ratios | Alternative A: No change to tax ratios alternative - keep tax ratios in 2025 same as 2024 | Alternative B: Equalize average municipal tax increase in residential, and multi-residential classes and reduce commercial/industrial tax ratios to 1.900000 | Alternative C: Reduce commercial and industrial property class tax ratios to average commercial rate of 1.7779; equalize average increase in residential and multi-res | Alternative D: Reduce only the multi- residential tax ratio to 1.5 and equalize municipal increase in residential and all other classes |
|---|---|--|---|---|--|
| Tax policy direction | Direction #4 | Direction #1 | Direction #3 | Direction #3 | Direction #4 |
| Average tax increases in property classes including education | residential = 6.57% farm = 5.76% multi-residential = 6.57% commercial = 5.49% industrial = 5.49% new multi-res = 6.57% | residential = 6.55% farm = 5.75% multi-residential = 6.83% commercial = 5.5% industrial = 5.5% new multi-res = 6.55% | residential = 6.68% farm = 5.86% multi-residential = 6.68% commercial = 5.16% industrial = 5.16% new multi-res = 6.68% | residential = 8.12% farm = 7.12% multi-residential = 8.12% commercial = 1.1% industrial = 1.1% new multi-res = 8.12% | residential = 7.15% farm = 6.28% multi-residential = (4.69%) commercial = 5.98% industrial = 5.98% new multi-res = 7.15% |
| Average tax increases in property classes excluding education | residential = 7.27% farm = 7.27% multi-residential = 6.98% commercial = 7.27% industrial = 7.27% new multi-res = 7.27% | residential = 7.26% farm = 7.26% multi-residential = 7.26% commercial = 7.26% industrial = 7.26% new multi res = 7.26% | residential = 7.4% farm = 7.4% multi-residential = 7.1% commercial = 6.84% industrial = 6.84% new multi-res = 7.4% | residential = 8.99% farm = 8.99% multi-residential = 8.63% commercial = 1.46% industrial = 1.46% new multi-res = 8.99% | residential = 7.92% farm = 7.92% multi-residential = (4.98%) commercial = 7.92% industrial = 7.92% new multi-res = 7.92% |
| Tax ratios used | residential = 1.000000 farm = 0.102820 multi-residential = 1.69912 commercial = 1.910000 industrial = 1.910000 pipelines = 1.713000 managed forests =0.250000 | residential = 1.000000 farm = 0.102820 multi-residential = 1.703743 commercial = 1.910000 industrial = 1.910000 pipelines = 1.713000 managed forests =0.250000 | residential = 1.000000 farm = 0.102820 multi-residential = 1.69903 commercial = 1.900000 industrial = 1.900000 pipelines = 1.713000 managed forests = 0.250000 | residential = 1.000000 farm = 0.102820 multi-residential =1.698097 commercial = 1.777900 industrial = 1.7777900 pipelines = 1.713000 managed forests =0.250000 | residential = 1.000000 farm = 0.102820 multi-residential = 1.500000 commercial = 1.9100000 industrial = 1.9100000 pipelines = 1.713000 managed forests =0.250000 |

- recommended ratio for Landfill property class under all options is 3.597234
- recommended ratio for New Multi-residential property class under all options is 1.000000
- recommended ratio for Aggregate Extraction class under all options is 1.554179

SCHEDULE "C"
MUNICIPAL TAX IMPACT BY PROPERTY CLASS FOR 2025
LEVY CHANGE AND NO CHANGE IN TAX RATIOS

| | 2024 Tax Rates on 2024 Year End Assessments | 2025 Taxes (2025 Approved Budget) | Tax Change From Reassessment Phase-in and Budget | Tax Ratios Used |
|-------------------------|--|--------------------------------------|--|-----------------------|
| Summary by Class | | | | |
| Commercial | \$113,712,851 | \$121,964,799 | 7.26% | 1.910000 |
| Office Building | \$9,626,405 | \$10,324,977 | 7.26% | 1.910000 |
| Farmland | \$696,023 | \$746,534 | 7.26% | 0.102820 |
| Industrial | \$11,582,727 | \$12,423,266 | 7.26% | 1.910000 |
| Large Industrial | \$7,967,107 | \$8,545,267 | 7.26% | 1.910000 |
| Multi-residential | \$42,191,027 | \$45,252,758 | 7.26% | 1.703743 |
| New Multi-residential | \$9,398,350 | \$10,080,373 | 7.26% | 1.000000 |
| Pipeline | \$2,810,763 | \$3,014,735 | 7.26% | 1.713000 |
| Residential | \$579,942,388 | \$622,027,895 | 7.26% | 1.000000 |
| Shopping Centre | \$44,183,627 | \$47,389,958 | 7.26% | 1.910000 |
| Managed Forest | \$6,937 | \$7,441 | 7.26% | 0.250000 |
| Aggregate Extraction | \$343,071 | \$367,967 | 7.26% | 1.544179 |
| | \$822,461,276 | \$882,145,969 | 7.26% | |

| | | | | |
|-------------------------------------|----------------------|----------------------|--------------|----------|
| Summary by Class | | | | |
| Commercial Including Optional Cl | \$167,522,884 | \$179,679,733 | 7.26% | 1.910000 |
| Farmland | \$696,023 | \$746,534 | 7.26% | 0.102820 |
| Industrial Including Optional Class | \$19,549,834 | \$20,968,532 | 7.26% | 1.910000 |
| Multi-residential | \$42,191,027 | \$45,252,758 | 7.26% | 1.703743 |
| New Multi-residential | \$9,398,350 | \$10,080,373 | 7.26% | 1.000000 |
| Pipeline | \$2,810,763 | \$3,014,735 | 7.26% | 1.713000 |
| Residential | \$579,942,388 | \$622,027,895 | 7.26% | 1.000000 |
| Managed Forest | \$6,937 | \$7,441 | 7.26% | 0.250000 |
| Aggregate Extraction | \$343,071 | \$367,967 | 7.26% | 1.544179 |
| | \$822,461,276 | \$882,145,969 | 7.26% | |

SCHEDULE "D"

SHIFT IN TAX BURDEN - UNWEIGHTED TO WEIGHTED RESIDENTIAL ASSESSMENT FOR MUNICIPALITIES IN BMA STUDY WITH POPULATIONS OVER 110,000

| Municipality with > 110,000 Population in 2024 BMA Study | Residential Unweighted Assessment | Residential Weighted Assessment | Change % Unweighted to Weighted | Implied Adjustment to Residential Taxes |
|--|--|--|--|--|
| Toronto | 75.1% | 57.5% | -23.4% | 30.6% |
| Windsor | 75.6% | 60.3% | -20.2% | 25.4% |
| Greater Sudbury | 79.1% | 64.4% | -18.6% | 22.8% |
| Cambridge | 75.5% | 62.1% | -17.7% | 21.6% |
| Thunder Bay | 79.4% | 65.8% | -17.1% | 20.7% |
| Kingston | 73.5% | 61.4% | -16.5% | 19.7% |
| Brantford | 75.9% | 63.7% | -16.1% | 19.2% |
| Waterloo | 74.2% | 62.6% | -15.6% | 18.5% |
| Guelph | 78.7% | 66.6% | -15.4% | 18.2% |
| Ottawa | 75.2% | 64.0% | -14.9% | 17.5% |
| Kitchener | 79.2% | 67.4% | -14.9% | 17.5% |
| Hamilton | 81.6% | 70.1% | -14.1% | 16.4% |
| St. Catherines | 79.0% | 68.5% | -13.3% | 15.3% |
| London | 80.2% | 70.0% | -12.7% | 14.6% |
| Mississauga | 73.6% | 65.2% | -11.4% | 12.9% |
| Burlington | 79.9% | 71.4% | -10.6% | 11.9% |
| Oshawa | 80.6% | 72.8% | -9.7% | 10.7% |
| Oakville | 86.0% | 79.6% | -7.4% | 8.0% |
| Barrie | 77.7% | 72.1% | -7.2% | 7.8% |
| Milton | 81.9% | 76.0% | -7.2% | 7.8% |
| Vaughan | 80.4% | 74.7% | -7.1% | 7.6% |
| Whitby | 87.9% | 82.5% | -6.1% | 6.5% |
| Brampton | 82.0% | 77.2% | -5.9% | 6.2% |
| Markham | 86.8% | 83.2% | -4.1% | 4.3% |
| Average | | | | 15.1% |
| Median | | | | 15.9% |
| Maximum | | | | 30.6% |
| Minimum | | | | 4.3% |
| London Compared to Median | | | | -8.2% |
| London Compared to Average | | | | -3.3% |

If all non-residential classes had a ratio of 1.0, residential taxes would increase by 14.6%

Residential unweighted assessment does not reflect any weighting of various classes with tax ratios.

Residential weighted assessment reflects the weighting of non-residential assessment with tax ratios.

Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee

From: Anna Lisa Barbon,
Deputy City Manager, Finance Supports

Subject: Year 2025 Education Tax Rates

Date: April 9, 2025

Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports, the attached proposed by-law (Appendix “A”) being a by-law levying rates for 2025 for school purposes in the City of London **BE INTRODUCED** at the Municipal Council meeting to be held on of April 22, 2025.

Executive Summary

In summary, it is recommended that a by-law be introduced prior to the final billing for 2024 to levy education tax rates identified in Ontario Regulation 400/98 Tax Matters – Rates For School Purposes. Due to the continued delay in reassessment, there are no changes to education tax rates from 2024 to 2025.

Linkage to the Corporate Strategic Plan

Council’s 2023 - 2027 Strategic Plan for the City of London identifies “Well-Run City” as a strategic area of focus. The information contained in this report would assist in developing tax policy to align with Council priorities of the Strategic Plan by supporting London’s competitiveness through prudent and equitable fiscal policy. The tax policy achieves this result by focusing on equity within and between property tax classes and examining alternatives in a transparent manner.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Corporate Service Committee, April 15, 2024, Consent Item # 2.5, Year 2024 Education Tax Rates

2.0 Discussion

On November 5, 2020, the Ontario Minister of Finance announced the *2020 Ontario Budget* which included decisions regarding education property tax rates for 2021. During a review of Ontario’s property tax and assessment system, municipalities, and business stakeholders, including the City of London, expressed concerns regarding the variation of Business Education Tax (BET) rates and the resulting impact on business competitiveness. The provincial government also heard that, as the province recovers from the COVID-19 pandemic, addressing this variation in BET rates would reduce regional tax inequities and improve business competitiveness.

In response to these concerns, the Province announced that it would reduce all high BET rates to a rate of 0.88 per cent in 2021. It is estimated that this will result in annual savings of \$20.95 million for London business property owners.

To ensure municipalities are not negatively impacted by BET reductions, the Province will maintain BET rates at the 2024 BET rate of 1.25% for properties whose payments in lieu of education taxes municipalities are permitted to retain.

3.0 Key Issues and Considerations

In the letter issued to all Municipal Treasurers dated November 17, 2020, from the Assistant Deputy Minister of Finance, important provincial property tax policy decisions for 2021 were announced. This included the decision to eliminate historical assessment and tax inequities by establishing a uniform BET rate of 0.88 per cent for 2021. This decision indicates that the advocating by the City of London for a more equitable Business Education Tax system has been successful, noting that previously the City of London's BET rate was 1.250000 per cent.

In the letter issued to all Municipal Treasurers dated November 1, 2024, attached as Appendix "B", from the Assistant Deputy Minister, Provincial-Local Finance Division, it was announced that education property tax rates for 2025 will remain unchanged from the previous year as assessments continue to be based on the same valuation date, January 1, 2016, used for 2024. Education tax rates and Payment-in-Lieu of Taxation (PILT) Business Education Tax Rates were provided. Residential rates remain unchanged due to no reassessment and PILT rates remain unchanged so as not to negatively impact municipalities who retain the education portion.

Education tax rates for 2025 for all property classes for the City of London that have been set out by the Ministry of Finance letter are as follows:

| | |
|--|-----------|
| Residential and Multi-Residential | 0.153000% |
| Farm and Managed Forests | 0.038250% |
| Commercial | 0.880000% |
| Industrial | 0.880000% |
| Pipeline | 0.880000% |
| Landfill | 0.880000% |
| Aggregate Extraction | 0.511000% |
| Small Scale on Farm (Commercial and Industrial) | 0.220000% |
| Payment-in-Lieu of Taxation (all Business classes) | 1.250000% |

On March 26, 2024, the 2024 Provincial Budget was announced. The budget document includes a section titled "Keeping Costs Down for Ontario Businesses." One item identified in keeping costs down is the lowering of high Business Education Tax (BET) rates, providing \$450 million in annual savings to 95 per cent of all business properties in Ontario. More details are required to determine, what if any additional impact, this may have. If there is a plan to reduce BET rates further than what was implemented in 2021, Civic Administration expects that this further reduction would occur in 2026, at the earliest, as the 2025 BET rates have been announced and are shown on Appendix "B".

On February 19, 2025, the Federal Court released its decision regarding the case of *Ottawa (City) v. Canada (Public Services and Procurement)*. The Federal Court ruled in favour of the federal government, affirming that the Payments in Lieu of Taxes Act grants the Minister discretion in determining property values and applicable rates for PILTs. Based on this ruling, any challenges regarding the use of the higher BET rate for PILTs will be unsuccessful. Although the province maintained their PILTs at the higher rate of 1.250000%, this court ruling validates the federal governments position that they are only required to pay at the 0.880000% rate.

Conclusion

Changes to the Ontario Education Property Tax system which resulted in lower BET tax levies for London business property owners along with a more equitable treatment of business properties province-wide in 2021 will continue in 2025. As reassessment has not occurred in 2025, there are no assessment changes between classes and no change to education property tax rates for 2025.

Prepared by: Joseph McMillan, Division Manager, Taxation and Revenue

Submitted by: Ian Collins, Director, Financial Services

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

APPENDIX “A”

Bill No.
2025

By-law No.

A by-law levying rates for 2025 for school purposes in the City of London.

WHEREAS by section 257.7 of the *Education Act*, the Municipal Council is required to levy and collect upon all the residential property and business property in the City of London the tax rates prescribed under section 257.12 of the said *Act* for school purposes;

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

2025 SCHOOL RATE BY-LAW

School Rates

1. The rates set out in column 3 of Schedule “A” of this by-law are hereby levied for 2025 upon all the property rateable for school purposes in the City of London.

Definitions - Realty Tax Classes and Realty Tax Qualifiers

2. For purposes of this by-law, Realty Tax Classes and Realty Tax Qualifiers (Taxable/PIL) under the Ontario Fair Assessment System (OFAS) are defined in Schedule “B” of this by-law and are indicated in the first two characters of column 2 of Schedule “A” of this by-law. Where there is more than one code in column 2 of Schedule “A” the codes are separated by a comma.

Administration of By-law

3. The administration of this by-law is assigned to the City Treasurer who is hereby authorized and directed to do such things as may be necessary or advisable to carry out fully the provisions of this by-law.

Commencement

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

PASSED in Open Council on April 22, 2025.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First reading – April 22, 2025
Second reading – April 22, 2025
Third reading – April 22, 2025

SCHEDULE "A"
By-law No.

| COLUMN 1 | COLUMN 2 | COLUMN 3 |
|--|-----------------|-------------------------------------|
| ABBREVIATED RATEABLE PROPERTY DESCRIPTION | CODE | YEAR 2025 EDUCATION TAX RATE |
| com taxable farmland 1 | c1n | 0.114750% |
| com taxable farmland 2 | c4n | 0.880000% |
| commercial small scale on farm business | c7n, c0n | 0.220000% |
| commercial taxable - hydro | chn | 1.250000% |
| commercial taxable vacant - hydro | cjn | 1.250000% |
| commercial taxable - excess - hydro | ckn | 1.250000% |
| commercial taxable tenant of Province | cpn | 0.880000% |
| commercial taxable | ctn | 0.880000% |
| commercial taxable excess land | cun | 0.880000% |
| commercial taxable vacant land | cxn | 0.880000% |
| office bldg taxable - hydro | dhn | 1.250000% |
| office bldg taxable | dtn | 0.880000% |
| office bldg taxable excess land | dun | 0.880000% |
| farmland taxable fp | ffp | 0.038250% |
| farmland taxable fs | ffs | 0.038250% |
| farmland taxable no support | ftn | 0.038250% |
| farmland taxable ep | ftep | 0.038250% |
| farmland taxable es | ftes | 0.038250% |
| parking lot taxable | gtn | 0.880000% |
| industrial taxable farmland 1 | i1n | 0.114750% |
| industrial taxable farmland 2 | i4n | 0.880000% |
| industrial taxable - hydro | ihn | 1.250000% |
| industrial generating station | isn | 1.250000% |
| industrial taxable - hydro- el | ikn | 1.250000% |
| industrial taxable | itn | 0.880000% |
| industrial taxable excess land | iun | 0.880000% |
| industrial taxable vacant land | ixn | 0.880000% |
| large industrial taxable | Ltn | 0.880000% |
| large industrial excess land | Lun | 0.880000% |
| multi-res taxable farmland 1 ns | m1n | 0.114750% |
| multi-res taxable farmland 1 ep | m1ep | 0.114750% |
| multi-res taxable farmland 1 es | m1es | 0.114750% |
| multi-res taxable farmland 1 fp | m1fp | 0.114750% |
| multi-res taxable farmland 1 fs | m1fs | 0.114750% |
| multi-res taxable farmland 2 ep | m4ep | 0.153000% |
| multi-res taxable fp | mtfp | 0.153000% |
| multi-res taxable fs | mtfs | 0.153000% |
| multi-res taxable ep | mtep | 0.153000% |
| multi-res taxable es | mtes | 0.153000% |
| multi-res taxable n | mtn | 0.153000% |
| new multi-res taxable ntfp | ntfp | 0.153000% |
| new multi-res taxable ntfs | ntfs | 0.153000% |
| new multi-res taxable ntep | ntep | 0.153000% |
| new multi-res taxable ntes | ntes | 0.153000% |
| new multi-res taxable ntn | ntn | 0.153000% |

SCHEDULE "A" cont'd
By-law No.

| COLUMN 1 | COLUMN 2 | COLUMN 3 |
|--|-----------------|-------------------------------------|
| ABBREVIATED RATEABLE PROPERTY DESCRIPTION | CODE | YEAR 2025 EDUCATION TAX RATE |
| pipeline taxable | ptn | 0.880000% |
| res/farm taxable 1 fp | r1fp | 0.114750% |
| res/farm taxable 1 fs | r1fs | 0.114750% |
| res/farm taxable farmland 1 ep | r1ep | 0.114750% |
| res/farm taxable farmland 1 es | r1es | 0.114750% |
| res/farm taxable farmland 2 ep | r4ep | 0.153000% |
| res/farm taxable -hydro fp | rhfp | 0.153000% |
| res/farm taxable-hydro fs | rhfs | 0.153000% |
| res/farm taxable-hydro ep | rhep | 0.153000% |
| res/farm taxable-hydro es | rhes | 0.153000% |
| res/farm taxable fp | rtp | 0.153000% |
| res/farm taxable fs | rtps | 0.153000% |
| res/farm taxable ns | rtn | 0.153000% |
| res/farm taxable ep | rtep | 0.153000% |
| res/farm taxable es | rtes | 0.153000% |
| shopping centre taxable | stn | 0.880000% |
| shopping centre excess land | sun | 0.880000% |
| managed forest taxable fp | tftp | 0.038250% |
| managed forest taxable fs | ttps | 0.038250% |
| managed forest taxable ep | ttep | 0.038250% |
| managed forest taxable es | ttes | 0.038250% |
| aggregate extraction taxable vt | vt | 0.511000% |
| landfill taxable | ht | 0.880000% |

**SCHEDULE “B”
By-law No.**

**Definitions of
Realty Tax Classes and Realty Tax Qualifiers (Taxable/PIL) Under OFAS**

| Realty Tax Class (RTC) | Description | Realty Tax Qualifier (RTQ) | Description |
|-------------------------------|-------------------------------------|-----------------------------------|---|
| A | Theatre | A | Taxable: General Vacant Land |
| C | Commercial | B | Taxable |
| D | Office Building | D | Taxable: Education Only |
| E | Exempt | F | Payment-In-Lieu: Full |
| F | Farm | G | Payment-In-Lieu: General |
| G | Parking Lot | H | Taxable: Full, Shared Payment-in-Lieu |
| I | Industrial | J | Taxable: Vacant Land, Shared Payment-in-Lieu |
| L | Large Industrial | K | Taxable: Excess Land, Shared Payment-in-Lieu |
| M | Multi-Residential | M | Taxable: General |
| N | New Multi-Residential | P | Taxable Tenant of Province |
| O | Other | Q | Payment-in-Lieu: Full Excess Land, Taxable Tenant of Province |
| P | Pipeline | T | Taxable: Full |
| Q | Professional Sports Facility | U | Taxable: Excess Land |
| R | Residential | V | Payment-in-Lieu: Full Excess Land |
| S | Shopping Centre | W | Payment-In-Lieu: General Excess Land |
| T | Managed Forest | X | Taxable: Vacant Land |
| U | Utility Transmission / Distribution | Y | Payment-In-Lieu: Full Vacant Land |
| W | Railway Right-of-Way | Z | Payment-In-Lieu: General Vacant Land |
| H | Landfill | 1 | Taxable: Farmland Awaiting Development Phase I |
| V | Aggregate Extraction | 2 | Payment-In-Lieu: Full, Farmland 1 |
| | | 3 | Payment-In-Lieu: General, Farmland 1 |
| | | 4 | Taxable: Farmland Awaiting Development Phase II |
| | | 5 | Payment-In-Lieu: Full, Farmland II |
| | | 6 | Payment-In-Lieu: General, Farmland II |

Note that each RTC will be applied in combination with an appropriate RTQ.

Ministry of Finance

Provincial-Local
Finance Division

Frost Building North
95 Grosvenor Street
Toronto ON M7A 1Y7

Tel.: 416 327-0264
Fax.: 416 325-7644

Ministère des Finances

Division des relations provinciales-
municipales en matière de finances

Édifice Frost nord
95 rue Grosvenor
Toronto ON M7A 1Y7

Tél. : 416 327-0264
Télééc. : 416 325-7644



Le français suit l'anglais.

November 1, 2024

Dear Municipal Treasurer / Clerk-Treasurer:

I am writing to advise you of education property tax rates for the 2025 taxation year, and to confirm the continuation of a number of other property tax policies.

Education Property Taxes

Education property tax rates for 2025 will remain unchanged from the previous year as assessments continue to be based on the same valuation date used for 2024. This means that the residential education tax rate will remain at 0.153 per cent and the business education tax (BET) rate reductions implemented in 2021 will be maintained. The 2025 BET rates for your municipality are attached.

BET rates for certain properties where municipalities are permitted to retain the education portion of payments in lieu of taxes (PILs) will remain at the rates set for 2024.

To ensure that PIL properties that were previously classified in the New Construction classes are not impacted by the reclassification of the New Construction property classes to their respective main classes, the education tax rate that applied in 2022 continue to apply in 2025. A list of the properties that this applies to in your municipality is attached for your reference.

The regulation implementing the education property tax rates for 2025 has been enacted and will be available on the e-laws website at <https://www.ontario.ca/laws>.

Other Property Tax Policies for 2025

Railway Rights-of-Way

For the 2025 tax year, the property tax rates for railway rights-of-way will remain at 2024 levels.

Small Business Property Subclass

Municipalities continue to have the flexibility to offer property tax reductions to eligible small business properties through adoption of the Small Business Property Subclass. The Province will automatically match municipal property tax reductions within any municipality that adopts the subclass.

Municipalities continue to be encouraged to consult with local business stakeholders prior to making a decision to adopt the Small Business Property Subclass.

New Multi-Residential Subclass

As indicated in the 2024 Budget, to further encourage the development of purpose-built rental properties, Ontario is providing municipalities with the flexibility to set their own reduced property tax rates on new multi-residential rental properties. Single- and Upper-Tier municipalities can pass a municipal bylaw to adopt the subclass and provide a reduction of up to 35% in municipal property tax rate for the subclass, relative to the new multi-residential property class.

Levy Restriction

Municipalities with property classes subject to the levy restriction continue to have the flexibility to apply a municipal tax increase to those classes of up to 50 per cent of any increase applied to the residential class. For example, a municipality levying a 2 per cent increase in residential taxes could raise taxes on any restricted class by up to 1 per cent. A full levy restriction continues to apply to multi-residential properties for the 2025 tax year where the tax ratio set for that year is greater than 2.

Aggregate Sites

As previously communicated, the Province has created a new property class for aggregate extraction sites. For the 2025 tax year, the class will be comprised of the industrial portions of aggregate sites that are currently in the temporary aggregate extraction sub-class. Following the preparation by the Municipal Property Assessment Corporation (MPAC) of final assessments for the 2025 roll, municipal tax ratios and education tax rates will be established to provide an ongoing tax reduction to the sector. Further details will be provided in the near future.

2024 Fall Economic Statement Updates

Finally, the 2024 Ontario Fall Economic Statement included the following updates:

- **Affordable Rental Housing:** The province will provide municipalities with the ability to reduce municipal tax rates on affordable rental housing. This will be implemented through a new optional property subclass for 2026. The government will be seeking input from municipalities and other stakeholders with the intention of regulations being in place in early 2025.
- **Student Housing:** The province introduced a legislative amendment that would provide consistent treatment for university-operated student housing whether the

institution's property tax status is governed by the Assessment Act or an institution-specific statute.

- **Information Sharing:** The province will work with MPAC, municipalities, and other stakeholders to enhance information sharing and develop new digital solutions, including:
 - Enabling broader municipal use of MPAC data to improve planning;
 - Evaluating new tools to help municipalities manage their assessment base;
 - Making assessment roll information available to the public through a centralized electronic platform;
 - Authorizing digital delivery of property assessment notices.

The review of the property assessment and taxation system is ongoing, as such the province-wide property tax reassessment will continue to be deferred.

If you have any questions related to any of these updates, please contact Chris Broughton, Director of the Property Tax Policy Branch, at Chris.Broughton@ontario.ca or 416-455-6307.

Sincerely,



Ian Freeman
Assistant Deputy Minister
Provincial-Local Finance Division

City of London

2025 Business Education Tax (BET) Rates

BET Rate - Broad Classes

| Business Property Class | 2025 BET Rate | 2025 Payment-in-Lieu of Taxation (PILT) BET Rate |
|--|----------------------|---|
| Commercial | 0.880000% | 1.250000% |
| Industrial | 0.880000% | 1.250000% |
| Pipeline | 0.880000% | 1.250000% |
| Landfill | 0.880000% | 1.250000% |
| Small-Scale On-Farm (Commercial & Industrial) | 0.220000% | n/a |

Properties Classified as New Construction in 2022

| Assessment Roll 15 | 2022 New Construction Rate | 2025 Education Tax Rate |
|---------------------------|-----------------------------------|--------------------------------|
| 393608005015600 | 0.980000% | 0.980000% |

Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee

From: Anna Lisa Barbon, Deputy City Manager, Finance Supports

Subject: 2024 Compliance Report in Accordance with the Procurement of Goods and Services Policy

Date: April 9th, 2025

Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports:

- a. The administrative contract awards for Professional Consulting Services with an aggregate total greater than \$100,000, as per Section 15.1 (g) of the Procurement of Goods and Services Policy, decentralized from Purchasing and Supply that have been reported to the Senior Manager, Procurement and Supply and have been reviewed for compliance to the Procurement of Goods and Services Policy, **BE RECEIVED** for information, attached as Appendix “A”;
- b. The list of administrative contract awards for Tenders with a value up to \$6,000,000 that do not have an irregular result, as per Section 13.2 (c) of the Procurement of Goods and Services Policy, **BE RECEIVED** for information, attached as Appendix “B”; and,
- c. The City Treasurer, or delegate, **BE DELEGATED** authority to, at any time, refer questions concerning compliance with the Procurement of Goods and Services Policy to the City’s internal auditor. The City Treasurer, or delegate, is hereby further authorized to ratify and confirm completed awards or purchases between \$15,000 and \$50,000 where the City Treasurer or delegate is of the opinion that the awards or purchases were in the best interests of the Corporation.

Executive Summary

The purpose of this report is to fulfil the Procurement of Goods and Services Policy (the Policy) annual reporting mandate as set out in section 8.11, in keeping with the policy’s goals and objectives of transparency, fairness and competitiveness. This report highlights professional consulting services awarded administratively greater than \$100,000 and administratively awarded tenders less than \$6,000,000, and a review of purchases between \$15,000 and \$50,000 without a purchase order.

This report also provides an update on the comprehensive review and modernization of the Procurement of Good and Services Policy. Civic Administration is in process of finalizing a complete procurement and supply transformation framework after the comprehensive review informed by internal audits, reviews completed by third parties as well as the recent implications of US tariffs amid ongoing trade uncertainties. The proposed amendments and updated Policy resulting from the comprehensive review and broad consultation will be brought forward for Council approval in June.

Linkage to the Corporate Strategic Plan

Council’s 2023 - 2027 Strategic Plan for the City of London identifies “Well Run City” as one of eight strategic areas of focus. The 2024 Compliance Report in accordance with the Policy supports this strategic area of focus by ensuring the City of London is trusted, open, and accountable in service of the community.

Analysis

1.0 Background Information

1.1 Overview

In accordance with *Municipal Act, 2001*, section 270 (1), a municipality shall adopt and maintain policies, one of which is with respect to its procurement of goods and services. The Policy, as approved through Municipal By-Law A.-6151-17 outlines the processes to be followed to obtain the best value when purchasing goods or contracting services for the Corporation of the City of London.

Often funding agreements between the City and other levels of government require that a competitive procurement process is followed:

“In accordance with the Recipient’s Procurement of Goods and Services Policy, and the Broader Public Sector Accountability Act, 2010 and relevant directives including but not limited to the Broader Public Sector Procurement Directive and the Broader Public Sector Perquisites Directive.

- the Recipient will conduct an open, transparent, and competitive procurement process to identify potential supply sources to assist the Recipient with the implementation of the Project, specifically: and
- the Recipient’s competitive procurement processes will obtain the required services necessary to meet the Recipient’s needs in the most economical and efficient manner, through appropriate municipal procurement processes that conform with principles of value for money, vendor access, transparency, fairness, responsible management, geographic neutrality, and reciprocal non-discrimination.”

In accordance with section 8.11 (a), Deputy City Managers are required to submit an informational report no later than March 15th to the Senior Manager, Procurement and Supply containing the details of the informal quotation contract awards made under Section 8.5 (c) (i). Further administrative contract awards made in their area to any Professional Consulting Service firms made under Section 8.5 (c) (ii) with an aggregate total greater than \$100,000 in their respective Service Areas were also submitted to the Senior Manager, Procurement and Supply.

The Policy (current revision dated September 24th, 2024) identifies authorization thresholds, approval authority, and the associated Procurement policy section as per Schedule “A” of the policy, which is shown in the attached Appendix “C”.

1.2 Previous Reports Related to this Matter

Corporate Services Committee, May 6th, 2024, Consent Item 2.2, 2023 Compliance Report in Accordance with the Procurement of Goods and Services Policy

Audit Committee, November 15, 2023, Items for Direction 4.4, Vendor Risk Management (VRM) Audit

Corporate Services Committee, May 1, 2023, Consent Item 2.2, Procurement of Goods and Services Policy Updates.

Corporate Services Committee, November 22, 2021, Consent Item 2.3, City of London Procurement Process Assessment

2.0 Discussion and Considerations

2.1 Administratively Awarded Professional Consulting Services

The decentralized, administratively awarded Professional Consulting Service contracts that are aggregately greater than \$100,000 as per Section 15.1 (g) appear in Appendix “A.” These awards were made in compliance with the Policy. In 2024, there were 21

professional consulting firms with aggregate contracts greater than \$100,000 that were administratively awarded (14 in 2023).

2.2 Administratively Awarded Tenders

The threshold for Administratively Awarding Tenders^a is \$6,000,000 as per Section 13.2 (c) of the Policy. The approvals that do not have an irregular result^b are shown in the attached Appendix “B.” In 2024, there were 98 for total aggregate of \$108 Million administratively awarded tenders which is consistent with the amount awarded in 2023(88 for a total of \$100 Million). In the fall of 2018, Deloitte, through their internal audit of the Procurement Process, identified that the administrative award tender process was a key strength at the City, and is “effective and efficient and aligned with other local government procurement requirements.”

When irregular results arise during the procurement process, those procurements follow Section 8.10 of the Policy. The client Service Area, in conjunction with Procurement and Supply are required to submit a report to Municipal Council for approval when competitive bids are greater than \$100,000.

2.3 Purchases Between \$15,000 and \$50,000 Methodology

The data for 2024 purchases between \$15,000 and \$50,000 was directly extracted from the financial system for items that did not have Purchase Orders. This has been reviewed by the Senior Manager, Procurement and Supply for compliance to the Policy. There were some minor items identified as a result of the annual review.

These findings were shared with the relevant Client Service Areas, who have since completed a root cause analysis. Corrective actions are now being implemented under the leadership of the respective Deputy City Managers. Additionally, the specifics of each issue have been communicated to the appropriate teams, and further training will be conducted to help prevent future occurrences.

To strengthen our compliance reporting and align with the updated Procurement Policy, we are also enhancing the Standard Operating Procedures (SOPs) and annual reporting framework. This will improve efficiency, transparency, awareness and accountability in monitoring procurement activities in compliance with the policy.

Furthermore, the Procurement team, in collaboration with Finance & Business Support and Client Service Areas, is exploring further opportunities to standardize processes and where applicable establish Vendor of Record (VOR) arrangements across the city. These efforts aim to streamline procurement and create strategic partnerships that deliver greater value and consistency.

The City Treasurer or their delegate retains the authority to assess and approve any purchases deemed in the best interest of the City and may refer items for internal audit review as appropriate.

2.4 Procurement of Goods and Services Policy Update

Through internal audits and reviews conducted by third parties; Ernst & Young (2021), The Procurement Office (2023) and MNP (2023), the Procurement of Goods and Services Policy and its application at the City is continuously reviewed and improved. Civic Administration work to update the procurement policy was well underway when the recent trade uncertainties created additional urgency to modernize the policy.

On February 11, 2025 Municipal Council resolved the following:

^a Tender – means a sealed bid which contains an offer in writing to execute some specified services, or to supply certain specified goods, at a certain price, in response to a publicly advertised request for bids.

^b Irregular Result – (a) where the value of the lowest compliant bid is in excess of the City Council approved budget including any contingency allowance; (b) the specifications of a competitive bid cannot be met by two (2) or more suppliers; (c) the award is not being made to a compliant bidder(s) offering the Best Value to the City; (d) where a substantive objection has been filed with the City Treasurer prior to award of a competitive bid; or (e) where in the opinion of the Senior Manager, Procurement and Supply, the client Service Area award recommendation is not in the best interest of the City.

“That the following actions be taken with respect to supporting our local and broader Canadian economy during ongoing trade uncertainties:

- a) the Civic Administration BE DIRECTED to review the City of London’s Procurement of Goods and Services Policy and processes to ensure that the acquisition of goods, services, and construction would be prioritized from Canadian businesses, while also identifying any potential barriers and disruptions;”

The Policy has gone through a comprehensive review, which was informed by various sources such as the Canadian Collaboration for Sustainable Procurement^c (CCSP), the Collingwood Judicial Inquiry from November 2020, and advice provided by a 3rd party law firm, Fasken, who specializes in public procurement, Oonect Procurement Survey and recently the implication of US tariffs, which was informed by insights provided by the Federation of Canadian Municipalities.

The City is embarking on a complete procurement and supply transformation framework. The advanced procurement policy will promote cohesiveness and build confidence among city staff and clients engaged in procurement processes, creating a streamlined and effective framework. The updated Procurement Policy Framework is built on four Strategic Pillars:

Governance and Compliance

- Strengthening policy adherence through robust reporting, internal controls, and annual compliance reviews.
- The City is leveraging exemptions and exclusions for limited tendering, enabling service areas to directly award contracts in specific situations where sourcing from U.S. vendors is no longer viable due to tariff impacts.
- Aligning with trade agreements such as the Canadian Free Trade Agreement (CFTA) and Comprehensive Economic and Trade Agreement (CETA) by updating procurement thresholds to maximize local/alternate sourcing flexibility within trade-compliant limits.
- Increased thresholds for goods, services and construction now allow the City to directly engage more Canadian/local suppliers without open competitive processes, where permitted.

Client Engagement and Service Excellence

- Promoting cross-departmental collaboration and standardized processes through flexible procurement methods
- Further leveraging existing public procurement undertaken by various group buying procurement organization such as LAS-AMO, Canoe, Supply Ontario, OECM and Kinetic GPO.
- Efficient and flexible procurement methods including nRFP (Negotiated Request for Proposal), outcome- based RFP (Request for Proposal), Stage 2- quick quote to leverage partner as well as City wide Vendor of Record arrangements.

Sustainable Procurement

- Embedding sustainable procurement practices that promote ethical, environmental stewardship, social responsibility, and local economic growth.
- Prioritizing inclusive procurement strategies that support diverse suppliers, Indigenous businesses, Local/ Canadian businesses, and equity seeking groups to strengthen local economic resilience.
- Supporting inclusive and ethical procurement practices that align with broader community and economic goals while building supplier trust through fair and transparent processes.

^c The Canadian Collaboration for Sustainable Procurement (CCSP), formerly the Municipal Collaboration for Sustainable Procurement (MCSP), is a member-based network of Canadian public-sector institutions working together to align their spending with their values and commitments on sustainability. Members meet virtually to network, share information and co-create tools to better address environmental, Indigenous, social and ethical opportunities and risks in their supply chain.

- Embedding principles from the City’s Climate Emergency Action Plan, including integrating environmental performance prerequisites into vendor evaluation criteria. Vendors will be expected to demonstrate alignment with sustainability goals, such as net zero, waste minimization, and sustainable product design.

Strategic Procurement Planning and Data Analytics, Reporting

- Drive value through improved forecasting, category management, spend analysis, quarterly procurement activity report to council and annual planning to align resources with City’s objectives.
- Enhancing annual procurement planning to identify categories impacted by evolving trade environment and tariffs and proactively develop supply chain strategies to develop Canadian/ local alternative supply sources.

In alignment with Council direction and in response to the impacts of U.S. tariffs, the Procurement team has developed and is finalizing a proposed policy as well as engagement and feedback channel to gather input from client services & operational areas across the City. In addition, civic administration is monitoring and ensuring alignment with the best practices being implemented through other Ontario municipalities and informed by insights provided through the Federation of Canadian Municipalities and the Association of Municipalities of Ontario. This inclusive, City-wide approach ensures our procurement processes are responsive, informed, and reflective of on-the-ground needs.

The updated Procurement Policy will serve as the cornerstone of this transformation. It will promote cohesiveness across service areas, strengthen vendor relationships, mitigate risk, and support ethical, sustainable procurement practices. The updated policy is designed to build confidence among staff and clients involved in procurement while delivering greater value to the City and community we serve.

Recommended amendments to the Policy, resulting from the comprehensive review and broad consultation, will be brought forward for Council approval in June.

2.5 Scope of Responsibility

This review is limited to the City of London only and does not include Agencies, Boards and Commissions procurement.

Conclusion

In accordance with the requirements in section 8.11 of the City of London’s Procurement of Goods and Services Policy, this report confirms the completion of an annual review process for compliance with this policy, supporting the objective of transparency. Further this report highlights the steps taken to continually look for opportunities for improvement.

Submitted by: **Vakul Arora, CSCL- CPSCM, SCMP**
Senior Manager, Procurement and Supply

Concurred by: **Ian Collins, CPA, CMA**
Director, Financial Services

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

Attachments:

Appendix A - Administratively Awarded Professional Consulting Services Greater than \$100K on Aggregate

Appendix B - Administratively Awarded Tenders less than \$6M

Appendix C – Schedule ‘A’ of the Procurement of Goods & Services Policy

**Appendix “A”
Professional Consulting with Aggregate Expenditures > \$100K**

| Consultant Name | 2024 Amount |
|---|--------------------|
| AECOM CANADA ULC | \$1,052,396 |
| DILLON CONSULTING LIMITED | \$458,165 |
| SPRIET ASSOCIATES LONDON LIMITED | \$425,619 |
| ARCHIBALD GRAY & MCKAY ENGINEERING LTD. | \$409,934 |
| GEI CONSULTANTS CANADA LTD. | \$380,677 |
| STANTEC CONSULTING LTD. | \$352,869 |
| MONTROSE ENVIRONMENTAL SOLUTIONS CANADA | \$316,954 |
| COLLIERS PROJECT LEADERS INC. | \$285,000 |
| R.K. & ASSOCIATES CONSULTING INC. | \$248,658 |
| LDS CONSULTANTS INC. | \$189,590 |
| TMHC INC. | \$183,775 |
| RON KOUDYS LANDSCAPE ARCHITECTS INC | \$182,170 |
| WSP CANADA INC. | \$177,862 |
| COMCOR ENVIRONMENTAL LIMITED | \$147,720 |
| SENOMI SOLUTIONS INC. | \$146,020 |
| R.V. ANDERSON ASSOCIATES LIMITED | \$144,571 |
| RIMKUS CONSULTING GROUP CANADA INC. | \$136,050 |
| STANTEC GEOMATICS LTD. | \$131,175 |
| MTE CONSULTANTS INC. | \$124,320 |
| EXP SERVICES INC. | \$123,895 |
| FASKEN MARTINEAU DUMOULIN LLP | \$104,000 |
| TOTAL: | \$5,721,419 |

Appendix "B"

2024 List of Administratively Awarded Tenders <\$6 million
Section 13.2

| RFT Number | Project Name | Award Amount | Deputy City Manager |
|-------------------|---|---------------------|----------------------------|
| 2023-144 | Removal & Management of Hazardous & Special Products | \$ 743,900.00 | Kelly Scherr |
| 2023-257 | Greenway Administration Building Roof Replacement | \$ 298,000.00 | Kelly Scherr |
| 2023-260 | City Wide Sports Park - Artificial Turf Replacement | \$ 1,565,467.77 | Kelly Scherr |
| 2023-262 | Intersection Pedestrian Signal (IPS) Installation at Medway Park Drive/Franklinway Crescent and Wonderland Road North | \$ 195,504.36 | Kelly Scherr |
| 2023-266 | Custodial Maintenance Services | \$ 1,535,850.60 | Anna Lisa Barbon |
| 2023-267 | Work Gloves – Supply and Delivery | \$ 127,546.66 | Anna Lisa Barbon |
| 2023-268 | Security Services - Satellite Locations | \$ 715,207.76 | John Paradis |
| 2023-280 | Traffic Signal Replacement for McMaster Drive at Wonderland Road South and Streetlight Rebuild at Kostis Avenue | \$ 595,162.70 | Kelly Scherr |
| 2023-281 | Provide and Delivery of Core Firewalls for Data Centres City of London | \$ 1,893,588.71 | John Paradis |
| 2023-283 | Supply and Delivery of Palo Alto Software and Services for City of London | \$ 3,798,524.00 | John Paradis |
| 2023-293 | Greenway WWTP Supply and Delivery of Refractory and Dome Brick | \$ 323,649.00 | Kelly Scherr |
| 2023-300 | Lambeth Centennial Boardwalk Lifecycle Renewal & Pathway Connections Project | \$ 784,260.92 | Kelly Scherr |
| 2023-301 | Greenway Wastewater Treatment Plant Supply of Damper and Metal Seat | \$ 151,810.00 | Kelly Scherr |
| 2023-307 | Supply & Delivery of Incinerator Tuyeres | \$ 130,421.60 | Kelly Scherr |
| 2023-326 | Springbank Reservoir #2 Temporary Access Road | \$ 135,300.00 | Kelly Scherr |
| 2023-330 | Supply and Delivery of 15 Wall Mounted Gate Valves | \$ 121,500.00 | Kelly Scherr |
| 2023-338 | Supply & Install Two (2) Discharge Relief Valves & One (1) Intake Relief Valve | \$ 168,900.00 | Kelly Scherr |
| 2023-349 | Materials required for the Cured in Place Private Drain Connection (PDC) Lining Process | \$ 105,571.97 | Kelly Scherr |
| 2024-003 | Inspection, Testing, Maintenance and Repairs of Overhead Doors and Rolling Fire Door | \$ 68,355.00 | Anna Lisa Barbon |

Appendix "B"

2024 List of Administratively Awarded Tenders <\$6 million
Section 13.2

| RFT Number | Project Name | Award Amount | Deputy City Manager |
|-------------------|---|---------------------|----------------------------|
| 2024-011 | Museum London Southwest Exterior Stair Replacement | \$ 218,800.00 | Anna Lisa Barbon |
| 2024-016 | Supply of Granular Materials & Management of Materials & Excess Soils | \$ 1,269,437.20 | Kelly Scherr |
| 2024-017 | Oxford Street West and Gideon Drive Intersection Improvements | \$ 5,825,946.11 | Kelly Scherr |
| 2024-018 | Electrical Upgrade at Brookdale Pumping Station | \$ 147,249.55 | Kelly Scherr |
| 2024-020 | Watson Park Outfall Extension | \$ 598,380.80 | Kelly Scherr |
| 2024-021 | Supply and Delivery of Compute Hardware for City of London | \$ 1,026,374.22 | John Paradis |
| 2024-025 | Rental of General Forestry Equipment with Operators | \$ 1,927,185.00 | Kelly Scherr |
| 2024-026 | Pre-Clearing Tree Removal Services for the 2024 Infrastructure Renewal Program | \$ 100,400.00 | Kelly Scherr |
| 2024-027 | Local Parcel Courier Service | \$ 102,135.50 | Tara Pollitt |
| 2024-028 | Supply and Delivery of Grass Seed | \$ 70,177.50 | Cheryl Smith |
| 2024-030 | Cavendish Crescent Phase Three: 2024 Infrastructure Renewal Program | \$ 5,953,366.59 | Kelly Scherr |
| 2024-035 | Foster Avenue – 2024 Infrastructure Renewal Program | \$ 2,577,559.12 | Kelly Scherr |
| 2024-038 | 2024 Sewer Lining Program - Supply and Installation of CIPP Sewer Liners | \$ 3,074,725.00 | Kelly Scherr |
| 2024-044 | Microsoft Enterprise Agreement Renewal for City of London | \$ 5,096,058.84 | John Paradis |
| 2024-051 | LID Rehabilitation at Startech.com YMCA and Community Centre | \$ 228,778.11 | Kelly Scherr |
| 2024-053 | Supply & Delivery of Aerial Traffic Truck | \$ 276,527.00 | Anna Lisa Barbon |
| 2024-057 | Construction of Play Area, Pathway, and Site Amenities in Summercrest Park, Hazelden Park and Stoney Creek Community Centre | \$ 199,511.24 | Kelly Scherr |
| 2024-058 | Infrastructure Renewal Program 2024 Second St and Leonard St Reconstruction | \$ 2,428,021.84 | Kelly Scherr |
| 2024-059 | Supply of Hot Mix Asphalt for Road Maintenance and Repair | \$ 1,419,148.00 | Kelly Scherr |
| 2024-062 | Supply and Install Site Furniture, Signage, Gravel Surfaces and Small Park Amenities in Various City Parks | \$ 311,915.00 | Kelly Scherr |
| 2024-066 | Harris Park Shoreline Restoration | \$ 3,615,415.00 | Kelly Scherr |

Appendix "B"

2024 List of Administratively Awarded Tenders <\$6 million
Section 13.2

| RFT Number | Project Name | Award Amount | Deputy City Manager |
|-------------------|---|---------------------|----------------------------|
| 2024-068 | Annual Cathodic Protection of Watermain for 2024 | \$ 680,604.00 | Kelly Scherr |
| 2024-070 | Springbank Dam Decommissioning and Bank Restoration | \$ 4,350,861.56 | Kelly Scherr |
| 2024-073 | Construction Services for New Fire Station 15 Build | \$ 5,524,000.00 | Anna Lisa Barbon |
| 2024-076 | Central Ave Active Transportation Improvements | \$ 996,415.00 | Kelly Scherr |
| 2024-077 | Rowntree Spraypad Construction Services | \$ 359,415.00 | Anna Lisa Barbon |
| 2024-083 | 2024 Sewer Maintenance Hole Inspection Program | \$ 147,262.50 | Kelly Scherr |
| 2024-086 | Digitization of Historical Sewer CCTV Inspection Records and Videos for City of London | \$ 87,577.00 | Kelly Scherr |
| 2024-088 | Carling Heights Optimist Community Centre (CHOCC) Exterior Repairs | \$ 299,650.00 | Anna Lisa Barbon |
| 2024-096 | Silverwood Pool Mechanical Room Renewal | \$ 209,700.00 | Anna Lisa Barbon |
| 2024-099 | Argyle Arena and Lambeth Arena Parking Lot Replacement | \$ 429,262.15 | Anna Lisa Barbon |
| 2024-107 | IRP Contract 2A Water Chamber 13 Decommissioning | \$ 1,313,292.57 | Kelly Scherr |
| 2024-108 | Start up, Maintenance, and Winterization of Irrigation Systems | \$ 15,575.00 | Kelly Scherr |
| 2024-109 | Traffic Signal Rebuild for Bradley Avenue at Dearness Drive and a New Traffic Signal Installation at Sunningdale Road East and Canvas Way | \$ 653,546.79 | Kelly Scherr |
| 2024-110 | Site and Median Maintenance | \$ 192,299.98 | Kelly Scherr |
| 2024-111 | 2024 Arterial Road Rehabilitation Contract #1 | \$ 2,763,400.00 | Kelly Scherr |
| 2024-115 | Contract #1: Replacement of Sidewalk, Curb & Gutter and Hot Mix Asphalt | \$ 3,732,725.35 | Kelly Scherr |
| 2024-119 | Springbank Pumphouse Exterior Life Cycle Renewal - Roof Repairs, Painting and Window Restoration | \$ 988,000.00 | Anna Lisa Barbon |
| 2024-132 | Supply and Delivery of Cisco core network switches | \$ 3,846,998.70 | John Paradis |
| 2024-136 | Complete Installation of Pedestrian Crossovers (PXO's) | \$ 450,638.40 | Kelly Scherr |
| 2024-144 | 2024 Infrastructure Renewal Program - Hammond Crescent & Jenedere Court | \$ 977,052.71 | Kelly Scherr |
| 2024-153 | Demolition at 3243 Manning Road City of London | \$ 147,777.00 | Anna Lisa Barbon |
| 2024-155 | 2024 Infrastructure Renewal Program - Scott Street | \$ 1,393,976.79 | Kelly Scherr |

Appendix "B"

2024 List of Administratively Awarded Tenders <\$6 million
Section 13.2

| RFT Number | Project Name | Award Amount | Deputy City Manager |
|-------------------|---|---------------------|----------------------------|
| 2024-157 | Contract #2: Replacement of Sidewalk, Curb & Gutter and Hot Mix Asphalt | \$ 2,531,535.15 | Kelly Scherr |
| 2024-159 | 2024 Stormwater Management Facility Remediation Program | \$ 808,802.45 | Kelly Scherr |
| 2024-163 | Exterior Window and Door Replacement at Thames Valley Golf Course Clubhouse | \$ 250,041.00 | Anna Lisa Barbon |
| 2024-164 | Replacement of the Automated Transfer Switch for the Building's Generator at the Dearness Home | \$ 161,400.00 | Anna Lisa Barbon |
| 2024-169 | Adelaide St Bridge over York St & CNR (5-BR-04) | \$ 1,446,546.00 | Kelly Scherr |
| 2024-172 | Rental Equipment, Operators and Materials for Bridge & Structure Maintenance | \$ 28,675.00 | Kelly Scherr |
| 2024-173 | Drilling and Installation of 26 Vertical Landfill Gas Extraction Wells at W12A Landfill Site | \$ 145,685.00 | Kelly Scherr |
| 2024-176 | 2024 Citywide Rout and Seal Program | \$ 265,644.00 | Kelly Scherr |
| 2024-179 | Supply & Delivery of Ferric Chloride and Ferrous Chloride | \$ 2,408,280.00 | Kelly Scherr |
| 2024-194 | Hyde Park EA SWM Works – Assignment A – Phase 2 | \$ 3,796,129.48 | Kelly Scherr |
| 2024-196 | AJ Tyler Operations Centre Large East Salt Dome Roof Replacement and Structural Rehabilitation | \$ 268,500.00 | Anna Lisa Barbon |
| 2024-203 | Modernization of the Hydraulic Freight Elevator at Museum London | \$ 442,950.00 | Anna Lisa Barbon |
| 2024-208 | Supply and Delivery of Maintenance Hole Frames, Covers, Catch basin Frames, Grates and HDPE Adjustment Units | \$ 193,376.00 | Kelly Scherr |
| 2024-209 | Supply, Fitting, Adjustment and Repair of Eye Glasses - Community Services / Ontario Works | \$ 172,755.00 | Kevin Dickins |
| 2024-210 | Supply & Delivery of Firefighting Helmets & Accessories | \$ 228,702.00 | Cheryl Smith |
| 2024-211 | Rapid Transit Shelters - CCTV | \$ 116,085.57 | Kelly Scherr |
| 2024-231 | CHOCC Multi-use Pad | \$ 284,683.93 | Kelly Scherr |
| 2024-238 | Construction of the Stoney Creek Connection to Thames Valley Parkway on Windermere Road and Adelaide Street North | \$ 1,292,679.03 | Kelly Scherr |

Appendix "B"

2024 List of Administratively Awarded Tenders <\$6 million
Section 13.2

| RFT Number | Project Name | Award Amount | Deputy City Manager |
|------------|---|--------------------|---------------------|
| 2024-245 | New Sidewalk Program 2024 | \$ 641,269.10 | Kelly Scherr |
| 2024-251 | Glen Cairn Arena Demolition | \$ 485,286.00 | Anna Lisa Barbon |
| 2024-253 | Thames Valley Corridor Pathway | \$ 5,557,709.90 | Kelly Scherr |
| 2024-254 | 2024 W12A Landfill Gas Collection Systems Expansions | \$ 976,518.00 | Kelly Scherr |
| 2024-269 | New Streetlight Installation for Glass Avenue and Cronyn Crescent | \$ 317,178.00 | Kelly Scherr |
| 2024-270 | New Streetlight Installation for Scenic Drive | \$ 176,990.00 | Kelly Scherr |
| 2024-272 | Traffic Signal Rebuild for Fanshawe Park Road West at Pinnacle Parkway | \$ 451,700.64 | Kelly Scherr |
| 2024-281 | Demolition of Structure at 1040 Hamilton Road | \$ 756,737.00 | Scott Mathers |
| 2024-285 | Normal School Roof and Window Repairs | \$ 159,300.00 | Anna Lisa Barbon |
| 2024-290 | Supply and Delivery of Four (4) Final Clarifier Mechanisms for Vauxhall Wastewater Treatment Plant City of London | \$ 2,384,440.00 | Kelly Scherr |
| 2024-297 | Canada Games Aquatic Centre - Roof Replacement and Repairs | \$ 153,983.00 | Anna Lisa Barbon |
| 2024-298 | Thames Valley Golf Course Washroom Upgrades | \$ 444,900.00 | Anna Lisa Barbon |
| 2024-299 | Life Cycle Renewal of the Roof at the Civic Gardens Complex | \$ 114,261.00 | Anna Lisa Barbon |
| 2024-300 | A New Pool Heater for Silverwoods Pool | \$ 93,954.00 | Anna Lisa Barbon |
| 2024-314 | Miscellaneous Plumbing Repairs at Various City of London Facilities | \$ 130,445.00 | Anna Lisa Barbon |
| 2024-317 | Contract Services for Flow & Rain Monitoring Field Work | \$ 205,294.20 | Kelly Scherr |
| 2024-329 | Full Maintenance Lease of three (3) Tandem Axle Highway Tractors | \$ 143,424.00 | Anna Lisa Barbon |
| 2024-337 | Bradley Avenue Reconfiguration | \$ 700,633.36 | Kelly Scherr |
| | Number of Administrative Approvals: | 98 | |
| | Total Value of Administrative Approvals: | 108,222,156 | |
| | Average Value of Administrative Approvals: | 1,104,308 | |



London
CANADA

300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

March 18, 2025

Dear Council Colleagues,

Throughout the winter months we generally receive a significant amount of communication regarding snow and ice removal. Complaints regarding unplowed roads, icy sidewalks and difficulties navigating pathways to schools were all concerns we heard from residents. To address these concerns, we'd like to have a proactive discussion regarding possible improvements and solutions, with a desire to provide improved services wherever possible and financially feasible.

This motion is to request that Civic Administration BE DIRECTED to report back to a future meeting of the Infrastructure and Corporate Services Committee with respect to:

1. amendments to the Minimum Maintenance Standards for Municipal Highways (O.Reg. 239/02) and the impact of the amendments on City operations, along with any budget considerations, and
2. a review of the City's 2024/2025 winter maintenance performance, challenges and opportunities for potential service improvements, including but not limited to:
 - a. a performance assessment of contracted services providers
 - b. an analysis by staff on possible costs associated to use machines that could clean windrows or ways to clear snow that would minimize the amount of snow at the edge of residents driveways.
 - c. investigating alternative options for snow and ice removals on roads and sidewalks
 - d. staff engage in discussion with school boards on walking path clearance concerns on City property

Thank you for your consideration,

Best regards,

Skylar Franke
Ward 11 City Councillor

Corrine Rahman
Ward 7 City Councillor