

# Agenda Including Addeds

## Civic Works Committee

The 2nd Meeting of the Civic Works Committee

February 9, 2021, 12:00 PM

2021 Virtual Meeting - during the COVID-19 Emergency

City Hall is temporarily closed to the public for in-person attendance at Standing Committees and Council meetings.

Meetings can be viewed via live-streaming on YouTube and the City website.

Members

Councillors E. Pelosa (Chair), J. Helmer, M. Cassidy, P. Van Meerbergen, S. Turner,  
Mayor E. Holder

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**6. Adjournment**

# Transportation Advisory Committee

## Report

The 1st Meeting of the Transportation Advisory Committee  
January 26, 2021  
Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance                   PRESENT: D. Foster (Chair), A. Abiola, G. Bikas, D. Doroshenko, B. Gibson, T. Kerr, T. Khan, M. Rice and S. Wraight and J. Bunn (Committee Clerk)

ABSENT: P. Moore and M.D. Ross

ALSO PRESENT: Councillor E. Pelozza; G. Dales, J. Dann, Sgt. S. Harding, H. Lysynski, A. Jain, D. MacRae, A. Miller, K. Scherr, J. Stanford and B. Westlake-Power

The meeting was called to order at 12:16 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

#### 1.2 Election of Chair and Vice Chair for the remainder of the current term

That it BE NOTED that the following actions were taken with respect to the election of Chair and Vice-Chair for the remainder of the current term:

- notwithstanding section 4.12 of the General Policy for Advisory Committees, D. Foster was elected as Chair; and,
- notwithstanding section 4.12 of the General Policy for Advisory Committees, T. Khan was elected as Vice-Chair.

### 2. Scheduled Items

None.

### 3. Consent

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

That it BE NOTED that the 2nd Report of the Transportation Advisory Committee, from the meeting held on February 25, 2020, was received.

#### 3.2 Multi-Year Budget Update - TAC Review

That it BE NOTED that the communication from D. Foster, dated November 24, 2020, with respect to the Transportation Advisory Committee review of the City of London Multi-Year Budget Update, was received.

#### 3.3 Neighbourhood Street Reconstructions – New Sidewalk Considerations

That it BE NOTED that the Memo from D. MacRae, Director, Roads and Transportation, dated January 20, 2021, with respect to the 2021 Neighbourhood Street Reconstruction Projects Complete Streets Sidewalk Assessments, was received.

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

None.

**5. Items for Discussion**

5.1 Respectful Workplace Policy

That it BE NOTED that the Respectful Workplace Policy document, as appended to the agenda, was received.

5.2 TAC Terms of Reference

That it BE NOTED that the Transportation Advisory Committee (TAC) held a general discussion with respect to the TAC Terms of Reference document, as appended to the agenda.

5.3 Advisory Committee Review

That it BE NOTED that the Transportation Advisory Committee held a general discussion with respect to the ongoing Advisory Committee Review.

5.4 Service Area Work Plan for 2021

That it BE NOTED that the Service Area Work Plan for 2021 presentation, as appended to the Added Agenda, from K. Scherr, Managing Director, Environmental and Engineering Services and City Engineer, D. MacRae, Director, Roads and Transportation, J. Stanford, Director, Environment, Fleet and Solid Waste and J. Dann, Director, Major Projects, was received.

5.5 Transportation Advisory Committee Work Plans:

That the following actions be taken with respect to the Transportation Advisory Committee (TAC) Work Plan:

- a) the final 2020 TAC Work Plan BE RECEIVED; and,
- b) the revised attached draft 2021 TAC Work Plan BE FORWARDED to the Civic Works Committee for review and feedback to the TAC.

**6. Adjournment**

The meeting adjourned at 2:07 PM.

**TRANSPORTATION ADVISORY COMMITTEE  
2021 DRAFT WORK PLAN – FOR APPROVAL BY CWC  
as at January 26, 2021**

Recommended Priority Initiatives: BOLD

Updated: Jan 26, 2021 (Updates/Changes highlighted in RED)

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 18.5	<b>Connected And Autonomous Vehicles (CAV) &amp; 5G Network (formerly TAC 19.11)</b>	While discussions on the potential benefits of driverless vehicles have increased, it is not well understood what the adoption of the technology will mean for London. It is time for policymakers and transportation professionals to proactively evaluate, assess and plan for the onset of vehicle automation.	John Kostyniuk Mike Rice	Q3-2020		<b><u>Building A Sustainable City</u></b> 1A, 2B, 5B  <b><u>Growing Our Economy</u></b> 3A, 4B, 4C	CAVWG has been established by CWC to develop a strategy by mid-2020. Draft may be ready for review by Q2 2020. Jon K presented at Jan 28 <sup>th</sup> TAC. A WG lead by Mike R. has been established to respond to Staff request for TAC Input. Approved by CWC. MR advised Feb 25 <sup>th</sup> that his draft report is on track for April TAC. <b>MR advises report will be ready for Feb TAC meeting</b>
TAC 18.11	Transportation Management Association (TMA)	The City has received funding from the Public Transit Infrastructure Fund (PTIF) to develop a feasibility study and business case for developing a Transportation Management Association (TMA) which would be a 1 <sup>st</sup> for London. TAC will be consulted for recommendations for invitees for a TDM Primer session and input on governance model and geographic area for TMA.	Allison Miller TDM Coordinator Dan Doroshenko	Ongoing		<u>Strengthening Our Community</u>  <u>Building A Sustainable City</u>  <u>Growing Our Economy</u>	TDM Primer is tied to Rapid Transit. A WG lead by Dan D. has been established to respond to Staff request for TAC Input. PTIF funding extended to July 2021. Virtual workshop planned for 2021. May need to revisit local commuting survey findings from early 2020. <b>On Hold pending completion of Bicycle and eScooter projects.</b>
TAC 18.12	<b>Business Travel Wise Program Expansion</b>	<b>City Staff plans to engage local employers to participate in the program which encourages commuting Londoners to use options other than driving alone through programs and incentives. The <i>Commute Ontario</i> project will include actions such as: expanded carpooling; <i>ActiveSwitch</i> walking and cycling rewards program; <i>Emergency Ride Home</i> program; ongoing campaigns, incentives and rewards and - tracking tools to measure ROI.</b>	Allison Miller TDM Coordinator Dan Doroshenko	Ongoing		<b><u>Strengthening Our Community</u></b>  <b><u>Building A Sustainable City</u></b>  <b><u>Growing Our Economy</u></b>	Commute Ontario has had a local soft launch. Input from TAC will be sought in Q1 2020. The Urban League has launched a survey (due Mar 16 <sup>th</sup> ) which has been tested by DD. Commute Ontario has been running locally

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
							throughout 2020. Project ends April 2021. Input from TAC will be sought on next steps. A WG lead by Dan Doroshenko has been established.
TAC18.16	City Clerk Comprehensive Review of Advisory Committees	In preparation for the City Clerk pending Review of Advisory Committees, a Working Group lead by Tariq Khan has been established to review the TAC Terms of Reference.	City Clerk Tariq Khan	Q1-2019		<u>Leading in Public Service</u>	The Clerk has submitted Interim Reports II and III and has sent a questionnaire to all AC members with a deadline of Dec 23 <sup>rd</sup> . TAC issued a collective response to CWC and Governance Working Group Chairs directly in early January 4, 2021. Clerk submitted Report IV to Governance Working Group January 11, 2021. Barb Westlake-Powers made a presentation at Jan 26 <sup>th</sup> TAC.
TAC 20.3	Hyde Park & Sunningdale Roundabout	Design of the Hyde Park & Sunningdale roundabout that is anticipated to be constructed in 2021.	Peter Kavcic	TBD		<u>Building A Sustainable City</u>	Doug MacRae reports that this will be reviewed with TAC in Feb/Mar.
TAC 20.8	Managing Transport-Related GHG Emissions	Based on a presentation to the November 2019 TAC meeting by Ayo Abiola: City Council has declared a climate emergency and it has been proposed that London become net-zero by 2050. A TAC Work Group would be established to determine what level of reduction in transportation-related emissions best meets the city's overall targets under the Climate Emergency, and how does the next transportation master plan help achieve this? The scope could be further expanded to include collaboration with: ACE, CAC and LTC and Best Practises for Investing in Energy Efficiency and GHG Reductions.	Ayo Abiola	Starting Q1 2020 until next TMP is sent to Council		<u>Strengthening Our Community</u> <u>Building A Sustainable City</u> <u>Leading in Public Service</u>	A WG lead by Ayo Abiola has been established and approved by Council on Feb 11 <sup>th</sup> , 2020. Inaugural meeting virtually on Mar 24 <sup>th</sup> . No further activity due to COVID shutdown. WG will restart in 2021.
TAC 21.1	2021 TAC Work Plan	TAC Sub-Committee to review the 2020 Carry-Over Items and suggestions by CWC Chair which will take us through to the end of our mandate which expires on June 30, 2021.	Dan Foster	Q1-2021		<u>TAC Terms of Reference - Planning</u>	Sub Committee meetings held Dec 7 <sup>th</sup> and 9 <sup>th</sup> and a 1-on-1 discussion with DD on Dec 14 <sup>th</sup> . DF met with CWC Chair Dec 15 <sup>th</sup> .

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
							Draft plan was tabled at Jan 26 <sup>th</sup> TAC meeting. A revised document based on EES Service Area Work Plan and comments by the CWC Chair who was in attendance to be forwarded to CWC for review and approval.
TAC 21.2	Vision Zero London Road Safety Strategy	Monitor progress and provide suggestions on London Road Safety Strategy action items.	LMRSC Garfield Dales	Ongoing		<a href="#">Leading in Public Service</a>	Awaiting LMRSC 2021 Work Plan.
TAC 21.3	2021 New Sidewalk Program	Design of sidewalks on various streets within the City that are anticipated to be constructed in 2021.	Doug MacRae	Q1-2021		<a href="#">Building A Sustainable City</a>	
TAC 21.4	Neighbourhood Street Renewal	Sidewalk Improvements indicated as per Complete Streets Policy and recommended following Staff assessment of 2021 Neighbourhood Street Reconstruction Projects.	Doug MacRae	Q1-2021		<a href="#">Building A Sustainable City</a>	TAC reviewed list Jan 26 <sup>th</sup> and passed a motion in support of all identified location upgrades. <b>Complete.</b>
TAC 21.5	Adelaide Street Underpass Design	Design Phase to be completed in 2021.	Doug MacRae	Q1-2021		<a href="#">Building A Sustainable City</a>	



## Report to Civic Works Committee

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

**From:** Kelly Scherr, P.Eng., MBA, FEC  
Managing Director, Environmental & Engineering Services  
and City Engineer

**Subject:** Mud Creek Phase 1B Channel Reconstruction: Consultant  
Appointment for Tendering and Construction Administration

**Date:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director Environmental & Engineering Services and City Engineer, the following actions BE TAKEN with respect to the award of contract for the Mud Creek Phase 1B Channel Reconstruction project and additional Consultant contract increase:

- (a) The engineering fees for CH2M Hill Canada Limited Consulting BE INCREASED to prepare a separate tender for the Phase 1B works and to authorize the resident inspection and contract administration for the said project in accordance with the estimates, on file, to an upset amount of \$352,370, excluding HST, from \$2,050,998 to a total of \$2,403,368, in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy;
- (b) the financing for this project BE APPROVED as set out in the Sources of Financing Report attached hereto as Appendix 'A';
- (c) the Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approval given herein BE CONDITIONAL upon the Corporation entering into a formal contract or issuing a purchase order for the work to be done relating to this project; and,
- (e) the Mayor and City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

### Purpose

To allocate consulting fees to CH2M Hill Canada Ltd. to prepare the tender for the Mud Creek Phase 1B channel works, conduct inspection, and administer the contract during the construction period this summer 2021.

### Context

The Mud Creek Phase 1A microtunnelling project included construction of two large diameter culverts installed under the CN Rail tracks northeast of Riverside Drive and Wonderland Road South. These tunnels were substantially completed in December 2020. The upcoming Phase 1B works include a significant reconstruction of the Mud Creek Channel from south of CN Rail to the existing box culvert at Wonderland Road South, all to connect the Mud Creek tunnels from the CN Rail crossing to the Thames River.

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

The Mud Creek project supports the 2019 – 2023 Strategic Plan through the strategic focus area of Building a Sustainable City, specifically including “building infrastructure to support future development and protect the environment” and to “protect and enhance waterways, wetlands and natural areas.”

## **Analysis**

### **1.0 Background Information**

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

Civic Works Committee – August 25, 2014 – Mud Creek Municipal Class Environmental Assessment

Civic Works Committee – November 3, 2015 – Appointment of Consulting Engineers for Design and Construction of Stormwater Management Facilities

Civic Works Committee – October 4, 2016 – Mud Creek Municipal Class Environmental Assessment Study – Status Update and Scope Change

Civic Works Committee – June 7, 2017 – Mud Creek Subwatershed Schedule B Municipal Class Environmental Assessment Notice of Completion

Civic Works Committee – January 9, 2018 - Appointment of Consulting Engineer Mud Creek Flood Reduction and Rehabilitation Phase 1 Detailed Design

Civic Works Committee – August 11, 2020 – Mud Creek Remediation – Phase 1A Tunnel Contract Award and Consultant Contract Increase

#### **1.2 Background**

In August 2020, the City awarded the tender for the Mud Creek Phase 1A Channel Remediation project to Ward and Burke Microtunnelling Inc. with detailed design and construction administration provided by CH2M Hill Canada Limited. Phase 1A included construction of two new tunnels (culverts) that are each approximately 2.7m in diameter for a cost of approximately \$7.5M. These tunnels were installed under the CN rail tracks northeast of the intersection of Riverside Drive and Wonderland Road South. This component of the project bore additional risk as it required specialized microtunnelling technologies in variable soil conditions. City Staff are pleased to report that this component of the construction was successfully completed by the end of December 2020. These tunnels were constructed in preparation for the significant channel expansion of the Mud Creek north and south of the CN Rail.

The upcoming Phase 1B works involve constructing a deeper and wider natural channel corridor (up to approximately 60m wide) to connect the constructed tunnels to the existing box culvert on Wonderland Road South, all to support creek flow to the Thames River and reduce flooding north of Proudfoot Lane. Please see Appendix ‘B’ Location Map for details on project location and phasing.

### **2.0 Discussion and Considerations**

#### **2.1 Environmental Considerations**

The Mud Creek natural channel design blends the practices of engineering, fluvial geomorphology, ecology, and biology to create an environmentally sustainable corridor to enhance terrestrial and aquatic habitats as well as improve water quality of the creek. The natural channel design includes pools and riffles to support aquatic species and amphibian lifecycles.

The Environmental Impact Study (EIS) completed during the Mud Creek Municipal Class Engineering Assessment (EA) (CH2M, 2017) identified appropriate mitigation and compensation measures to ensure that the recommended construction project will create a sustainable channel to support a healthier ecosystem in the medium to long-term.

The vast majority of mature trees were removed from the corridor south of CN Rail in March 2019 to prepare for the Phase 1A tunnelling and Phase 1B channel construction. Following the Phase 1B channel construction, a robust landscaping plan will be implemented to plant native species of trees and vegetation along the natural channel corridor to maximize regrowth. The plan recommended by the EIS is to replace the originally removed trees at a ratio of 3:1. This will occur during upcoming phases and throughout the subwatershed due to space limitations.

Following channel construction, it is anticipated that it will take approximately 2-3 years for this section of the Mud Creek to establish as a robust ecosystem. Environmental Monitoring will be completed for two years following construction to ensure the survival of vegetation and creek naturalization.

## **2.2 Upcoming Phases**

The future Phase 2 Mud Creek channel reconstruction project will further extend the natural channel from north of CN Rail to Oxford Street West. This section will include a pedestrian pathway for recreational access. The Request for Proposal is currently being prepared to award the consultant for Phase 2 detailed design this spring in preparation for 2022 construction.

The 2021 Development Charges schedule includes a Phase 3 natural channel corridor extension from Oxford Street northerly to CP Rail. This project is currently scheduled to be completed by private developers in conjunction with the servicing of the proposed subdivision and associated development applications.

Following completion of Phase 3, the Mud Creek will be a continuous channel corridor that is approximately 2.3 kilometres in length. From CP Rail to CN Rail (approximately 2 km) will include a paved multiuse pathway for recreational purposes. The pathway alongside the natural channel corridor will provide an active recreational space for the existing residents of the Proudfoot Lane apartment buildings and future development within the subwatershed, thus providing the opportunity for physical and mental health benefits for the local community.

## **3.0 Financial Impact/Considerations**

The Phase 1B channel works are scheduled to commence in summer 2021 with an engineering estimate in the magnitude of \$1-1.5M; therefore, an administrative award is anticipated to initiate the contractor and construction.

### **3.1 Consultant fees**

The detailed design of Phase 1B was mostly completed with the Phase 1A works, however, the consultant will need to prepare a separate tender package and to provide full-time inspection services and contract administration.

This project was originally awarded to CH2M Hill in accordance with Section 15.2(g) of the Procurement of Goods and Services Policy. Civic Administration is recommending that CH2M HILL Canada Limited be authorized to complete the tender and conduct Contract Administration of the Phase 1B Mud Creek reconstruction.

## 4.0 Key Issues and Considerations

### 4.1. Public Engagement

The residents of Braemar Crescent and Wonderland Road South express continued interest in the tunnelling and channel project as their homes overlook the Mud Creek valley. City Staff conducted an outdoor meeting with interested residents in the fall of 2020 to clarify the extents of Phase 1A works and long-term plans. Similarly, for Phase 1B, it is proposed to host socially distanced site meetings with residents to inform them of the scope and details of the channel project, all in accordance with applicable physical distancing requirements.

## Conclusion

The Mud Creek Phase 1B Channel Reconstruction project is scheduled to be tendered this spring and constructed over the summer and fall of 2021. We recommend that the consulting fees associated with tender preparation and construction administration be allocated to CH2M Hill Consulting to prepare for, and execute, the construction of the channel between the CN Rail and Wonderland Road South. The consultant award for the Phase 2 detailed design will be issued as an RFP. The consultant award for Phase 2 will be presented to committee this spring to prepare for the extension of the channel corridor north of the CN Rail to Oxford Street in 2022.

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

**Submitted by:**                    **Scott Mathers, MPA, P. Eng.**  
**Director, Water and Wastewater**

**Recommended by:**              **Kelly Scherr, P. Eng., MBA, FEC**  
**Managing Director, Environmental and Engineering**  
**Services and City Engineer**

Appendix 'A' Sources of Financing  
Appendix 'B' Location and Phasing Map

## Appendix "A"

#21012

February 9, 2021

(Consultant Contract Increase)

Chair and Members

Civic Works Committee

RE: Mud Creek Phase 1B Channel Reconstruction - Consultant Appointment for Tendering and Construction Administration  
(Subledger SWM17006)

Capital Project ES2681 - Mud Creek East Branch Stormwater Servicing and Improvements

Capital Project ES2681-2 - Mud Creek East Branch Phase 2

CH2M Hill Canada Limited - \$2,403,368.00 (excluding HST)

### Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services 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 Managing Director, Environmental and Engineering Services and City Engineer, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
<b>ES2681 - Mud Creek East Branch Stormwater Servicing and Improvements</b>				
Engineering	3,064,186	2,963,419	100,767	0
Land Purchase	107,976	107,976	0	0
Construction	6,080,395	6,080,395	0	0
City Related Expenses	7,243	7,243	0	0
<b>ES2681 Total</b>	<b>9,259,800</b>	<b>9,159,033</b>	<b>100,767</b>	<b>0</b>
<b>ES2681-2 - Mud Creek East Branch Phase 2</b>				
Engineering	300,000	0	257,805	42,195
Construction	6,869,600	2,042,523	0	4,827,077
<b>ES2681-2 Total</b>	<b>7,169,600</b>	<b>2,042,523</b>	<b>257,805</b>	<b>4,869,272</b>
<b>Total Expenditures</b>	<b>\$16,429,400</b>	<b>\$11,201,556</b>	<b>\$358,572</b>	<b>\$4,869,272</b>

### Sources of Financing

#### ES2681 - Mud Creek East Branch Stormwater Servicing and Improvements

Debenture By-law No.-W5558-198	185,900	182,036	3,864	0
Drawdown from Sewage Works Reserve Fund	169,167	169,167	0	0
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	3,174,212	3,174,212	0	0
Debenture By-law No.-W5558-198 (Serviced through City Services Reserve Fund (Development Charges) (Note 1)	5,730,521	5,633,618	96,903	0
<b>ES2681 Total</b>	<b>9,259,800</b>	<b>9,159,033</b>	<b>100,767</b>	<b>0</b>

#### ES2681-2 - Mud Creek East Branch Phase 2

Drawdown from Sewage Works Reserve Fund	4,524,017	1,288,832	162,675	3,072,510
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	2,645,583	753,691	95,130	1,796,762
<b>ES2681-2 Total</b>	<b>7,169,600</b>	<b>2,042,523</b>	<b>257,805</b>	<b>4,869,272</b>
<b>Total Financing</b>	<b>\$16,429,400</b>	<b>\$11,201,556</b>	<b>\$358,572</b>	<b>\$4,869,272</b>

Financial Note:

**ES2681-1**

**ES2681-2**

**Total**

## Appendix "A"

#21012

February 9, 2021

(Consultant Contract Increase)

Chair and Members

Civic Works Committee

RE: Mud Creek Phase 1B Channel Reconstruction - Consultant Appointment for Tendering and Construction Administration  
(Subledger SWM17006)

Capital Project ES2681 - Mud Creek East Branch Stormwater Servicing and Improvements

Capital Project ES2681-2 - Mud Creek East Branch Phase 2

CH2M Hill Canada Limited - \$2,403,368.00 (excluding HST)

Contract Price	\$2,150,022	\$253,346	\$2,403,368
Less amount previously approved	2,050,998	0	2,050,998
Contract Price	99,024	253,346	352,370
Add: HST @13%	12,873	32,935	45,808
Total Contract Price Including Taxes	111,897	286,281	398,178
Less: HST Rebate	-11,130	-28,476	-39,606
Net Contract Price	\$100,767	\$257,805	\$358,572

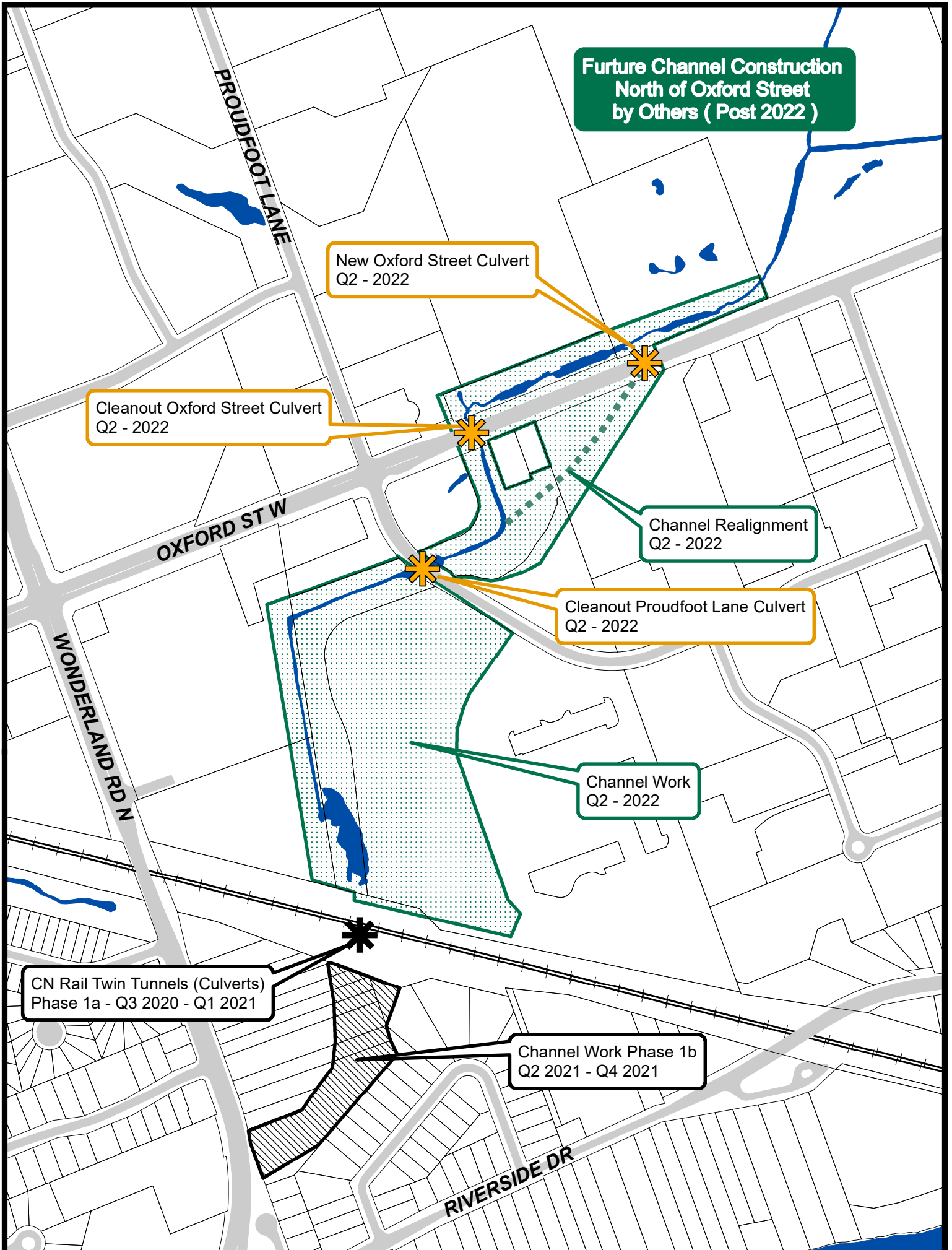
**Note 1:** Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

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Jason Davies

Manager of Financial Planning & Policy

jg



## APPENDIX 'B' - LOCATION AND PHASING MAP

Mud Creek

1:5,500

Meters

**Legend**

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

Map Produced by the Stormwater Engineering Division

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

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## Report to Civic Works Committee

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

**From:** Kelly Scherr, P.Eng., MBA, FEC  
Managing Director, Environmental & Engineering Services  
and City Engineer

**Subject:** Carling Creek Stormwater Servicing Master Plan  
Environmental Assessment Consultant Appointment

**Meeting on:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer that the following actions BE TAKEN with respect to the appointment of a consulting engineer for the Carling Creek Stormwater Servicing Environmental Assessment (EA):

- a) Ecosystem Recovery Inc. BE APPOINTED Consulting Engineers to complete the Carling Creek Stormwater Servicing EA in accordance with the estimate, on file, at an upset amount of \$169,334 including 10% contingency, excluding HST, in accordance with Section 15.2(d) of the City of London's Procurement of Goods and Services Policy;
- b) The financing for the project BE APPROVED in accordance with the "Sources of Financing Report" attached, hereto, as Appendix 'A';
- c) The Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this project;
- d) The approvals given, herein, BE CONDITIONAL upon the Corporation entering into a formal contract; and,
- e) The Mayor and City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

### Purpose

This report recommends Ecosystem Recovery Inc. be appointed to carry out the Carling Creek Stormwater Servicing Master Plan EA.



## **Context**

The Carling Creek Stormwater Servicing Master Plan EA will evaluate the need for a new Carling Creek trunk storm sewer as previously recommended in the 2018 Stormwater Core Area Servicing Study. Alternate options for relieving the overwhelmed storm sewer system will be considered as well as opportunities to alleviate surface flooding from the project area. A roadmap for future works to improve flood protection within the area will be created.

## **2019-2023 Strategic Plan**

Municipal Council's 2019-2023 Strategic Plan identifies "Building a Sustainable City" as a strategic area of focus. The recommendation in this report will support strategies to build infrastructure to maintain or increase current levels of service, support future development and protect the environment, manage the infrastructure gap for all assets, improve London's resiliency to respond to potential future challenges, and direct growth and intensification to strategic locations.

## **Analysis**

### **1.0 Background Information**

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

Development Charges: Core Area Servicing Studies. Strategic Priorities and Policy Committee. January 29, 2018.

Appointment of Consulting Engineers for the Core Area Servicing Studies RFPs 16-14, 16-15, 16-16 (Irregular). Civic Works Committee. June 8, 2016.

Initiation Report: Core Area Servicing Studies. Civic Works Committee. January 28, 2016.

#### **1.2 Project Background**

The Carling Creek subwatershed is located within a historic area of London that includes portions of the Downtown Core, Old North, and Old East neighbourhoods. There is a history of surface flooding that is attributed to generally undersized storm sewers coupled with no defined overland flow routes. Overland flow routes act as the path for stormwater to flow safely overland during heavy rain events. Generally, overland flow routes direct water away from private property and follow roadways or are directed through greenspaces. In areas of the City that are older, proper overland flow routes do not exist allowing water to become trapped in low lying areas. This creates pockets of localized flooding.

In 2018, a Stormwater Core Area Servicing Study (CASS) was completed to identify the necessary infrastructure to deliver stormwater servicing for the Core Area of the City, based on build-out population projections. The study identified sewer pipes that were over capacity and highlighted areas susceptible to surface flooding during moderate to intense rain events. These areas were located on public and private properties within the South Branch of the Carling Creek catchment area. The CASS study highlighted some opportunities to replace, reroute, and increase capacity of storm sewers to reduce the risk of flooding upstream. The most significant recommendation was to construct a new Carling Creek Trunk Storm Sewer with a new outlet to the Thames River for an estimated cost of \$25M.

The purpose of undertaking this Master Plan as part of a Municipal Class Environmental Assessment (EA) process is to identify opportunities to resolve surface flooding to the extent practical within this historic area of the City of London. The modelling completed as part of the CASS study will be used to develop and recommend infrastructure solutions to mitigate flooding. This Master Plan EA will evaluate a comprehensive suite of options to reduce flooding such as storage solutions, new/upgraded storm sewers, and Low Impact Development measures. A cost-benefit risk analysis will then be completed to contrast the suite of options with the recommendation for a new \$25M trunk storm sewer. The risk assessment will also consider potential climate change impacts and aim to establish a level of service within the study area.

### 1.3 Location Map

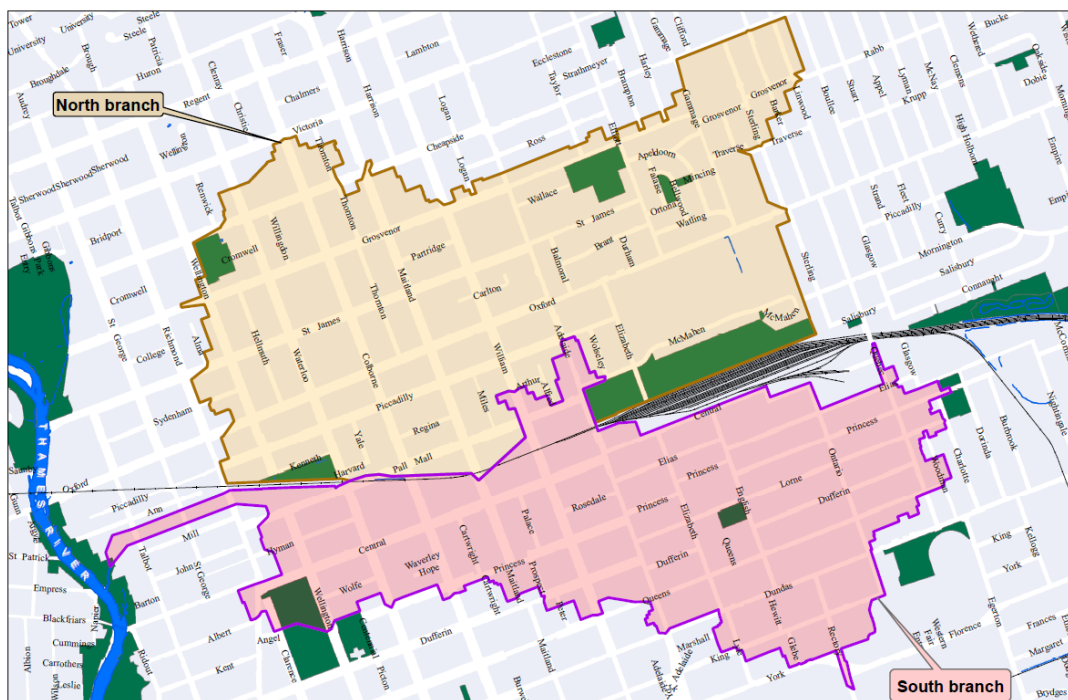


Figure 1: Location map showing the Carling Creek stormwater servicing EA study area

## **2.0 Discussion**

The engineering consultant selection procedure for this assignment utilized a competitive Request for Proposal (RFP) process in accordance with Section 15.2(d) of the Procurement of Goods and Services Policy. Four qualified engineering firms submitted formal proposals to undertake the consulting services for the Carling Creek Stormwater Servicing EA. The evaluation of each consultant proposal focused on the understanding of project goals, experience on directly related projects, project team members, capacity and qualifications, and overall project fee.

## **3.0 Financial Impact**

Based on a review of the submitted proposals, it is recommended that Ecosystem Recovery Inc. be authorized to carry out the Carling Creek Stormwater Servicing EA. Ecosystem Recovery Inc. has specific knowledge of the project area having staff who helped to complete the 2018 CASS Stormwater Report as well as the City Centre Servicing Strategy study. Ecosystem Recovery Inc. has also demonstrated competency and expertise with EAs of this nature and have provided strong performance on past City projects, most recently on the Kilally South East Basin EA.

## **4.0 Key Issues and Considerations**

### **4.1. Public Outreach and Participation**

The Carling Creek subwatershed is a large study area with the potential for multiple drainage concerns. As such, letters will be sent to residents in the area in order to identify any experiences of historic surface flooding to supplement City records. There will also be an electronic presentation prepared and posted on the City's website to inform residents about the study and obtain feedback. Depending on timing, the presentation may also serve as the Public Information Centre required as part of Municipal Class Environmental Assessments process.

## **Conclusion**

It is recommended to appoint Ecosystem Recovery Inc. to lead the Carling Creek Stormwater Servicing EA to evaluate and develop a stormwater serving strategy to mitigate flooding to the extent practical within a historic built area of London. This Master Plan EA will follow a risk-based approach to consider climate change and recommend a level of service for the built area.

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

**Submitted by:** **Scott Mathers, MPA, P. Eng., Director, Water And Wastewater**

**Recommended by:** **Kelly Scherr, P. Eng., MBA, FEC  
Managing Director, Environmental and Engineering Services and City Engineer**

CC: Monica McVicar  
Chris Ginty

Appendix 'A' – Sources of Financing

## Appendix "A"

#21010

February 9, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Carling Creek Stormwater Servicing Master Plan Environmental Assessment

(Subledger NT21ES02)

Capital Project ES3013 - East London Surface Flooding Remediation

Ecosystem Recovery Inc. - \$169,334.00 (excluding HST)

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### Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services 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 Managing Director, Environmental and Engineering Services and City Engineer, the detailed source of financing for this project is:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed To This Date</b>	<b>Committed To This Submission</b>	<b>Balance for Future Work</b>
Engineering	450,000	0	172,314	277,686
<b>Total Expenditures</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$172,314</b>	<b>\$277,686</b>
<b>Sources of Financing</b>				
Drawdown from Sewage Works Reserve Fund	450,000	0	172,314	277,686
<b>Total Financing</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$172,314</b>	<b>\$277,686</b>

### Financial Note:

Contract Price	\$169,334
Add: HST @13%	22,013
Total Contract Price Including Taxes	191,347
Less: HST Rebate	-19,033
Net Contract Price	\$172,314

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Jason Davies

## Report to Civic Works Committee

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

**From:** Kelly Scherr, P.Eng., MBA, FEC  
Managing Director, Environmental & Engineering Services  
and City Engineer

**Subject:** Metamora Stormwater Outfall Replacement Consultant  
Appointment

**Meeting on:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer that the following actions BE TAKEN with respect to the appointment of a consulting engineer for the Metamora Stormwater Outfall Replacement:

- a) Ecosystem Recovery Inc. BE APPOINTED Consulting Engineers to complete the detailed design and construction administration for the Metamora stormwater outfall replacement works in accordance with the estimate, on file, at an upset amount of \$163,440.00 including 20% contingency, excluding HST, in accordance with Section 15.2(d) of the City of London's Procurement of Goods and Services Policy;
- a) The financing for the project BE APPROVED in accordance with the "Sources of Financing Report" attached, hereto, as Appendix 'A';
- b) The Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with this project;
- c) The approvals given, herein, BE CONDITIONAL upon the Corporation entering into a formal contract; and,
- d) The Mayor and City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

### Purpose

This report recommends the appointment of Ecosystem Recovery Inc. to complete the detailed design and contract administration for the Metamora Stormwater Outfall Replacement works.

## **Context**

The Metamora Stormwater Outfall Replacement will replace an existing stormwater outfall in the Medway Valley Heritage Forest Environmentally Significant Area (South). Currently, the outfall is in failing condition and has caused extensive erosion and slope failure at the outlet. The project will restore the slope, create a new outfall and restore the lands around the outfall with proper erosion controls.

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

Municipal Council's 2019-2023 Strategic Plan identifies "Building a Sustainable City" as a strategic area of focus. The recommendation in this report will support strategies to build infrastructure to protect the environment, manage the infrastructure gap for all assets, and protect and enhance waterways, wetlands and natural areas.

## **Analysis**

### **1.0 Background Information**

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

Conservation Master Plan for the Medway Valley Heritage Forest Environmentally Significant Area (South). Planning and Environment Committee. April 16, 2018.

#### **1.2 Project Background**

The Metamora stormwater outfall is located in the Medway Valley Heritage Forest Environmentally Significant Area (ESA) at 23 Metamora Crescent. The outfall is adjacent to a pedestrian pathway that runs along the ESA. The existing stormwater outfall was constructed in 1958 and is rated in poor and failing condition with significant erosion occurring around the outfall and into the creek. The slope around the outfall has also eroded away over time.

### 1.3 Location Map



Figure 1: Location map showing Metamora outfall replacement project area

## 2.0 Discussion

The objective of this consulting assignment is to complete a detailed design for the replacement of the current outfall that is supported by the necessary studies (i.e. Environmental Impact Study, geotechnical investigation and slope stability analysis) in efforts to reduce the amount of sediment going into Medway Creek and to stabilize the lands that have eroded from the failing structure.

The engineering consultant selection procedure for this assignment utilized a competitive Request for Proposal (RFP) process in accordance with Section 15.2(d) of the Procurement of Goods and Services Policy. Three qualified engineering firms from the City's pre-approved consultant list were invited to submit a formal proposal to undertake the detailed design and construction administration work, two of which submitted proposals. The evaluation of each consultant proposal focused on the understanding of project goals, experience on directly related projects, project team members, capacity and qualifications, and overall project fee.

## 3.0 Financial Impact

Based on a review of the submitted proposals, it is recommended that Ecosystem Recovery Inc. be authorized to carry out the detailed design and construction administration of the Metamora Stormwater Outfall Replacement works. Ecosystem Recovery has specific knowledge of the project area having staff who helped to complete the 2018 Medway Valley Heritage Forest ESA Conservation Master Plan Phase II. Ecosystem Recovery Inc. has also demonstrated competency and expertise with recently completed City stormwater infrastructure projects, notably the Powell Drain



Culvert Replacement and Natural Channel Rehabilitation project on Sunningdale Road in 2020 and the Dingman Creek B4 SWM facility to support the Silverleaf subdivision in 2018.

## **4.0 Key Issues and Considerations**

### **4.1. Public Outreach**

The Medway Valley is an area of high interest to local residents. As such, letters will be sent to residents in the area and an electronic presentation will be prepared and posted on the City's website to inform residents about the project prior to construction with appropriate contact information provided.

### **4.2 Environmental Impact Study**

An environmental impact study (EIS) was initiated in the fall of 2019 and is nearing completion. The EIS was completed ahead of detailed design to help ensure that any construction impacts to the ESA were appropriately assessed by professional ecologists and mitigated to the extent possible, all to ensure sustainable construction, minimize harm to the natural environment and protect local wildlife. Naturalized slope restoration techniques will be employed to ensure the infrastructure integrates within the environment using a blend of engineering and ecological expertise. In accordance with the London Plan, a compensation plan will be prepared in the event of any impact that cannot be mitigated.

## **Conclusion**

It is recommended to appoint Ecosystem Recovery Inc. to lead the detailed design and construction administration of the Metamora stormwater outfall replacement and slope rehabilitation project.

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

**Submitted by:**                    **Scott Mathers, MPA, P. Eng., Director, Water And  
Wastewater**

**Recommended by:**              **Kelly Scherr, P. Eng., MBA, FEC  
Managing Director, Environmental and Engineering  
Services and City Engineer**

cc:     Monica McVicar  
       Chris Ginty

Appendix 'A' – Sources of Financing

## Appendix "A"

#21011

February 9, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Metamora Stormwater Outfall Replacement

Subledger (SWM19011)

Capital Project ES304020 - Minor Surface Flooding Mitigation

Capital Project ES304021 - Minor Surface Flooding Mitigation

Ecosystem Recovery Inc. - \$163,440.00 (excluding HST)

### Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services 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 Managing Director, Environmental and Engineering Services and City Engineer, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
<b>ES304020 - Minor Surface Flooding Mitigation</b>				
Engineering	13,000	0	13,000	0
Construction	350,000	350,000	0	0
<b>ES304020 Total</b>	<b>363,000</b>	<b>350,000</b>	<b>13,000</b>	<b>0</b>
<b>ES304021 - Minor Surface Flooding Mitigation</b>				
Engineering	153,316	0	153,316	0
Construction	218,396	0	0	218,396
<b>ES304021 Total</b>	<b>371,712</b>	<b>0</b>	<b>153,316</b>	<b>218,396</b>
<b>Total Expenditures</b>	<b>\$734,712</b>	<b>\$350,000</b>	<b>\$166,316</b>	<b>\$218,396</b>

### Sources of Financing

<b>ES304020 - Minor Surface Flooding Mitigation</b>				
Capital Sewer Rates	363,000	350,000	13,000	0
<b>ES304021 - Minor Surface Flooding Mitigation</b>				
Capital Sewer Rates	371,712	0	153,316	218,396
<b>Total Financing</b>	<b>\$734,712</b>	<b>\$350,000</b>	<b>\$166,316</b>	<b>\$218,396</b>

### Financial Note:

	ES304020	ES304021	Total
Contract Price	\$12,775	\$150,665	\$163,440
Add: HST @13%	1,661	19,586	21,247
Total Contract Price Including Taxes	14,436	170,251	184,687
Less: HST Rebate	-1,436	-16,935	-18,371
Net Contract Price	\$13,000	\$153,316	\$166,316

Jason Davies  
Manager of Financial Planning & Policy

## Report to Civic Works Committee

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

**From:** Kelly Scherr, P. Eng., MBA, FEC  
Managing Director, Environmental & Engineering  
Services & City Engineer

**Subject:** Contract Award: Tender No. 21-01  
Downtown Loop and Municipal Infrastructure Improvements  
Phase 1

**Date:** February 9, 2021

## Recommendation

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of contracts for the Downtown Loop and Municipal Infrastructure Improvements Phase 1 Project:

- (a) the bid submitted by L82 Construction Ltd. at its tendered price of \$8,177,280.64, excluding HST, for the Downtown Loop and Municipal Infrastructure Improvements Phase 1 Project, **BE ACCEPTED**; it being noted that the bid submitted by L82 Construction Ltd. was the lowest of five bids received and meets the City's specifications and requirements in all areas;
- (b) AECOM Canada Ltd., **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of \$849,690, excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix A;
- (d) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- (e) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender 21-01); and
- (g) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

This report recommends award of a tender to a contractor, and continuation of consulting services, for construction services for the Downtown Loop and Municipal Infrastructure Improvements Phase 1 project, which will reconstruct King Street from just east of Ridout Street to just west of Wellington Street. Figure 1 depicts the approximate limits of the works.



**Figure 1: Approximate Limits of Downtown Loop Phase 1 Project**

### Context

On March 20, 2019, a public participation meeting was held to provide background information to aid Council in selecting projects to submit an application for provincial and federal funding through the Public Transit Infrastructure Stream (PTIS) program. On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the PTIS program, including the Downtown Loop.

On June 25, 2019, the Province pledged \$103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced \$123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program.

The Downtown Loop will remove buses from mixed traffic into dedicated transit lanes and maintain general lanes of traffic. The goal is to increase transit frequency and reliability while also improving traffic capacity. Approximately 51,000 people travel to the Downtown core every day for work, and roughly 11,800 people call the Downtown home. Today there is, on average, a bus every 90 seconds running along the Downtown Loop.

In addition to being a planned Rapid Transit corridor, the Downtown Loop contains aging municipal infrastructure. There is a need to separate sanitary and storm sewers in select areas, and update water and private utility services to support infrastructure renewal, population growth, redevelopment and revitalization in the city core. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment that covers approximately 2 km of roadway in the downtown.

### Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of “Building a Sustainable City” by implementing and enhancing safe and convenient mobility choices for transit riders, automobile users, pedestrians, and cyclists.

This report also supports the Strategic Plan through the strategic focus area of “Growing Our Economy” by supporting revitalization of London’s downtown and urban areas.

## **Analysis**

### **1.0 Background Information**

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

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan;
- Civic Works Committee – October 7, 2013 – Bus Rapid Transit Strategy;
- Civic Works Committee – July 21, 2014 – Rapid Transit Corridors Environmental Assessment Study Appointment of Consulting Engineer;
- Civic Works Committee – June 2, 2015 – Rapid Transit Funding Opportunities;
- Civic Works Committee – August 24, 2015 – Shift Rapid Transit Initiative Appointment of Survey Consultants;
- Strategic Priorities and Policy Committee – November 9, 2015 – Shift Rapid Transit Update;
- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination;
- Strategic Priorities and Policy Committee – May 5, 2016 – Shift Rapid Transit Business Case;
- Strategic Priorities and Policy Committee – September 12, 2016 – Rapid Transit Implementation Working Group;
- Strategic Priorities and Policy Committee – May 3, 2017 – Rapid Transit Alternative Corridor Review;
- Strategic Priorities and Policy Committee – May 15, 2017 – Rapid Transit Corridors;
- Civic Works Committee – July 17, 2017 - Shift Rapid Transit Additional Engineering and Legal Survey;
- Strategic Priorities and Policy Committee – July 24, 2017 – Rapid Transit Master Plan and Business Case;
- Strategic Priorities and Policy Committee – September 18, 2017 – Project Management Plan, Communications Plan and Consulting Fees Amendment;
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2018 – The History of Rapid Transit;
- Strategic Priorities and Policy Committee – March 25, 2018 – Investing in Canada Infrastructure Program - Public Transit Stream Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – March 14, 2019 – London’s Rapid Transit Initiative; and
- Civic Works Committee – January 7, 2020 - Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer

## 2.0 Discussion and Considerations

### 2.1 Existing Conditions

With the recent construction of Dundas Place, London's first flex street, all east-west buses in the core have already been rerouted to operate along the proposed Downtown Loop. This loop frames Dundas Place, circling buses along Queens Avenue, King Street, Ridout Street and Wellington Street.

Constructing the Downtown Loop will formalize the transit operations already in place, improving capacity in general traffic lanes by keeping buses in transit lanes. While rebuilding the roads, the project will address necessary underground work, including replacing aging sewers and watermains in addition to revitalizing 2km of roadway surrounding Dundas Place. The municipal underground works within this project have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

### 2.2 Project Description

This is a large and complex project that involves significant reconstruction of King Street from Ridout Street to Wellington Street. The reconstruction will include the following improvements:

- Full road reconstruction to incorporate Rapid Transit dedicated lanes, including new asphalt, boulevard enhancements, curb and gutter and sidewalks.
- The addition of new Rapid Transit stops on King Street at Talbot Street and Wellington Street
- New street lights and traffic signal upgrades
- Repair and replacement of aging watermain, storm and sanitary sewers
- Separation of existing combined sewers with new sanitary and storm sewer between Clarence and Wellington Street, including private drain connections
- Curbside bus lanes with left-turn priority signal to improve traffic capacity and safety; and
- Hydro and other private utility improvements

### 2.3 Domestic Action Plan

One of the municipal actions identified in the City of London's Domestic Action Plan (DAP) for Phosphorus Reduction is combined sewer replacement. The DAP states,

"The City of London will accelerate plans to separate combined sewers, including the design and construction of necessary stormwater outlets, with the target of separating 80 per cent (17 kilometres) of its combined sewer system by 2025."

This target for combined sewer replacement is contingent on federal and provincial funding. The following table provides the length of combined sewer replacement achieved for this project in relation to the DAP targets.

<b>2016 – 2025 Combined Sewer DAP Target (km)</b>	<b>Prior DAP Combined Sewer Removed/Separated (km)</b>	<b>This Project – Combined Sewer Removed/Separated (km)</b>	<b>Remaining Combined Sewer (km) to achieve target</b>
17 km	6.2 km	0.4 km	10.4 km

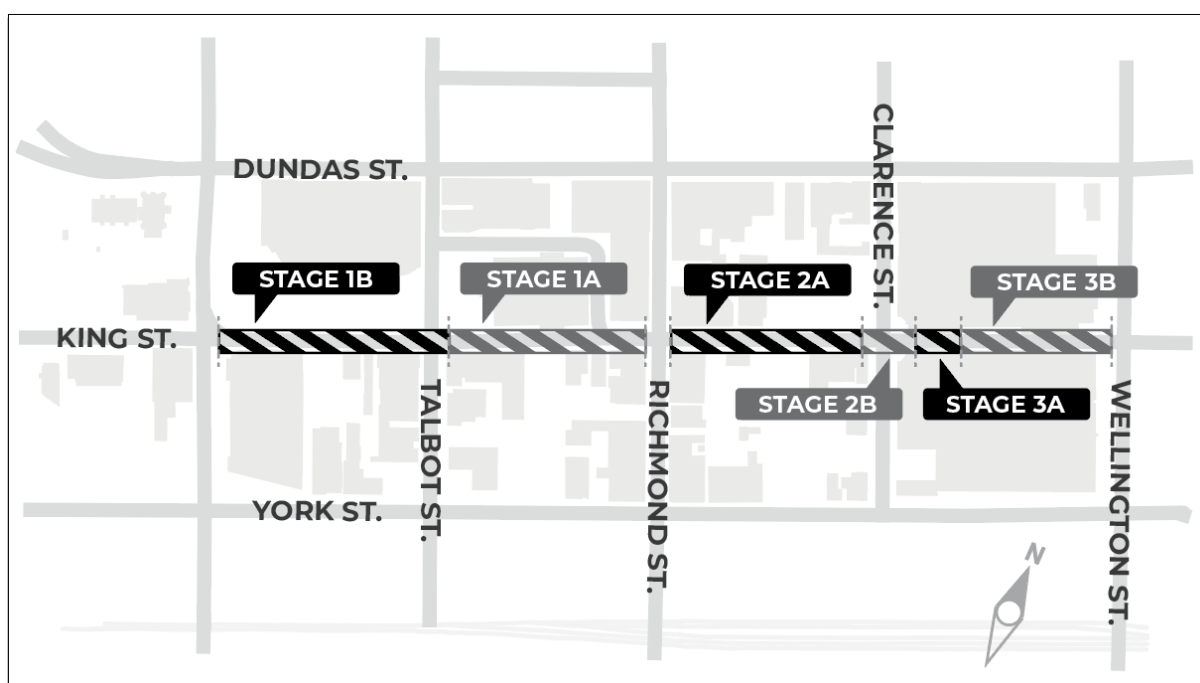
This project achieves the removal of approximately 400m of combined sewer, as the City continues to work towards achieving its DAP targets.

## 2.4 Construction Considerations

This first phase of the Downtown Loop will renew four blocks of King Street, including extensive upgrades to municipal and private infrastructure from Richmond Street to Wellington Street.

Mitigation of social impacts is a priority for this project and to minimize the construction impacts on local businesses, residents and the public, it is proposed to undertake the work in the following stages:

- Stage 1A - Talbot Street to Richmond Street
- Stage 1B - Ridout Street to Talbot Street
- Stage 2A - Richmond Street to Clarence Street
- Stage 2B - Clarence Street intersection to east of Clarence Street
- Stage 3A - East of Clarence Street to east of Citi Plaza parking garage exit
- Stage 3B - East of Citi Plaza parking garage exit to Wellington Street



**Figure 2: Downtown Loop Phase 1 Construction Staging**

Due to the large volume of work to be completed in a single construction season, Stages 1 and 2 will be constructed at the same time with multiple crews.

Stage 1 construction is planned to be completed in advance of the 2021 Canadian Country Music Awards, which are planned to be held at Budweiser Gardens in September 2021.

Stage 1 will maintain one lane of traffic and loading areas where possible, with short duration closures occurring as required for construction. Stages 2 and 3 will require long duration full road closures for the following reasons:

- To avoid unforeseen circumstances (poor soils, unforeseen underground infrastructure issues, Ministry of Labour orders, etc.) that might result in an unscheduled road closure thus causing confusion and driver frustration.
- To allow the contractor to work in a more efficient and unrestricted manner thus allowing the work to be undertaken in a more expeditious manner.
- To allow the contractor to work in a safer environment with less safety related distractions.
- To avoid the time and cost of building and removing temporary road surfaces.
- To avoid the need and cost of providing temporary traffic signals.

Signed detour routes for buses and vehicles will direct road users to travel eastbound via York Street. Cyclists will be detoured to Dundas Street. Signage within the project area will assist pedestrians to reach their destinations.

While there are limitations with the narrow right-of-way of King Street, significant efforts have been made to review options to minimize construction impacts, including traffic modelling of closures and detours in order to best support mobility around the construction zone. While roadway closures will have operational impacts to some extent that cannot be mitigated, adjustments to temporary traffic signal timing will be done to minimize these disruptions. Pedestrian access through the project area will be maintained at all times.

As the temporary bike lane is replaced with transit-only lanes, cycling will move onto Dundas as recommended in the East-West Bikeway Feasibility Study. Construction staging for the Downtown Loop project will ensure cycling connections are in place prior to removing the temporary King Street bike lane.

The contract is set up to coordinate upgrades of all required City-owned services plus private utilities under one contract to execute the work as seamlessly as possible. This is the least impactful way to reconstruct King Street, but it can create additional scheduling challenges and construction complexity.

## 2.5 Public Engagement and Consultation

A Public Information Centre (PIC) was held over a two week period that began on October 28, 2020. This engagement period was an opportunity for property owners, businesses and residents within and immediately bordering the project area to bring forward questions and concerns. It was also a chance for the general public to learn more about the project.

The project team also consulted directly with individual property owners and businesses throughout the fall, including Covent Garden Market, Budweiser Gardens and Citi Plaza. The proposed staging of construction was communicated to property owners and businesses to identify alternate business vehicle access and traffic impacts. The project team has also kept Downtown London apprised of plans throughout detailed design.

The City will continue to issue timely communications and traffic detour coordination to minimize potential impact to residents and businesses during construction. Some key ways to support this include:

- Devoting dedicated business relations resources to the project, to act as a liaison between the City and individual businesses
- Maintaining access to buildings and driveways throughout construction or providing alternative arrangements wherever needed
- Ensuring Londoners know downtown is open for business during construction through targeted, strategic marketing

## 3.0 Financial Impact/Considerations

### 3.1 Tender Summary

Tenders for the Downtown Loop and Infrastructure Improvements Phase 1 Project were opened on January 29, 2021. Five contractors submitted tender prices as listed below, excluding HST.

<b>Contractor</b>	<b>Company Name</b>	<b>Tender Price Submitted</b>
1	L82 Construction Ltd	\$8,177,280.64
2	Bre-Ex Construction Inc	\$8,397,427.11
3	J-AAR Excavating Limited	\$9,065,866.25



4	Amico Infrastructure (Oxford) Inc.	\$9,896,315.30
5	Nabolsy Contracting Inc.	\$10,964,294.1

All tenders have been checked by the Environmental and Engineering Services Department and AECOM. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender was advertised early and for an extended period of time to account for the larger scope of work. The tender estimate just prior to tender opening was \$9.8 M excluding HST. This tender estimate also includes values for coordinated City and external utility works, see Source of Financing Appendix for cost sharing details. All tenders include a contingency allowance of \$900,000.

### 3.2 Consulting Services

AECOM was awarded the detailed design of the Downtown Loop and Infrastructure Improvements Phase 1 Project by Council on January 7, 2020. Due to the consultant's knowledge and positive performance on the detailed design, a proposal for contract administration was requested and the scope and fees were negotiated.

Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other Infrastructure Renewal Program assignments of similar scope, noting that this assignment is relatively greater in length and incorporates unique transit infrastructure elements including two (2) transit station platforms and related electrical and Information Technology Systems (ITS) support. It is also anticipated that greater consultant effort will be required to progress construction due to a number a site specific issues included parking access and overhead walkways between Clarence Street and Wellington Street. Fees also include a provision to support proper management of on-site and excess construction soils through testing, tracking and registration.

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

The City's construction administration requirement for the creation of record drawings following construction requires the reviewing professional engineer to seal the drawings based on field verification and ongoing involvement. This requirement promotes consultant accountability for the design. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that AECOM be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of \$849,690 excluding HST. These fees are associated with the construction contract administration and resident supervision services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services for this project to \$4,194,935 excluding HST, between 2020 and 2021.

### 3.3 Operating Budget Impacts

This phase of the project will revitalize King Street within the existing right-of-way resulting in marginal annual operating budget impacts to transportation, sewer and parks operations. No water operational cost increases are expected. The operational budget impacts for each phase of Downtown Loop will be captured through annual assessment growth cases.

The new bus shelters and red bus lane treatment for Phase 1 will follow a separate procurement process later in 2021, providing more detailed information on the operational budget impacts of these two items. Subsequent phases of the Downtown Loop will report the operational costs for these items with each contract.

## **Conclusion**

Civic Administration has reviewed the tender bids and recommends L82 Construction Ltd. be awarded the construction contract for Downtown Loop and Infrastructure Improvements Phase 1 Project at the submitted tender price of \$8,177,280.64 .

AECOM has demonstrated an understanding of the City's requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and resident supervision services, as it is in the best financial and technical interests of the City. The contract administration assignment is valued at an upset amount of \$849,690 (including contingency excluding HST).

<b>Prepared by:</b>	<b>Ted Koza, P.Eng., Division Manager, Major Projects</b>
<b>Submitted by:</b>	<b>Jennie Dann, P.Eng., Director, Major Projects</b>
<b>Recommended by:</b>	<b>Kelly Scherr, P.Eng., MBA, FEC Managing Director, Environmental &amp; Engineering Services and City Engineer</b>

Appendix A – Sources of Financing report

**Appendix "A"**

#21016

February 9, 2021  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. 21-01  
Downtown Loop and Municipal Infrastructure Improvements Phase 1  
(Subledger RD190021)  
Capital Project ES302519 - Wastewater Servicing Built Area Works (2019-2023)  
Capital Project ES543619 - Storm Sewer Built Area Works (2019-2023)  
Capital Project EW376520 - Infrastructure Renewal Program - Watermains  
Capital Project RT1430-7A - Downtown Loop - Construction Rapid Transit  
Capital Project RT1430-7D - Downtown Loop - Stops Rapid Transit  
Capital Project RT1430-7C - Downtown Loop - TIMMS Rapid Transit  
L82 Construction Ltd.- \$8,177,280.64 (excluding HST)  
AECOM - \$849,690.00 (excluding HST)

**Finance and Corporate Services Report on the Sources of Financing:**

Finance and Corporate Services confirms that the cost of this purchase can be accommodated within the financing available for it in the Capital Budget, and that, subject to the approval of Managing Director, Environmental and Engineering Services, and City Engineer, the detailed source of financing is:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES302519 - Wastewater Servicing Built Area Works (2019-2023)</b>					
Engineering	364,594	364,594	290,847	73,747	0
Construction	6,731,555	6,731,555	3,239,148	709,738	2,782,669
<b>ES302519 Total</b>	<b>7,096,149</b>	<b>7,096,149</b>	<b>3,529,995</b>	<b>783,485</b>	<b>2,782,669</b>
<b>ES543619 - Storm Sewer Built Area Works (2019-2023)</b>					
Engineering	800,000	800,000	220,198	135,859	443,943
Construction	14,498,491	14,498,491	2,467,998	1,307,496	10,722,997
<b>ES543619 Total</b>	<b>15,298,491</b>	<b>15,298,491</b>	<b>2,688,196</b>	<b>1,443,355</b>	<b>11,166,940</b>
<b>EW376520 - Infrastructure Renewal Program - Watermains</b>					
Engineering	2,915,735	2,915,735	2,831,908	83,827	0
Construction	14,402,355	14,402,355	11,386,278	806,737	2,209,340
City Related Expenses	96	96	96	0	0
<b>EW376520 Total</b>	<b>17,318,186</b>	<b>17,318,186</b>	<b>14,218,282</b>	<b>890,564</b>	<b>2,209,340</b>
<b>RT1430-7A - Downtown Loop - Construction Rapid Transit</b>					
Engineering	1,466,385	1,466,385	612,828	428,105	425,452
Engineering (Utilities Share)	0	60,649	0	60,649	0
Construction	8,523,615	8,523,615	0	4,120,027	4,403,588
Construction (Utilities Share)	0	583,666	0	583,666	0
Utilities	8,617,000	8,617,000	0	219,481	8,397,519
City Related Expenses	569,209	569,209	616	0	568,593
<b>RT1430-7A Total</b>	<b>19,176,209</b>	<b>19,820,524</b>	<b>613,444</b>	<b>5,411,928</b>	<b>13,795,152</b>
<b>RT1430-7D - Downtown Loop - Stops Rapid Transit</b>					
Engineering	21,647	21,647	0	21,647	0
Construction	4,421,353	4,421,353	0	208,331	4,213,022
<b>RT1430-7D Total</b>	<b>4,443,000</b>	<b>4,443,000</b>	<b>0</b>	<b>229,978</b>	<b>4,213,022</b>
<b>RT1430-7C - Downtown Loop - TIMMS Rapid Transit</b>					
Engineering	39,081	39,081	0	39,081	0
Construction	1,710,919	1,710,919	0	376,112	1,334,807
<b>RT1430-7C Total</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>0</b>	<b>415,193</b>	<b>1,334,807</b>
<b>Total Expenditures</b>	<b>\$65,082,035</b>	<b>\$65,726,350</b>	<b>\$21,049,917</b>	<b>\$9,174,503</b>	<b>\$35,501,930</b>

**Appendix "A"**

#21016

February 9, 2021  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. 21-01  
Downtown Loop and Municipal Infrastructure Improvements Phase 1  
(Subledger RD190021)

<b>Sources of Financing</b>	<b>Approved Budget</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES302519 - Wastewater Servicing Built Area Works (2019-2023)</b>					
Drawdown from Sewage Works Renewal Reserve Fund	4,427,998	4,427,998	1,817,386	705,137	1,905,476
Drawdown from City Services - Wastewater Reserve Fund (Development Charges) (note 1)	2,668,151	2,668,151	1,712,609	78,349	877,194
<b>ES302519 Total</b>	<b>7,096,149</b>	<b>7,096,149</b>	<b>3,529,995</b>	<b>783,485</b>	<b>2,782,669</b>
<b>ES543619 - Storm Sewer Built Area Works (2019-2023)</b>					
Drawdown from Sewage Works Renewal Reserve Fund	6,807,829	6,807,829	1,462,938	1,299,020	4,045,872
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (note 1)	8,490,662	8,490,662	1,225,258	144,336	7,121,069
<b>ES543619 Total</b>	<b>15,298,491</b>	<b>15,298,491</b>	<b>2,688,196</b>	<b>1,443,355</b>	<b>11,166,940</b>
<b>EW376520 - Infrastructure Renewal Program - Watermains</b>					
Capital Water Rates	10,753,000	10,753,000	10,753,000	0	0
Drawdown from Water Works Renewal Reserve Fund	6,565,186	6,565,186	3,465,282	890,564	2,209,340
<b>EW376520 Total</b>	<b>17,318,186</b>	<b>17,318,186</b>	<b>14,218,282</b>	<b>890,564</b>	<b>2,209,340</b>
<b>RT1430-7A - Downtown Loop - Construction Rapid Transit</b>					
Capital Levy	388,687	388,687	12,434	96,636	279,617
Public Transit Infrastructure Stream (PTIS) - Federal Funding	7,670,484	7,670,484	245,378	1,907,045	5,518,061
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	6,391,430	6,391,430	204,461	1,589,045	4,597,924
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	4,725,608	4,725,608	151,171	1,174,887	3,399,550
Other Contributions (note 2)	0	644,315	0	644,315	0
<b>RT1430-7A Total</b>	<b>19,176,209</b>	<b>19,820,524</b>	<b>613,444</b>	<b>5,411,928</b>	<b>13,795,152</b>
<b>RT1430-7D - Downtown Loop - Stops Rapid Transit</b>					
Capital Levy	675,420	675,420	0	34,961	640,459
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,777,200	1,777,200	0	91,991	1,685,209
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,480,852	1,480,852	0	76,652	1,404,200
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	509,528	509,528	0	26,374	483,154
<b>RT1430-7D Total</b>	<b>4,443,000</b>	<b>4,443,000</b>	<b>0</b>	<b>229,978</b>	<b>4,213,022</b>
<b>RT1430-7C - Downtown Loop - TIMMS Rapid Transit</b>					
Capital Levy	35,471	35,471	0	8,416	27,055
Public Transit Infrastructure Stream (PTIS) - Federal Funding	700,000	700,000	0	166,077	533,923
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	583,275	583,275	0	138,384	444,891
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 1)	431,254	431,254	0	102,316	328,938
<b>RT1430-7C Total</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>0</b>	<b>415,193</b>	<b>1,334,807</b>
<b>Total Financing</b>	<b>\$65,082,035</b>	<b>\$65,726,350</b>	<b>\$21,049,917</b>	<b>\$9,174,503</b>	<b>\$35,501,930</b>

**Appendix "A"**

#21016  
February 9, 2021  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: Contract Award: Tender No. 21-01  
Downtown Loop and Municipal Infrastructure Improvements Phase 1  
(Subledger RD190021)

<b>Financial Note (Engineering)</b>	<b>ES302519C</b>	<b>ES543619C</b>	<b>EW376520</b>	<b>RT1430-7A</b>	<b>RT1430-7A Utilities</b>
Contract Price	\$72,472	\$133,510	\$82,377	\$420,702	\$20,302
Add: HST @13%	9,421	17,356	10,709	54,691	2,639
Total Contract Price Including Taxes	81,893	150,866	93,086	475,393	22,941
Less: HST Rebate	-8,146	-15,007	-9,259	-47,288	-2,282
Net Contract Price	<b>\$73,747</b>	<b>\$135,859</b>	<b>\$83,827</b>	<b>\$428,105</b>	<b>\$20,659</b>

	<b>London Hydro</b>	<b>Start.ca</b>	<b>Bell Canada</b>	<b>Rogers</b>	<b>Telus</b>
Contract Price	\$42,144	\$756	\$6,163	\$7,448	\$4,138
Add: HST @13%	5,479	98	801	968	538
Total Contract Price Including Taxes	47,623	854	6,964	8,416	4,676
Less: HST Rebate	-5,479	-98	-801	-968	-538
Net Contract Price	<b>\$42,144</b>	<b>\$756</b>	<b>\$6,163</b>	<b>\$7,448</b>	<b>\$4,138</b>

	<b>RT1430-7D</b>	<b>RT1430-7C</b>	<b>Total Engineering</b>
Contract Price	\$21,273	\$38,405	\$849,690
Add: HST @13%	2,765	4,993	110,458
Total Contract Price Including Taxes	24,038	43,398	960,148
Less: HST Rebate	-2,391	-4,317	-96,574
Net Contract Price	<b>\$21,647</b>	<b>\$39,081</b>	<b>\$863,574</b>

<b>Financial Note (Construction):</b>	<b>ES302519C</b>	<b>ES543619C</b>	<b>EW376520</b>	<b>RT1430-7A</b>	<b>RT1430-7A Utilities</b>
Contract Price	\$697,463	\$1,284,882	\$792,784	\$4,048,769	\$195,383
Add: HST @13%	90,670	167,035	103,062	526,340	25,400
Total Contract Price Including Taxes	788,133	1,451,917	895,846	4,575,109	220,783
Less: HST Rebate	-78,395	-144,421	-89,109	-455,082	-21,961
Net Contract Price	<b>\$709,738</b>	<b>\$1,307,496</b>	<b>\$806,737</b>	<b>\$4,120,027</b>	<b>\$198,822</b>

	<b>London Hydro</b>	<b>Start.ca</b>	<b>Bell Canada</b>	<b>Rogers</b>	<b>Telus</b>
Contract Price	\$405,592	\$7,271	\$59,307	\$71,676	\$39,820
Add: HST @13%	52,727	945	7,710	9,318	5,177
Total Contract Price Including Taxes	458,319	8,216	67,017	80,994	44,997
Less: HST Rebate	-52,727	-945	-7,710	-9,318	-5,177
Net Contract Price	<b>\$405,592</b>	<b>\$7,271</b>	<b>\$59,307</b>	<b>\$71,676</b>	<b>\$39,820</b>

	<b>RT1430-7D</b>	<b>RT1430-7C</b>	<b>Total Construction</b>
Contract Price	\$204,727	\$369,607	\$8,177,281
Add: HST @13%	26,615	48,049	1,063,048
Total Contract Price Including Taxes	231,342	417,656	9,240,329
Less: HST Rebate	-23,011	-41,544	-929,400
Net Contract Price	<b>\$208,331</b>	<b>\$376,112</b>	<b>\$8,310,929</b>

	<b>Rapid Transit Total</b>	<b>Other Works (including utilities) Total</b>	<b>Total</b>
Contract Price	\$5,103,483	\$3,923,488	\$9,026,971
Add: HST @13%	663,453	510,053	1,173,506
Total Contract Price Including Taxes	5,766,936	4,433,541	10,200,477
Less: HST Rebate	-573,633	-452,341	-1,025,974
Net Contract Price	<b>\$5,193,303</b>	<b>\$3,981,200</b>	<b>\$9,174,503</b>

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

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

**Note 3:** The contract price presented in the financial note for engineering is a portion of a total contract price of \$4,194,935. \$3,345,245 has been previously approved on prior sources of financing.

**Note 4:** The operational budget impacts for each phase of Downtown Loop will be captured through annual assessment growth cases.

## Report to Civic Works Committee

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

**From:** Kelly Scherr, P.Eng., MBA, FEC  
Managing Director, Environmental & Engineering Services  
and City Engineer

**Subject:** New Sidewalks in 2021 Infrastructure Reconstruction Projects

**Date:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following information concerning implementation of new sidewalks on neighbourhood street reconstruction projects proposed herein, **BE ENDORSED** for implementation in the 2021 Renew London Construction Program.

## Linkage to the Corporate Strategic Plan

The following report supports Municipal Councils 2019-2023 Strategic Plan through the strategic focus area of Building a Sustainable City and Creating a Safe London for Women and Girls. The report identifies the building of new neighbourhood infrastructure to support development and mobility in the City and supports more livable vibrant communities. The plan also identifies the implementation and enhancement of road safety measures to deliver convenient and connected mobility choices.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual

#### 1.2 Purpose

The purpose of this report is to provide the framework in which decisions are made in order to build sidewalks on neighborhood street reconstruction projects to reduce accessibility barriers. Multiple neighbourhood streets without sidewalks are included to be rebuilt in this year's Renew London Construction Program. The report proactively provides committee and Council information while staff complete designs and plan public consultation and construction.

This report identifies which streets in the upcoming program are recommended for new sidewalks to be added on at least one side for accessibility, safety and walkability reasons.

The sidewalk candidates described herein are planned for implementation via the 2021 Renew London Construction Program. Stand-alone sidewalks not associated with larger infrastructure reconstruction projects get implemented via the New Sidewalk Program. Information on the New Sidewalk Program is communicated separately and is not included in this report.

## 2.0 Discussion and Considerations

### 2.1 Neighbourhood Street Reconstruction 2021 – Adding Sidewalks

The City is committed to maintaining strong and healthy communities through safe and accessible infrastructure. In 2021, the Renew London Construction Program includes projects that will be reconstructing neighbourhood streets in poor road condition. The scope of work generally includes replacing the road and underground services where necessary and rebuilding and restoring areas disturbed by construction to current standards. Projects are surveyed and designed over the winter and tendered in spring noting each project varies in length, excavation depth and extent of infrastructure replacement. Community engagement typically occurs based on the degree of disruption and once the design has progressed enough to provide meaningful information. Consultation typically occurs in the late winter and spring. In some cases, these projects present an opportunity to include building a new sidewalk in compliance with Council policy on one or both sides of the street where they currently do not exist.

Walking is an active mode of transportation promoted by the Smart Moves 2030 Transportation Master Plan and the London Plan. It is also an integral part of a transit trip. Sidewalks support walking safely and accessibly for Londoners of all ages and abilities. Implementation of new sidewalks is also a response to Council’s climate change emergency declaration by supporting sustainable transportation choices.

The design of the reconstruction projects with proposed new sidewalks is underway. Sidewalks will be designed for accessibility, safety and walkability reasons. Due to constraints most often related to property lines, mature tree and property impacts, combined with consideration of pedestrian origins and destinations, most of the identified streets will be reconstructed with a sidewalk on one side only. The design process develops preferred alignments based on the existing network, impact on trees, landscaping and utilities. All projects require a City Forestry staff member to analyze all trees on City right-of-way within the project limits, support tree decisions for that project and assist in the creation of tree protection plans. Tree decisions include the determination of the health and the impact of construction activities for both sides of the street. Analysis has been started for most 2021 locations and letters will be sent out notifying affected residents of the project, sidewalk design and tree impacts. If residents in the neighbourhood request further information, staff will plan additional consultation opportunities to address resident concerns.

The list of new sidewalks to be included in 2021 neighbourhood street reconstruction projects is provided below. The table shows how many trees are on the street and the approximate number of trees to be removed for the installation of the sidewalk. The approximate tree removals identified are based on sidewalk installation; however, some removals are often necessary due to overlapping infrastructure impacts such as watermain replacement or curb related instability and also tree health assessments.

Location	From	To	Existing Trees	Trees Requiring Removal	Sidewalk Location
Abbey Rise (plus Scarlett connection to Wychwood)	Longbow Road	Scarlett Avenue	24 (6)	6 (3)	West * (East) *
Bartlett Crescent	Viscount Road	Kinnear Crescent	41	9	East *
Elm Street	Trafalgar Street	Hamilton Road	1	1	East **
Friars Way	Annadale Drive	Wychwood Park	96	30	North *
Imperial Road	Grenfell Drive	Balcarres Road	17	6	East *
Paymaster Avenue	Burlington St	east limit	5	2	North *
St. Anthony Road	Hyde Park Road	Hampton Crescent	35	10	South *

Tarbart Terrace	Deer Park Circle	Deer Park Circle	36	6	South, inside *
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\* Recommendation for one-sided sidewalk based on conflicts with mature trees, right-of-way widths and property impacts.

\*\* Installation will be a second sidewalk because of minimal impacts and the direct connection to a school destination

Doncaster Place, Culver Place, and East Afton Place are short neighbourhood streets that will be fully reconstructed in 2021. They have no existing sidewalks and are dead end court-style streets that have no connecting links to other destinations. These types of locations are normally not considered for a new sidewalk, however, will be independently reviewed for the prospect of including one where feasible during the design process.

Consultation with the Accessibility Advisory Committee and Transportation Advisory Committee is underway concurrently with the preparation of this report.

## 2.2 Challenges and Solutions

Implementing new sidewalks is sometimes contentious within neighbourhoods and requires the balancing of differing objectives. The conflict between the desire to preserve existing trees and the goal of providing a safe and accessible mobility system often arises from residents. The ability to reach consensus on these competing priorities varies from location to location.

During final design, City staff will complete an assessment of potential impacts and mitigation strategies to address resident and neighbourhood needs and concerns. Preferred alignment for new sidewalks includes a boulevard noting in many cases to minimize tree and driveway impacts, sidewalks are often built adjacent to the curb. In some scenarios, sidewalks are placed along the corridor where a new watermain is built. Typically, in those cases, trees may require removal for the watermain and the new sidewalk is located over the restored watermain corridor.

Several challenges and mitigation strategies that staff have used on past neighborhood street projects when implementing a new sidewalk are shown in the table below.

Challenges	Mitigation Strategies and Solutions
Tree conflicts, loss of trees and established canopy	<ul style="list-style-type: none"> <li>- Install new trees</li> <li>- Install sidewalk into the road (1.8 metre combination sidewalk adjacent to curb), narrowing the road width and slowing traffic</li> </ul>
Loss of parking as sidewalk crosses driveway	<ul style="list-style-type: none"> <li>- Install sidewalk strategically so that resident parking spots are maintained as much as possible</li> <li>- Install sidewalk into the road to maintain longer driveways for homeowner and help eliminate boulevard reduction</li> </ul>
Damage and impacts to landscaping or privately installed irrigation	<ul style="list-style-type: none"> <li>- Provide residents early notice, allowing ample time for residents to relocate</li> </ul>
Driveway damaged during construction	<ul style="list-style-type: none"> <li>- Restore driveway to existing or better condition after construction</li> </ul>
Flat road profiles and reverse or steep grades to property	<ul style="list-style-type: none"> <li>- Implement new drainage improvements</li> <li>- Standard sidewalk (1.5 metres wide) with boulevard and vary if possible</li> <li>- Grading, topsoil and sod required to blend into topography</li> </ul>
Boulevards with above ground utility structures, untamed vegetation	<ul style="list-style-type: none"> <li>- Structures relocated prior to construction</li> <li>- Compare impacts to other side of road when choosing which side to add sidewalk</li> </ul>



Tree removal timelines	<ul style="list-style-type: none"> <li>- Due to legislation, any required tree removal is preferred before April 1 and are marked five calendar days prior to removal</li> <li>- Decision early to ensure staff have appropriate resources and time to plan and remove</li> </ul>
Lack of consensus among neighbours on street (i.e., tree removal versus adding new sidewalk)	<ul style="list-style-type: none"> <li>- Information sharing</li> <li>- The City's Forestry Staff assess all streets with tree removals and initiate replanting efforts in subsequent years</li> </ul>
Project Timelines	<ul style="list-style-type: none"> <li>- Council endorsement early 2021 which will allow designs to finalize and projects tendered to ensure they get built this year and avoid weather issues that can have major impacts to completion and quality of work, namely concrete and asphalt.</li> </ul>

Following the design phase communications, City Staff plan on holding virtual information sessions with residents. Staff will also send an additional notice before construction providing residents with an anticipated construction schedule that will include project manager contact information.

To improve pedestrian safety, connectivity, and accessibility, the 2020 neighbourhood reconstruction program included approximately 2,600 metres of new sidewalk on streets where they did not previously exist. This figure will be similar in 2021.

### 2.3 Policy background

Cities across Ontario are making changes to how their roads are planned, designed and built with road safety for vulnerable users a primary concern (i.e., people of all ages and abilities walking, rolling, or riding a bicycle).

Streets without sidewalks are a common occurrence in North American cities, which largely reduced building them in the post Second World War period. Many of London's subdivisions built in the 1950's to 1970's did not include sidewalks.

The City has the policy basis to build complete streets that both allow people to be more physically active and better connected to access goods and services. Complete streets are those which are designed to support many different forms of mobility and provide infrastructure that make all forms of mobility safe, attractive, comfortable, and efficient. This can lead to more vibrant livable communities.

The desire to alter road design policy and practice is fuelled in large part by changes to how people want to travel around their neighbourhood. Many communities across Ontario have enacted Official Plan policies that are supportive of creating roadways that serve multiple travel modes. There is a need to create streets that are safe and functional for pedestrians. This reflects the reality that pedestrians and cyclists are more vulnerable than vehicular road users, and that supporting active modes of transportation often results in health benefits, to both individuals and the community. Streets should be designed to be inclusive and accessible so that road users of all ages and abilities are accommodated to the maximum degree possible.

The City's new official plan, "The London Plan", which is partially in effect, and the City's in-force 1989 Official Plan, as well as the Transportation Master Plan (TMP), "Smart Moves", provide clear policy direction that the planning and design of future streets as well as the renewal of existing streets, should be supportive of all road users, and be "complete." Furthermore, in 2017, the City of London adopted the Vision Zero principles, which are based on the notion that no loss of life as a result of traffic-related collisions is acceptable.

The London Plan supports the creation of pedestrian friendly environments. Walking is the most universal means of travel, an important form of exercise and an enjoyable recreational activity. All Londoners are pedestrians at various points in their journey,

which include individuals who are walking or using a mobility device. A pedestrian-friendly environment provides direct routes to destinations, minimizes risks, and provides a comfortable experience for pedestrians of all ages and abilities. Sidewalk are proposed for all current users and for those that may live here in the future.

London Plan policy 349 (currently under appeal) provides specific direction for where sidewalks are to be installed. It includes that “To support walkability, sidewalks shall be located on both sides of all streets. An exception to this requirement may be considered in the following instances. In most of these instances a sidewalk will be required on one side of the street.” The policy goes on to provide seven criteria, including the following: “6. Road reconstruction projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.” Therefore, it is the policy of the London Plan that road reconstruction projects should provide sidewalks on both sides unless there are specific constraints that may result in it being more desirable to include one, or in some cases, no sidewalks.

## 2.4 Community Input

The City works to create neighbourhoods where residents are able to reach on foot essential destinations such as grocery stores, parks, and transit stops. Many local groups and organizations in London supported walkability and pedestrian safety in our community. Some of these groups are highlighted below.

**Age Friendly London** has action plans that specifically mention increasing walkability and safety of sidewalks, bike paths, improved connectivity of sidewalks, increased snow clearing, and increase benches along pathways.

**Child and Youth Network** has goals to create environments, neighbourhoods and opportunities that promote and support physical activity, create healthy and active neighbourhoods, build community connections to health activity opportunities.

**Middlesex London Health Unit’s** Strategic Plan refers to collaborative, integrated strategies to improve physical activity for all.

**The Urban League** supports more liveable neighbourhoods.

**Active and Safe Routes to School (ASRTS)** encourages children to walk or wheel to school by educating students on road safety, improving surroundings and encouraging students to try active modes of transportation.

**Accessibility Advisory Committee (ACCAC).** City Staff attended the ACCAC virtual meeting on January 28, 2021 to review a memo describing the City’s complete street sidewalk assessment approach for 2021 Neighbourhood Street Reconstruction Projects that do not currently have sidewalks on either side of the street. From that consultation, the following actions were recommended by ACCAC:

- a) the Civic Administration BE ADVISED that the AACCAC supports the inclusion of sidewalks on both sides of the streets listed within the Memo except in circumstances that warrant sidewalks on only one side of the street: and,
- b) the Civic Administration BE ADVISED that the only instances that call for zero sidewalks on a street should be situations where the circumstances are insurmountable for the installation of sidewalks and, in those cases, the ACCAC should be consulted.

**Transportation Advisory Committee (TAC)** also discussed and formally received a memo on the subject on January 26, 2021.

Finally, The City of London places a high priority on a culture of safety within the community with a focus on pro-actively identifying processes and tangible actions to increase the safety of women and girls. Introducing sidewalks improves the safety of our streets and increases the ability for women and girls to walk. City staff are all

encouraged to design spaces to increase the participation of women and girls and the introduction of sidewalks is an opportunity to improve a safe and inclusive street.

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

#### **3.1 Cost**

The cost to add new sidewalks on streets where they currently do not exist for the neighbourhood street reconstruction program in 2021 is approximately \$500,000 and is included in the annual program budgets. For context, the total program budget is about \$10 million. The operating increase to maintain the additional 2,500 metres of sidewalk (i.e., snow removal) is approximately \$3,000 annually.

### **4.0 Key Issues and Considerations**

#### **4.1. Legislation and Sidewalk Rational**

Road construction offers an efficient and cost-effective opportunity to implement sidewalks and provide universally accessible, safe and walkable networks, regardless of age or ability.

The Accessibility for Ontarians with Disabilities Act (AODA) requires municipalities to remove barriers to accessibility. Sidewalks are infrastructure that provide universal accessibility, regardless of ability level. They offer a protected, dedicated space for all pedestrians, especially the most vulnerable, including when visibility is poor (i.e., weather events, dark).

The Planning Act, in subsection 24(1) requires that any public work undertaken conform with the official plan in effect. “Public work” is defined as any improvement of a structural nature or other undertaking that is within the jurisdiction of the municipality. The approach outlined herein conforms with the in-effect policies of the 1989 Official Plan. The specific “sidewalks” policy in the London Plan is under appeal, and not in effect, however, the approach also conforms with the direction of Council as adopted in the London Plan.

New sidewalks encourage exercise and help counter inactivity among residents through a built environment that promotes safe walking and cycling. Sidewalks support access and gentle exercise for seniors and their caregivers.

Sidewalks also provide pedestrians with a means of exploring their neighbourhood safely instead of sharing the road with vehicles. They create a pathway within and between neighbourhoods and support different travel modes (e.g., walking by self, with stroller, scooter, or using a walker or wheelchair).

## **Conclusion**

The 2021 Neighbourhood Street Reconstruction Program supports infrastructure renewal and the City of London’s Vision Zero Road Safety Strategy by increasing safety and providing healthy equitable mobility for all. The program is also linked to two of the City of London’s 2019-2023 Strategic Plan’s priorities (Building a Sustainable City and Creating a Safe London for Women and Girls) by building new transportation infrastructure to meet the long-term needs of our community.

This report identifies the planned implementation of sidewalk policies in the 2021 neighbourhood street reconstruction program. The information herein balances the mobility and safety goals with other policies and homeowner considerations. City staff will identify preferred street design and sidewalk alignments based on existing network, impact on trees, landscaping and utilities and will make every effort to accommodate local resident concerns and needs throughout the next stages of design and construction.

This strategy contributes to many City objectives related to pedestrian connectivity, is consistent with the work of numerous community groups, and identifies new infrastructure that will create strategic connections while balancing impacts.

The 2021 ReNew London program is planned to add approximately 2,500 metres of new sidewalk on neighbourhood streets to improve pedestrian safety, accessibility and connectivity while balancing other community needs. Adding sidewalks provides safer spaces for pedestrians, removes barriers for those with unique mobility considerations, and fosters equitable access to the community for all Londoners.

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

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

**Recommended by:** Kelly Scherr, P. Eng., MBA, FEC, Managing Director,  
Environmental and Engineering Services and City  
Engineer

**c:** Accessibility Advisory Committee  
Transportation Advisory Committee

Esteemed councilors,

I would like my note to appear on the added agenda for the meeting of Feb 9 regarding item 2.6.

I would like to raise my grave concern against the plan to add sidewalks to our neighborhood. Our neighborhood is unique because of the many trees it has, and as a result I am opposed to trees being removed because of the sidewalk plan. Trees are an essential part of cities and help maintain a healthy environment. I would like the city to reconsider. In my opinion, city resources should be invested in creating more green spaces and not in removing those already in existence. In particular, London's plan for a greener city seems to counter the use of valuable resources in a time of pandemic toward projects that counter climate action. I strongly support the work of city council toward implementing a green plan that will benefit future generations.

Best regards,  
Anabel Quan Haase (11 Doncaster Ave, London, ON)

-----  
Dr. Quan-Haase  
Professor  
Faculty of Information and Media Studies/Department of Sociology  
Western University  
SocioDigital.info

I acknowledge the Anishinaabek (Ah-nish-in-a-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ahpay- wuk) and Attawandaron (Add-a-won-da-run) peoples, on whose traditional lands Western is located.

**Subject:** [EXTERNAL] Purposed Sidewalk Addition on Friars Way

To whom it may concern,

My name is Leanne Burns and I am the home owner at 80 Friars Way. I have recently learned of the proposition to add sidewalks on Friars Way and I am disappointed that as a homeowner, I was not advised of this motion.

Please accept this email as my strong opposition to the addition of sidewalks on my street, Friars Way. Should you require further remarks on my position, please advise.

Please ensure that my above remarks appear on the added agenda for the meeting of February 9, 2021 regarding item 2.6.

With thanks,

Leanne Burns  
80 Friars Way

**Subject:** [EXTERNAL] Re: Sidewalks Friars Ways

As the motivation/justification for this appears to be to promote accessibility and safety in the neighborhood, I would be curious to know how many accidents there have been between motorists and pedestrians on the roads in our neighborhood in the last 10 years to justify this. I'm sure that the stats for cities will, in general, point to the increased safety of sidewalks but I'm not convinced this is always the case, particularly in neighborhoods such as ours.

Indeed, I appreciate that sidewalks are a necessity on larger, busier roadways, but one might argue that sidewalks, which are often poorly maintained in our neighborhood, can also create barriers to mobility. The individual concrete sections in our neighbourhood are often poorly aligned due to tree root uplift and create numerous trip hazards. During the winter, sidewalks are usually far icier than the road and the snow plough often blocks off the access at road junctions (thinking of wheelchairs and parents with strollers in particular), forcing pedestrians onto the roads anyway. Indeed, it is not unusual to see people choose the road as a preferable, safer alternative to the sidewalk at all times of year.

just my 2 cents and I'm happy to be corrected as I haven't tried to navigate the neighborhood in a wheelchair or with a white cane (though I've grappled with the odd stroller or two!). I do, however, find it frustrating that the city always thinks improvements = more concrete.

best,  
Ed

Edward Eastaugh  
Archaeology Lab Supervisor  
Dept of Anthropology  
Western University  
Social Science Centre  
London, ON  
N6A 5C2

**Subject:** [EXTERNAL] Sidewalks in Orchard Park and Sherwood Forest area

To whom it may concern,

My name is Elaine Grosvenor and I am the home owner at 45 Longbow Rd. I have recently learned of the proposition to add sidewalks on Friars Way and I am disappointed that I was not advised of this motion. Please accept this email as my strong opposition to the addition of sidewalks on this street, Friars Way. Should you require further remarks on my position, please advise. Please ensure that my above remarks appear on the added agenda for the meeting of February 9, 2021 regarding item 2.6.

With thanks,  
Elaine Grosvenor



**Subject:** Friars Way Sidewalk

Hi there,

I am a new resident on Friars way and was informed about potential construction to install sidewalks. As a former resident of Toronto, I came to the forest city just for that. Furthermore, even with two young boys, we feel very safe in the neighborhood and see no need for sidewalks...streetlights maybe, but sidewalks no.

To further add – We moved here because of the quiet, safe neighborhood with it's beautiful tree lined streets. You don't get this in Toronto. We wanted to live in the Forest City and Sherwood Forest in particular. To remove 30+ trees would be an absolute tragedy especially given it isn't necessary based on resident feedback. Furthermore, we could be using tax payers dollars for better purposes especially during a pandemic.

If it wasn't for Val and Al, we would have not been made aware of this matter. I hope we can find some resolution so that further escalation isn't required.

Kindest regards,  
Dave and Megan Sheedy  
17 Friars Way

**Subject:** [EXTERNAL] Sidewalks in Sherwood Forest

Dear City Council,

We understand that City Council is considering sidewalks in Sherwood Forest, specifically on Abbey Rise, Friars Way and Doncaster Place.

We are writing to express our interest in this project - we wish **NO further sidewalks in this neighbourhood**. We are regular senior walkers in the neighbourhood, and have never had any issues with safety during any of our walks. Drivers and vehicles have always been considerate with space and speed for young and old alike.

We would hate to see our neighbourhood disrupted by the installation of sidewalks, that would invariably take mature trees away from this gorgeous, and sought after neighbourhood. We moved here 25 years ago, and like many others, were drawn to the beauty of the mature vegetation found within. People still seek this neighbourhood for the exact same reasons.

Please count our voice as a firm **NO** to new sidewalks in Sherwood Forest. Thanks kindly for the consideration of the opinions of residents who reside here.

Bill & Deb McGee

55 Finsbury Crescent

February 6, 2021

**To: The Chair and Members of the Civic Works Committee (CWC)**

**Re:** Report on **New Sidewalks in the 2021 Infrastructure Projects**, item 2.6 before the CWC on February 9, 2021

**Request:**

1. That this report be referred back for further input from the residents of Friars Way
2. That I, Ron Standish, be granted delegation status before the Committee this week.

To the Chair and Members:

I am a resident of Friars Way. I am writing to you to express my concerns related to the report that I just received on Friday February 4<sup>th</sup> from our Orchard Park Sherwood Forest Ratepayers association and to request that any decisions regarding Friars Way that I arise from this report be referred back to receive further input from the residents of Friars Way. In addition I request that I be granted delegation status before the Committee this coming Tuesday.

Having read the report I can appreciate the challenges that you, as our Councillors face when it comes to making decisions that directly affect the residents that you serve. It is clear from this report that the City has an overarching strategy for accessibility / walkability that includes building sidewalks and that the City also has regard for the character and the concerns of local neighborhoods and as noted in the report that “implementing new sidewalks is sometimes contentious within neighbourhoods.”

As a resident on Friars Way for the past 29 years I can assure you that our street is very walkable. My own experience and my observations are that many people of all ages both on our street and in our neighbourhood are comfortable with walking on our street because the traffic is very low, the street is wide enough to easily accommodate pedestrians and other vehicles while enjoying the mature character of the neighborhood.

I know that the City takes seriously its responsibility to engage the public as noted in this report and that is appreciated. The report is clear that the City has a process to engage the residents of a street when it is proposed for reconstruction after the preliminary design has been done and before final decisions on construction details have been made.

It is in this context that I have the following concerns regarding this report. In my opinion:

- this report falls short in not addressing the ‘do nothing’ option, ie. addressing when it is appropriate to not build sidewalks, what are the criteria, how best to engage the residents and interested members of the public, and bring the results back to Council, etc.

I know for a fact that though the City planned to install sidewalks on Runnymede Crescent in 2020, in the end the City listened to the concerns of the residents and agreed not to install them as part of the reconstruction. I know that no sidewalks were installed on Finsbury Crescent when it was reconstructed just a few years ago. I expect that there are many other examples that Council is aware of.

- that while this report may be appropriate to advise Committee on ‘the framework in which decisions are made to build sidewalks’ in a generic sense, I believe that it is inappropriate when it comes to specifically listing streets and determining the outcome before the residents / community have been specifically engaged and heard.

These are two of my concerns and I have others that I can speak to if I am granted an opportunity to speak. I cannot say whether or not the majority of the residents of Friars Way agree with my concerns, as the City has not given us notice and time to engage. I know that there will be a time to engage with my fellow residents after preliminary design has been completed and I am confident that with the right process the residents and the community will be heard.

My hope is that you, as the members of the CWC, would be willing to wait to hear our concerns before making any final decision regarding Friars Way as the decisions you make will have a significant impact on our lives.

In summary, I respectfully request that any decisions coming out of this report regarding Friars Way be deferred and that this element of the report be referred back for further input from the residents of Friars Way in keeping with the processes that the City has prescribed as noted in this report.

Furthermore, I request delegation status before the Committee to speak to this matter on February 9<sup>th</sup>.

Respectfully,

Ron Standish  
63 Friars Way, London ON

**Re: meeting of Feb 9 regarding item 2.6.**

**Proposed construction of sidewalks in Doncaster Place**

Please give consideration to the following at the meeting:

I was a long time resident in a home on Doncaster Place and so am very familiar with this quiet suburban area.

As is stated in your report, Doncaster Place is a short neighbourhood street. It is a dead end court-style street and has no connecting links to other destinations.

You also state that this type of location is normally not considered for a new sidewalk.

If this is so I am puzzled as to why it might be deemed feasible to have sidewalks in such a low use pedestrian area.

Sidewalks are totally unnecessary on Doncaster Place, to say nothing of the cost that such a project would entail.

In addition, lawns and both old and recently planted trees would be destroyed.

It is my sincere hope that this plan receives no consideration at all.

Lorna Brooke

**Subject:** [EXTERNAL] Orchard Park Sidewalks

Hello

I am writing because I understand you are interested in community input regarding sidewalks in our neighbourhood.

We live on Bloomfield Dr which is a hugely busy pedestrian route. Lots of walkers, joggers, dogs and kids. It becomes a loop for many people who are waking through Medway concentration area.

Also, more recently, several properties have been purchased by young family's on the bend of Bloomfield Dr (from 122 Bloomfield dr around the bend). When drivers are coming around this area there is a huge blind spot and it becomes very risky. Beyond that, more often than not drivers do not slow down which makes it even more concerning. Side walks would reduce the community risk greatly. If not this, speed reduction strategies would be appropriate.

Thank you for being open to listening to perceived risks and concerns from those that live in the neighbourhood.

Regards  
Kyrsta Hesketh

To: London Civic Works Committee

Please include this note on the added agenda for the meeting of Feb 9 regarding item 2.6.

I would like to register my objection to the plan to install sidewalks on Abbey Rise and Friar's Way. As a Sherwood Forest resident, I make frequent use of these streets for both walking and running. These are quiet streets with very little vehicle traffic and frequent pedestrian traffic. Drivers in the neighbourhood are well used to seeing pedestrians on the road, and always drive accordingly. Relegating pedestrians to a sidewalk will only serve to discourage this sense of caution, and will render the neighbourhood as a whole less safe for pedestrians.

If your goal is to make this neighbourhood more pedestrian-friendly, these actions will have the opposite effect. Please reconsider.

Mike Cole  
3 Foxchapel Road

**Subject:** [EXTERNAL] Sidewalks Friars Way

To whom it may concern,

My name is Danica Sandic and I am the home owner at 179 Wychwood Park on the corner of Friars Way, I have recently learned of the proposition to add sidewalks on Friars Way and I am disappointed that as a homeowner, I was not advised of this motion. Please accept this email as my strong opposition to the addition of sidewalks on my street, Friars Way. Should you require further remarks on my position, please advise. Please ensure that my above remarks appear on the added agenda for the meeting of [February 9, 2021](#) regarding item 2.6.

With thanks,

Danica Sandic



**Subject:** [EXTERNAL] Friars Way Sidewalk

We request that the matter of sidewalks for Friars Way be referred back for further input from the public.

We have communicated with the 9 homes nearest to our residence and all 9 oppose the sidewalk as a waste of our taxpayer dollars on an unwanted and unnecessary project.

We understand that a large part of the rationale for a sidewalk is the safety of children and seniors. Of the 9 households described earlier, 4 are seniors and 5 have school-age children and all oppose the new sidewalk.

At a time when there are so many residents of London desperately in need of assistance, we prefer to see our tax dollars spent on the homeless rather than on an unwanted sidewalk.

Thank you for your consideration of this request.

Al and Valerie Belecky  
15 Friars Way

**Subject:** [EXTERNAL] Delegation request for civic works agenda item 2.6

Please accept this delegation request with regard to Item 2.6 on the Civic Works agenda for Tuesday February 9, 2021. I am hereby requesting delegation on behalf of the residents of Friars Way to ask for re-consideration of the inclusion of sidewalks in the infrastructure improvements for the north side of Friars Way, said delegation to be heard at the next meeting of the Civic works committee, March 2nd 2021.

Looking forward to your acknowledgment of this request

Kind Regards

David O’Gorman

Dear Committee Members,

I am writing to you in order to seek an exemption for Friars Way to the 2021 Sidewalks Implementation Plan. I would like to request that the matter is referred back for further input from the community. The city has worked closely with the Orchard Park/Sherwood Forest Community in the redevelopment of the Sherwood Forest P.S. site in the last few years. Both parties would be benefit from additional time to consider this matter.

Currently, the proposal includes the removal of 30 mature trees – 31% of the 96 trees on the north side of Friars Way. As a current home owner on Friars Way, I am concerned about the removal for the following reasons:

### **Impact to the culture of the Neighbourhood**

The mature trees were a big draw when we decided to buy a house in Sherwood Forest. Although I am concerned about the financial impact to the loss of our mature linden boulevard tree, I am more concerned about the unrecoverable impact to the culture of the neighbourhood. These trees are not just “trees” – they are the foundation to the culture of our neighbourhood. The neighbourhood names of “Orchard Park” and “Sherwood Forest” refer back to the heavily treed quality to our community.

These trees date back to the earliest days of our subdivision, which is about 50 years old. I will not be living long enough to enjoy the regrowth of the canopy that will be destroyed with the trees removal. The current trees are so stately and provide a canopy over our neighborhood roads. Visitors to our home often remark on the beauty of this design detail. Losing 31% of our trees will have a major cultural and aesthetic impact to our neighbourhood.

### **Impact to the Environment – Medway Heritage Forest**

I am concerned about the increased number of hard surfaces that will replace the living infrastructure the trees provide. Where will the storm water and other surface water go? In new subdivisions, there is a man-made pond to divert the excess water. Will the storm water run into the Medway Creek, eroding the ESA over time?

Although there other motivating factors in the report that identifies our street for this work, the removal of 31 trees contradicts the discussions on climate change and even the reForest London initiative. The intention to replace the mature trees with new ones is one solution, it is not an equivalency. If the Forest City is aiming for 34% tree canopy, why remove 31% of our trees on one street?

### **Livability**

My husband and I lived at Colborne and Princess from 2002 – 2013. There was a sidewalk in front of our property and in the winters, we and other Londoners who lived downtown struggled to walk on the sidewalks safely as snow and ice built up over time, as the council budget on snow clearance stagnated. Although the report cites Age Friendly London and other services that promote further livability, I do not believe removing trees and adding more concrete will make our neighbourhood more livable or safer. The report does not note if there will be budgetary increases to manage the increase number of sidewalks that will need to be cleared and maintained.

As COVID has drawn long, I have seen more of my neighbours walking safely in the streets as they balance social distancing and their families' outdoor activities and wellness. For a large family of 5 or 6, it is not possible to walk together on the width of the sidewalk and social distance for others. I do not see the same numbers of walkers in Old North which has an established network of sidewalks. If I am driving my car, I am mindful to drive slower than the speed limit as there are many families and older neighbours out enjoying their treed neighbourhood and the pace of life here. I do not believe removing the trees and adding sidewalks is the only way to increase liveability in our neighbourhood.

Thank you for hearing my concerns about the upcoming Civic Works proposal.

Sincerely,  
Lilianne Dang  
107 Friars Way

From: Cyndy Gibson  
Subject: [EXTERNAL] Friars Way road work meeting

We are very dismayed that the city is planning a meeting about our lovely neighbourhood without clearly and openly notifying the residents of our street. This meeting will have a very large impact on our lives, our trees and the future value of our properties and yet, we have been purposefully kept in the dark. For a city proclaiming to be The Forest City, we seem very anxious to chop down trees to put in unnecessary sidewalks-sidewalks that will become a cost to our city as snow removal and maintenance must be a factor in their installation.

We have lived in Sherwood Forest since 1985 and for 36 years we have walked safely and comfortably without sidewalks on most of our roads.

Why are they suddenly deemed a necessity?

We would like a voice in this important decision and feel the city is trying to slide this through, hoping we won't notice! Please help us by allowing our neighbourhood committee to have a voice at Monday's meeting.

Thank you!

**Subject:** [EXTERNAL] No Sidewalks Friars Way

Hello,

We strongly disagree with the need for sidewalks on Friars Way. Sidewalks would add no value to the neighbourhood and there would be a significant loss of mature trees if this project moved forward.

Thanks,  
Mike Milne and Michelle Ryan

**Subject:** [EXTERNAL] Re: Friars Way Sidewalk

I would like to add my voice to this as well, as one of those nine homes. I have two young children and up until recently had a dog. During the COVID lockdown I have taken hundreds of walks with my girls and my dog on Friars Way and have never once felt the need for a sidewalk. The street is calm and safe. Please don't destroy our trees for a completely unnecessary and costly project... I strongly oppose this project and I will do what I can to resist it.

Best,

Bobby Glushko

To whom it may concern:

We reside at 77 Doncaster Avenue. Our property also fronts on Friars Way. We own 75 feet on Friars Way and understand a sidewalk is proposed on this side (north).

We firmly oppose the plan to construct sidewalks as this will negatively impact the community. The removal of mature trees for the purposes of a sidewalk is one of the significant concerns. We would point out that both the City and ourselves have invested in treating ash trees on our property which would be in jeopardy should a sidewalk be constructed. Two of the three ash trees are within the road allowance.

I understand there will be a delegation to address the issues at an upcoming meeting. We also understand that representatives from our neighbourhood have requested this matter be referred back for further input from the public. We support this request as well.

We wish to be informed of the upcoming public meeting so that we can attend.

Sincerely,

Patty and Dave Hayman  
77 Doncaster Avenue  
London Ontario



**Subject:** [EXTERNAL] Sherwood Forest Sidewalk Installation

Hello,

I hope that you are doing well!

I live in Sherwood Forest, one of the neighbourhoods scheduled to have sidewalks installed as part of 2021 street reconstructions.

Over the past few years, I have heard the opinions of many people residing in our neighbourhood. To this day, I have not come across a neighbour who is in support of sidewalk installation. I believe that the lack of enthusiasm for this project is due to several factors, primarily the loss of mature trees, an unwillingness to lose portions of front yards, and the perception that sidewalks are not necessary given the extremely low traffic through these streets (the medium traffic streets already feature sidewalks).

Naturally, it is difficult to reconcile this opposition with the city's commitment to building safe and accessible infrastructure. Many of the ongoing discussions appear to centre on two extremes, the removal of a significant number of mature trees, and the complete boycott of sidewalk installation. Given only these two options, it would appear that our community has a strong preference for protecting the trees. One major argument is that the trees provide more value in air quality, shade and positive impacts on mental health, than sidewalks do on safety. However, even the validity of the argument on traffic safety has to be put into perspective. Tree removal makes streets appear wider and can often promote higher vehicle speeds and decrease pedestrian safety at intersections; the Office of the Chief Coroner for Ontario's Pedestrian Death Review notes that pedestrian-vehicle collisions are most likely to occur at crossings, where sidewalks provide no protection.

Given that residents are not inclined to give-up trees for sidewalks, and that future city regulations may mandate sidewalk installation during road reconstruction, would it be possible to discuss other compromises that residents could make in order to save their trees?

It is important to point out that when Sherwood Forest was developed in the 1960s, the neighbourhood took a very progressive and modern approach to urban planning. Greenspace and walkability were well considered, and innovations such as fully underground utilities, a rarity in Ontario at the time, implemented. Given this spirit, residents may be open to a few more... "creative" approaches to this problem. Here are just two possible ideas:

**Elimination of on-street parking:** with no on-street parking, sidewalks could be installed into the road, allowing enough space for vehicles in opposite directions to pass each other.

**Conversion of select roadways to single-direction traffic:** removing one lane of traffic on affected roads would allow sidewalks to be built into the road, while preserving street parking.

In many regions of the world, particularly in areas where urban environments are focused on pedestrian rather than vehicle traffic, such compromises are made and widely endorsed by both municipal governments and residents.

I am positive that, if put to vote, one of the above "inconveniences" of slower vehicle traffic or fewer on-street parking spaces would be selected over tree removal.

If possible, I would appreciate if this note could appear during 9 February's discussion regarding item 2.6, New Sidewalks in 2021 Infrastructure Reconstruction Projects.

Thank you and have a great day!

Jakob Wilk

We would like delegation status specifically regarding item #2.6, with respect to infrastructure reconstruction projects 20-21 report [sidewalk on Friar's Way]

We believe that sidewalks are not needed on Friar's Way for a number of reasons --we live at 185 Wychwood Park Drive [corner Friar's Way] --We do not want to lose the trees which would have to be removed if a sidewalk went in -further, we do not believe there is an issue of safety, and in fact, putting in a side walk could very well make the street less safe, as a sidewalk could very well increase traffic speed.

Therese Hutchinson and Peter Cobrin

Dear committee members,

We are the homeowners of [1 Abbey Rise](#), and we are writing regarding the matter of adding sidewalks on Abbey Rise. We do not anticipate much support for this project from our neighbours, as it will result in the destruction of a number of large trees.

We would like to ask for a delegation status for the meeting of February 9 regarding item 2.6.

Sincerely,  
Gregory Pavlov and Maria Goltsman  
[1 Abbey Rise](#)  
[London ON N6G1Y8](#)

Re. Agenda for CVC Meeting February 9th, 2021

I am writing concerning the proposed plan to build a sidewalk on Doncaster Place. This is a short, dead-end, non-connecting road, with 11 single dwelling houses. I have been a resident here for many years and see absolutely in wasting precious money building one.

In mentioning roads for proposed sidewalks, you list Friars Way, but funnily enough not Doncaster Ave.

I note a lot of trees (30) would have to be removed on Friars Way. Trees here, are a good 50 years old and in good shape. A shame if they are removed and people lose that shade from their home in the summer, meaning more a/c and green house gas emissions!

While I appreciate your reasoning for safer walking with sidewalks, that cannot be held true especially around here in winter. I use a cane to walk, and walk on the road, usually in the middle where the plow has been and the surface has dried. The edges are usually wet/frozen and unsafe. The nearest sidewalk for me is on Wychwood, but I do not use it as it gets too icy and rutted. So again, I believe sidewalks would be a waste of time and money. Money, which I think would be better put towards our Covid deficit.

Finally, please advise me what exactly I meant by the statement at the bottom of Page 41 of your agenda, which begins... "Introducing sidewalks- - increases the ability for women and girls to walk ..."

I would appreciate knowing the reason as to why women and girls have been singled out.

Thank you for your time,

Margaret Box

To whom this may concern,

We understand that you have already received many emails and notes expressing similar opinions however we are taking the time to send this so our voices may be heard as well.

My husband and I live at 10 Friars Way with three young children ages 2-9. We moved into the neighbourhood approximately 5 years ago. It was the beautiful mature trees and landscape that caught our eye and made this neighbourhood stand out against others we had been looking at.

As our children have grown they have learned to use the street safely riding their bikes, rollerblading or playing soccer.

We love our neighbourhood and appreciate the beauty it offers. It would be a shame to remove so many trees for the sake of something so unwanted by all in this area. We know from speaking to all our neighbours that they feel the same way.

It seems almost comical removing almost 36 trees from a city known as the "Forest City". We suggest using the money set aside for this project for something much more important such as mental health or homelessness in our city.

Kind regards,

Raymond and Lisa Cao  
10 Friars Way

**Subject:** [EXTERNAL] Feb. 09, 2021 Report to Civic Works Committee: Agenda Item 2.6 re. Friars Way

We recently learned of a recommendation to the Civic Works Committee, scheduled to be presented on Tues. Feb. 09, 2021, concerning the inclusion of new sidewalks in neighbourhood street reconstruction projects for 2021. Friars Way is one of the streets recommended to receive a new sidewalk where none currently exists.

As residents on Friars Way, we received a letter on June 05, 2020 informing us of a future infrastructure renewal project on our street. We were told that “more detailed information about the project will be communicated in due course”. We have had no further communication.

We appreciate the goal of Environmental and Engineering Services to ensure accessibility, safety and walkability in our communities. On Friars Way we have seniors and young families who are active in our neighbourhood and we believe that we can have constructive input into the future design and livability of our home environment.

The Report to the Civic Works Committee reiterates that “community engagement typically occurs ” in regard to infrastructure construction projects. Before a decision is made to remove 30 trees and put in a sidewalk on Friars Way, we request that there be an opportunity for public input.

Thank you for your consideration of this request.

Ken and Janice Savoy  
8 Friars Way  
London On  
N6G 2A8

**Subject:** [EXTERNAL] Doncaster Place sidewalks

I am writing to advise that I am totally opposed to any sidewalk construction that might be considered as part of a road upgrade on Doncaster Place. I live at 60 Doncaster Place and as a cul-de-sac, there is no through access for pedestrians or vehicles and with only 11 properties on the street and approximately 1/2 of those occupied by seniors who rarely walk the street, it would be a shame to spend funds on unnecessary construction of sidewalks. Sidewalks require ongoing maintenance, particularly in the snowy periods and so few people would ever use them, again an ongoing expenditure that I believe is unnecessary. I do agree that the street itself needs to be improved after approximately 55 years since being constructed.

I also think it would be a shame to construct sidewalks on Friars Way that does not have that much vehicular traffic. In addition, the removal of trees to facilitate construction of any sidewalks would be a sad day as the natural beauty of our Sherwood Forest makes living here the best area of the city.

Sincerely,

Bruce Woodley  
60 Doncaster Place  
London, Ontario  
N6G 2A5

## Report to Civic Works Committee

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

**From:** Kelly Scherr, P. Eng., MBA, FEC, Managing Director,  
Environmental and Engineering Services and City Engineer

**Subject:** Stopping and Parking restrictions in Bicycle Lanes

**Date:** February 9, 2021

## Recommendation

That, on the recommendation of Managing Director, Environmental & Engineering Services and City Engineer, the attached proposed by-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on February 21, 2021, for the purposes of amending the Traffic and Parking By-law to improve motor vehicle restrictions in reserved bicycle lanes.

## Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by improving safety and traffic operations.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

On March 26, 2019, Municipal Council passed the following resolution:

That the following actions be taken with respect to stopping and parking in dedicated bicycles lanes:

- a) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to improved enforcement options related to the prohibition of stopping and parking in bicycle lanes;
- b) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to the status of dedicated cycling lanes where there are no stopping zones, no parking zones and which cycling lanes have neither restrictions. (4.1/6/CWC)

The following report addresses these two Council resolutions.

### 2.0 Discussion and Considerations

#### 2.1 Existing Conditions

There are approximately 133 kilometers of designated on-road bicycle lanes in the city. Other bicycle routes are comprised of boulevard paths, park pathways and signed on-road routes. Section 10 (1) k) of the Traffic and Parking By-law states that parking is prohibited in bicycle lanes when signs are present so that vehicles are not obstructing the bicycle lane. Approximately, 60% of the bicycle lanes are currently signed as 'no parking' and/or 'no stopping', with 'no parking' being the more common restriction along three quarters of the network.



'No parking' only allows for temporary vehicle stopping "for the purpose of and while actually engaged in loading or unloading merchandise or passengers". 'No parking' zones are typically considered in situations where there is limited reasonable alternative for deliveries such as streets with long distances between intersecting streets. Some delivery and courier services have limitations or policies discouraging driveway use, particularly when using larger vehicles such as those required for furniture and appliances. Therefore, long blocks with widely spaced intersections can create occasional challenges for property owners in no stopping zones.

'No stopping' is more restrictive and is defined as "the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a constable or other police officer or of a traffic control sign or signal". Exceptions are identified for uses such as receiving or discharging a physically disabled person, active boarding and discharging passengers from school buses, LTC vehicles, and cabs, as well as emergency services and City operations. 'No stopping' provides the strictest motor vehicle restriction for bike lanes and is typically utilized on high volume roads (bicycles or motor vehicles), high speed roads and high priority bicycle lanes such as the Colborne Street and Dundas Street cycle tracks. In some situations, 'no stopping' may be restricted by time of day for roads where the volumes are high during peak hours.

The remaining 40% of lanes that are not signed are typically areas with adjacent land uses that do not result in motor vehicles commonly stopping. An example of this is where the bike lane is adjacent to a noise wall or the rear of residential properties, as illustrated below.



## 2.2 Other Municipalities

A survey of numerous other comparator Ontario municipalities was conducted and identified that the surveyed municipalities all address parking/stopping in bicycle lanes in a similar manner to London's current practice by applying restrictions on a corridor-specific basis. Some municipalities rely on the reserved bicycle lane sign for enforcement while others include 'no stopping' and/or 'no parking' signs. All of the municipalities stated that compliance with the signage requires enforcement.

## 2.3 Enforcement

The ticketing of vehicles that are stopping or parking in a bicycle lane contrary to the posted signage is undertaken both proactively and in response to complaints. Parking

Services implemented a number of initiatives in 2019 to increase the availability of enforcement officers with a target response rate to bike lane complaints of 15 to 20 minutes. These measures resulted in 2.5 times more tickets issued in the second half of 2019 compared to the first half of 2019.

In 2019, City Council approved the Administrative Monetary Penalty System (AMPS) By-law allowing for a streamlined process of issuing penalties for parking violations. The benefit of this protocol is the added penalty service options including mail and email in addition to placing the penalty notice on the vehicle. Parking Officers can now make the observation of a violation and issue the penalty via mail rather than physically issuing the penalty on the vehicle. AMPS also allows for the issuance of warnings via mail and email.

At Council direction, in 2021 parking enforcement moved from a contracted service to internal City staff. This transition occurred on January 1, 2021 and is fully operational. City Parking Officers are able to promptly attend to bike lane parking issues to achieve compliance. Further, synergies with the existing complement of Municipal Law Enforcement Officers allows for parking blitzes to be undertaken. Also, in 2021, Parking Services plans to implement bicycle patrols in the core area to augment current foot patrols. These initiatives will further improve compliance with parking violations in bike lanes.

## 2.4 Advisory Committee Consultation

The issue was presented to the Cycling Advisory Committee (CAC) and Transportation Advisory Committee (TAC) in November 2019. This consultation comprised a joint memo from Roads & Transportation and Development & Compliance Services accompanied by a verbal presentation for feedback.

The CAC minutes identified “that Civic Administration BE REQUESTED to review all current no parking restricted areas through the 'Vision Zero' lens that no road deaths are acceptable and, pursuant to this goal, that adjacent property impacts be de-prioritized where possible in order to increase the total bicycle lane kilometers designated as 'no stopping'; it being noted that the memo dated November 12, 2019 from D. MacRae, Director, Roads and Transportation, with respect to stopping and parking restrictions in bicycle lanes, was received”. TAC discussed the matter and the minutes identify that the memo was received.

## 3.0 Key Issues and Considerations

It is recognized that there are safety concerns when cyclists must enter mixed traffic to maneuver around a vehicle that is stopped in a reserved bicycle lane. However, prohibiting stopping on bicycle lanes can reduce curb space opportunities for residents and businesses fronting onto the bicycle lane with respect to deliveries, passenger pick-up and drop-offs, moving, etc. To improve the safety of bicycle lanes with consideration for the potential concerns of adjacent property owners on streets with more limited property access options, the application of restrictions is proposed in the following manner:

Distance to nearest loading area (typically a side street)	Restriction along the bicycle lane
Less than 100 m to the nearest loading area or Limited fronting properties such as rear-lotted properties, noise walls, etc.	'No stopping' anytime

Greater than 100 m to the nearest loading area	'No parking' anytime and 'No stopping 6:30 am to 9:30 am and 3:30 pm to 6:30 pm, Monday to Friday'
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This approach provides the ability for property owners fronting bicycle lanes with limited alternate loading opportunities the non-peak opportunities of 'no parking' which permits active loading and unloading. Additionally, judgement is applied where properties do not have driveway access from the street such as where rear lanes exist.

Active person pick-up and drop off will be relatively unimpacted due to the ability for active services by paratransit and vehicles for the disabled, LTC, school buses and cabs to continue under either restriction. Emergency and City of London vehicles may also be required to occupy a bicycle lane as work is performed (e.g. road and/or sidewalk maintenance, garbage and recycling pick-up, etc.). It is recommended that exemptions be included to address these situations.

### 3.1 Financial Impact/Considerations

The cost of revised signage along routes that currently warrant signage is estimated to be in the order of \$175,000. This would be found within existing budgets with a phased implementation that prioritizes problem areas.

## Conclusion

The stopping of vehicles for extended periods of time continues in bicycle lanes. Improvements to help minimize blocked bicycle lanes are proposed via a combination of improved bylaw restrictions complemented by improved enforcement measures.

To address the lack of compliance and improve cycling safety while still addressing the need for some occasional vehicles to occupy bicycle lanes particularly where the distance to an alternate loading area is long, it is recommended that the following be applied to bicycle lanes:

Distance to nearest loading area (typically a side street)	Restriction along the bicycle lane
Less than 100 m to the nearest loading area or Limited fronting properties such as rear-lotted properties, noise walls, etc.	'No stopping' anytime
Greater than 100 m to the nearest loading area	'No parking' anytime and 'No stopping 6:30 am to 9:30 am and 3:30 pm to 6:30 pm, Monday to Friday'

Applying the above criteria to all existing bicycle lanes results in 117 km of bicycle lanes with 'no stopping anytime' with the remaining 16 kms being restricted with a combination of 'no parking anytime' and 'no stopping' during peak times. The effects will be variable, it being noted that the expansion of the more restrictive 'no stopping anytime' includes most of the 40% of unsigned network where the nature of the adjacent lands result in minimal vehicle stopping.

Any effects on passenger pick-up and drop-offs from the recommended expansion of 'no stopping' zones are minimal with identified exemptions related to passenger mobility options including paratransit, LTC, school buses and cabs. In areas and times of 'no stopping', delivery or service vehicles are recommended to use driveways on the property to conduct their business. Other nearby streets without bicycle lanes may also be used.

When new streets are signed indicating new regulations, Parking Services will have a heightened presence initially focusing on engagement and education followed by the issuance of penalties when violations are observed. Improved enforcement mechanisms, including administrative monetary penalties combined with the bylaw changes, will support continuous improvement of bylaw enforcement.

Implementation of the 'no stopping' signs along reserved bicycle lanes will help ensure drivers are aware of the prohibition and to support enforcement. Installation of the signs will be phased in over the next few years as funds and resources permit with priority given to known problem areas. It should be noted that there are times when emergency, transit, maintenance and solid waste collection vehicles must occupy the bicycle lane to perform their duties.

The above requires amendments to Section 21.1 Reserved Lanes and Schedule 1 of the Traffic and Parking By-law. These amendments along with the enforcement improvements should result in fewer vehicles blocking bicycle lanes.

**Prepared by:** **Shane Maguire P. Eng., Division Manager, Roadway Lighting and Traffic Control**

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

**Concurred by:** **Orest Katolyk Orest Katolyk, MPL, MLEO(C), Chief Municipal Law Enforcement Officer**

**Recommended by:** **Kelly Scherr, P. Eng., MBA, FEC, Managing Director, Environmental and Engineering Services and City Engineer**

January 29, 2021/sm

Attach: Appendix A By-law to amend the Traffic and Parking By-Law (PS-113) related to vehicles stopping in lanes reserved for bicycles

cc. City Solicitor's Office  
Parking Services  
Cycling Advisory Committee  
Transportation Advisory Committee

## APPENDIX A

### By-law to amend the Traffic and Parking by-law (PS-113) related to vehicles stopping in lanes reserved for bicycles

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

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

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

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

#### 1. Reserved Lane

The PS-113 By-law is hereby amended by deleting Section 21.1 in its entirety and replacing it with the following:

##### **Reserved Lane (Schedule 9.1)**

- 21.1 (1) With respect to the highways set out in Column 1 of Schedule 9.1 of this by-law which have been divided into clearly marked lanes for traffic between the limits set out in Column 2, each of the lanes indicated in Column 3 is during the times and days set out in Column 4 hereby designated for traffic moving in the particular direction set out in Column 5, for use only by the class or type of vehicle set out in Column 6.
- (2) No person shall drive or permit to be driven any vehicle, other than the class or type of vehicle set out in Column 6 of Schedule 9.1, on any lane or part of lane established as a reserved lane under subsection (1).
- (3) No person shall park a vehicle other than the class or type of vehicle set out in Column 6 of Schedule 9.1, on any lane or part of lane established as a reserved lane under subsection (1)
- (4) Each designation made by subsection (1) above shall be effective upon the erection of an official sign indicating such designation. In this section, “official sign” means a sign for a reserved lane in the form set out in the Ontario Traffic Manual.
- (5) In a reserved lane, set out by subsection 21.1(1), neither section 8 nor subsection (2) apply to prevent:
- (a) the driver of a cab, operating under a valid licence, from stopping for a period of not more than 45 seconds for the purpose of and while in the process of receiving or discharging passengers;

- (b) the stopping of a motor vehicle for the purpose of and while actually engaged in receiving or discharging a physically disabled person, provided that such motor vehicle has a valid disability parking permit displayed upon its dashboard or on the sun visor in accordance with the provisions of the Highway Traffic Act;
- (c) the driver of a school bus from pulling into or out of a school bus bay at a school;
- (d) a vehicle pulled over for emergency purposes or repairs;
- (e) the ingress and egress from a private lane or driveway adjacent to the reserved lane;
- (f) the making of a turn at a highway intersecting the reserved lane;
- (g) the entering or exiting a curb lane used for parking.
- (h) the stopping of a police, fire or emergency medical services vehicle while actively engage in providing emergency services;
- (i) the stopping of a passenger vehicle of the London Transit Commission when actively discharging or picking up passengers;
- (j) the stopping of a maintenance vehicle of the Corporation or under contract to the Corporation while actively engaged in maintenance activities within the road allowance; or
- (k) the stopping of a solid waste collection vehicle of the Corporation or under contract to the Corporation while actively engaged in material collection activities within the road allowance.

## 2. No Stopping

Schedule 1 (No Stopping) of the By-law PS-113 is hereby amended by adding the following rows:

<u>Column 1</u> <u>Street</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>From</u>	<u>Column 4</u> <u>To</u>	<u>Column 5</u> <u>Period</u>
Adelaide Street N	Both	100m north of Grenfell Drive	Sunningdale Road W	Anytime
Adelaide Street S	Both	Bradley Avenue	Southdale Road E	Anytime
Base Line Road W	Both	Cotswold Gate	McGregor Avenue	Anytime
Byron Baseline Road	Both	Wickerson Road	Blake Street	Anytime
Byron Baseline Road	Both	Blake Street	Blake Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Byron Baseline Road	Both	Byron Avenue	97 m east of Boler Road	Anytime
Byron Baseline Road	Both	97 m east of Boler Road	North Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm

Bruce Street	Both	Wharncliffe Road S	Ridout Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Bradley Avenue	Both	Ernest Avenue	Wellington Road	Anytime
Cheapside Street	South	Saint George Street	Richmond Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Cheapside Street	Both	Adelaide Street N	Taylor Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Cheapside Street	Both	Taylor Street	Sandford Street	Anytime
Clarke Road	Both	Firestone Blvd	Charterhouse Crescent (North Intersection)	Anytime
Colborne Street	Both	Nelson Street	Grey Street	Anytime
Colborne Street	Both	Horton Street E	Dufferin Avenue	Anytime
Commissioners Road W	Both	Stephen Street	Halls Mill Road	Anytime
Commissioners Road W	Both	Wonderland Road S	Viscount Road	Anytime
Commissioners Road E	Both	Deveron Crescent	Meadowgate Blvd	Anytime
Dundas Street	South	Thames River	94 m west of Ridout Street N	Anytime
Dundas Street	South	Quebec Street	Egerton Street	Anytime
Egerton Street	Both	Thames River	Grafton Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Egerton Street	Both	Grafton Street	Dundas Street	Anytime
Elmwood Avenue E	Both	Wharncliffe Road	Wortley Road	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Fanshawe College Blvd	Both	Oxford Street	Cheapside Street	Anytime
Fanshawe Park Road W	Both	Dalmagarry Road	500m east of Wonderland Road N	Anytime
Fanshawe Park Road E	Both	Adelaide Street	300m East of Highbury Avenue	Anytime
Ferndale Avenue	South	Homeview Road	Nixon Avenue	Anytime
Hamilton Road	Both	Hale Street	Gore Road	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Highbury Avenue N	Both	130m north of Edgevalley Road	Blackwell Blvd	Anytime

Huron Street	Both	William Street	Adelaide Street N	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Hyde Park Road	Both	Oxford Street W	Fanshawe Park Road W	Anytime
Kilally Road	Both	Highbury Avenue	Webster Street.	Anytime
King Street	South	Wellington Street	Rectory Street	Anytime
Kipps Lane	Both	Adelaide Street N	Belfield Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Kipps Lane	Both	Belfield Street	Arbour Glen Crescent (east intersection)	Anytime
Nixon Avenue	Both	Southdale Road E	Ferndale Avenue	Anytime
Oxford Street E	Both	Averswood Avenue	Second Street	Anytime
Oxford Street W	Both	Commissioners Road W	Sanatorium Road	Anytime
Oxford Street W	North	Sanatorium Road	Hyde Park Road	Anytime
Oxford Street W	South	Sanatorium Road	490 m west of Hyde Park Road	Anytime
Oxford Street W	South	490 m west of Hyde Park Road	490 m west of Hyde Park Road	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Oxford Street W	South	490 m west of Hyde Park Road	Hyde Park Road	Anytime
Platt's Lane	Both	Oxford Street W	Cherryhill Place	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Platt's Lane	Both	Trott Drive	Western Road	Anytime
Pond Mills Road	Both	Millers Road	Oldham Street (south intersection)	Anytime
Pond Mills Road	Both	Burlington Crescent	335 m north of Cleveland Avenue	Anytime
Quebec Street	Both	Queens Avenue	Mornington Avenue	Anytime
Queens Avenue	North	Thames River	Talbot Street	Anytime
Queens Avenue	North	Waterloo Street	Maitland Street	Anytime, Monday to Saturday



Queens Avenue	North	Peter Street	Adelaide Street N	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Queens Avenue	North	Adelaide Street	Elizabeth Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Ridout Street S	Both	Commissioners Road W	Ingleside Place	Anytime
Ridout Street N	West	Dundas Street	Queens Avenue	Anytime
Riverside Drive	Both	Wonderland Road N	Beaverbrook Avenue	Anytime
Riverside Drive	Both	Woodward Avenue	Wharncliffe Road N	Anytime
Riverside Drive	South	Wharncliffe Road N	Thames River	Anytime
Riverside Drive	North	Wharncliffe Road N	Wilson Avenue	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Riverside Drive	North	Wilson Avenue	Thames River	Anytime
Sanatorium Road	West	118 m north of Riverside Drive	Oxford Street W	Anytime
Sanatorium Road	East	118 m north of Riverside Drive	Oxford Street W	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Sandford Street	Both	Cheapside Street	Huron Street	Anytime
Sarnia Road	Both	Hyde Park Road	Sleighholme Avenue	Anytime
Second Street	Both	Leonard Street	Oxford Street E	Anytime
Southdale Road W	Both	266 m east of Wonderland Road S	Wharncliffe Road S	Anytime
Southdale Road E	Both	Willow Drive	Pond Mills Road	Anytime
Saint George Street	Both	Cheapside Street	Victoria Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Thompson Road	Both	Adelaide Street S	Pond Mills Road	Anytime
Trafalgar Street	Both	Egerton Street	Ash Street	Anytime
Trafalgar Street	North	Ash Street	Hume Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Trafalgar Street	South	Ash Street	Hume Street	Anytime
Trafalgar Street	Both	Hume Street	Giles Street	Anytime

Upper Queen Street	Both	Ferndale Avenue	Wilkins Street	Anytime
Upper Queen Street	Both	Wilkins Street	Commissioners Road E	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Western Road	Both	Essex Street	Platt's Lane	Anytime
Western Road	West	488 m north of Sarnia Road	Richmond Street	Anytime
Western Road	East	650 m north of Philip Aziz Avenue	Windermere Road	Anytime
Western Road	East	Windermere Road	Richmond Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Wharncliffe Road N	Both	50m north Oxford Street	Essex Street	Anytime
White Oaks Road	Both	Exeter Road	Bateman Trail	Anytime
White Oaks Road	West	200 m north of Bateman Trail	185 m south of Southdale Road E	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
White Oaks Road	West	185 m south of Southdale Road E	Southdale Road E	Anytime
White Oaks Road	East	Bateman Trail	Southdale Road E	Anytime
William Street	Both	Harrison Crescent	Huron Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Windermere Road	Both	Tallwood Circle	Doon Drive (east intersection)	Anytime
Wonderland Road N	Both	Thames River	Oxford Street W	Anytime
Wonderland Road N	Both	Gainsborough Road	Fanshawe Park Road W	Anytime
Wonderland Road N	Both	Eagletrace Drive	Sunningdale Road W	Anytime
Woodward Avenue	Both	Riverside Drive	Oxford Street W	Anytime

### 3. No Parking

Schedule 2 (No Parking) of the By-law PS-113 is hereby amended by adding the following rows:

<u>Column 1</u> <u>Street</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>From</u>	<u>Column 4</u> <u>To</u>	<u>Column 5</u> <u>Period</u>
Byron Baseline Road	Both	Blake Street	Blake Street	Anytime

Byron Baseline Road	Both	97 m east of Boler Road	North Street	Anytime
Bruce Street	Both	Wharncliffe Road S	Ridout Street	Anytime
Cheapside Street	South	Saint George Street	Richmond Street	Anytime
Cheapside Street	Both	Adelaide Street N	Taylor Street	Anytime
Egerton Street	Both	Thames River	Grafton Street	Anytime
Elmwood Avenue E	Both	Wharncliffe Road	Wortley Road	Anytime
Hamilton Road	Both	Hale Street	Gore Road	Anytime
Huron Street	Both	William Street	Adelaide Street N	Anytime
Kipps Lane	Both	Adelaide Street N	Belfield Street	Anytime
Oxford Street W	South	490 m west of Hyde Park Road	490 m west of Hyde Park Road	Anytime
Platt's Lane	Both	Oxford Street W	Cherryhill Place	Anytime
Queens Avenue	North	Waterloo Street	Maitland Street	Anytime
Queens Avenue	North	Peter Street	Adelaide Street N	Anytime
Queens Avenue	North	Adelaide Street	Elizabeth Street	Anytime
Riverside Drive	North	Wharncliffe Road N	Wilson Avenue	Anytime
Sanatorium Road	East	118 m north of Riverside Drive	Oxford Street W	Anytime
Saint George Street	Both	Cheapside Drive	Victoria Street	Anytime
Trafalgar Street	North	Ash Street	Hume Street	Anytime
Upper Queen Street	Both	Wilkins Street	Commissioners Road E	Anytime
Western Road	East	Windermere Road	Richmond Street	Anytime
White Oaks Road	West	200 m north of Bateman Trail	185 m south of Southdale Road E	Anytime
William Street	Both	Harrison Crescent	Huron Street	Anytime

This by-law comes into force and effect February 21, 2021.

PASSED in Open Council on February 21, 2021

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – February 21, 2021  
Second Reading – February 21, 2021  
Third Reading – February 21, 2021

## Report to Civic Works Committee

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

**From:** Kelly Scherr, P. Eng., MBA, FEC, Managing Director,  
Environmental and Engineering Services and City Engineer

**Subject:** Appointment of Consulting Engineer – Cycling Projects  
Design Assignment 1

**Date:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the appointment of a Consulting Engineer for the Cycling Projects Design Assignment #1 (RFP20-67):

- (a) IBI Group Professional Services (Canada) Inc. **BE APPOINTED** Consulting Engineers to complete the Detailed Design, and Tendering Services in the amount of \$241,493.29 (excluding HST), in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;
- (b) The financing for this appointment **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 appointment;
- (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 rail agreements, if required, to give effect to these recommendations.

## Linkage to the Corporate Strategic Plan

The following report supports the 2019–2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation. This report will assist in informing directions for the creation of an efficient, inclusive, and connected active transportation network.

## Analysis

### 1.0 Background Information

#### 1.1 Background

The purpose of this report is to seek the approval of the Municipal Council to retain an engineering consultant to complete the detailed design and tendering for a group of active transportation projects. This is one of two consultant appointments on the current agenda that was obtained by distinct procurement processes.

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

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – March 10, 2020 – Cycling Master Plan Technical Amendments
- Civic Works Committee – November 17, 2020 - Active Transportation Infrastructure Plan

## **2.0 Discussion and Considerations**

### **2.1 Project Objectives**

Grouping of several similar projects in one assignment creates efficiencies. Under this assignment, Civic Administration will work with the consultant to design new and improved cycling infrastructure along specific corridors, as outlined below:

1. Queens Avenue from Quebec Street to William Street;
2. Bradley Avenue from Jalna Boulevard (west leg) to Wellington Road; and
3. Central Avenue from Thames Valley Parkway to William Street.

Key objectives for this design assignment include:

1. Corridor improvements, intersection improvements, and other traffic/transit capacity improvements;
2. Cycle facility design, including transit stop integration and traffic signal/intersection design;
3. Identification of utility conflicts and coordination of relocations prior to construction;
4. Public Engagement;
5. Analysing traffic impacts during construction and develop detailed traffic management plans; and
6. A review to determine if there are adjacent projects that require coordination

Timing of construction of the cycling facilities is to be determined.

This will be the first of two current design assignments related to improving existing bike lane infrastructure in London.

### **2.2 Public Engagement**

Once the design has reached a presentable stage, public engagement will be completed online in a public information centre online format either through narration or live webinar and depending on restrictions at the time. Comments will be received by the Civic Administration and incorporated in to the the final design, where applicable.

### **2.3 Procurement**

The consultant selection process for RFP-67 Consulting Services for Cycling Projects Design Assignment #1 posted on Bids and Tenders has been undertaken in accordance with the Procurement of Goods and Services Policy. The procurement followed a two stage process with the first stage being an open, publicly advertised pre-qualification stage (RFQUAL20-18). Subsequently a consultant shortlist comprising of WSP Canada Inc and IBI Group Professional Services (Canada) Inc. was established. The consultants were asked to submit detailed proposals and work plans for RFP-67, there were four addenda posted. Proposals were received from both consultants on December 1, 2020.

The evaluation team comprised of individuals from Transportation Planning and Design evaluated the proposals against an established technical evaluation criteria which included:

- Methodology, Approach & Understanding of Project Goals and Objectives
- Project Team Members Qualifications
- Experience on Directly Related Projects

A minimum of 70% for the technical component was required for the opening of the cost proposal.

The evaluation team determined that the submission from IBI Group provides the best value for the City. IBI Group has experienced project team members with the required qualifications and expertise. Their proven experience on similar projects combined with a project proposal that demonstrated a thorough understanding of the goals and objectives determined their suitability for this assignment. The consultant may be considered for future project phases subject to performance.

### 3.0 Financial Impact/Considerations

Funds are available in the annual active transportation capital account. There are no ongoing operating costs associated with the award of this assignment. The Source of Financing Report is appended to this report under Schedule A.

### 4.0 Key Issues and Considerations

Reallocating space within existing corridors will result in some changes to existing road use. Key considerations for each corridor are discussed below:

#### Queens Avenue from Quebec Street to William Street

Queens Avenue is a westbound one-way, one-lane Civic Boulevard that includes bike lanes and on-street parking. The existing bike lane configuration puts cyclists between through and parking lanes. Moving the westbound bike lane north while maintaining most of the parking with appropriate buffers and physical protection will provide an improved connection to new protected cycling infrastructure at William Street and the rest of the East-West Bikeway.

Traffic signal modifications at key intersections may be required and have been included in this design assignment.

Civic Administration will liaise with LTC to discuss the recommended design and incorporate bus facilities that accommodate all road users.

To provide efficiencies, this project will be coupled with a Queens Avenue road rehabilitation project that will repair the existing asphalt. Construction is anticipated to begin in the spring of 2022. The East-West Bikeway is planned to extend from the Thames River to Quebec Street and includes the cycle track constructed on Dundas Street in 2020. The remaining phases of projects that are planned to complete the East-West Bikeway can be seen below.

Project Coordination	Location	From	To	Year
Dundas TVP Connection	Dundas Street	Kensington Bridge	Ridout Street	2021
Road Resurfacing (improved westbound lane)	Queens Avenue	William Street	Quebec Street	2022

## **Bradley Avenue from Jalna Boulevard (west leg) to Wellington Road**

This section of Bradley Avenue is a 4-lane Urban Thoroughfare that experiences vehicles volumes that range from 13,000 to 21,500 daily. With wide boulevards and multiple options for connectivity to recreation, schools and shopping, constructing in-boulevard cycle lanes will add to the character and use of Bradley Avenue.

Traffic signal modifications at key intersections may be required and have been included in this design assignment.

Civic Administration will liaise with LTC to discuss the recommended design and incorporate transit facilities that accommodate all road users.

## **Central Avenue from Thames Valley Parkway to William Street**

Central Avenue is a two-lane Neighbourhood Connector that includes on-street parking with no bus stops. The addition of buffered cycle lanes will most likely result in the loss of some on-street parking, which is why public engagement for this corridor will be important. To provide a connection to the Thames Valley Parkway at the west limit, the consultant will review options for installing a bike rail along the existing stairs. The final design will tie in to cycling facilities currently under construction on Colborne Street and will eventually extend across Adelaide Street as part of the Adelaide Grade Separation project. With narrow asphalt widths west of Richmond Street, the Civic Administration will work with the consultant on a creative solution that benefits all road users.

Traffic signal modifications at the intersection of Richmond Street and Central Avenue may be required and have been included in this design assignment.

## **Conclusion**

Providing desirable cycling infrastructure is essential to building a sustainable city and facilitating transportation alternatives. The commencement of this design is another step forward in building sustainable and active transportation infrastructure for all ages and abilities. This is one of two assignments that will create shovel-ready projects in the event of funding availability.

IBI Group Professional Services (Canada) Inc. has demonstrated an understanding of the requirements for this project. Based on the competitive consultant procurement process, it is recommended that IBI Group Professional Services (Canada) Inc. be appointed to undertake the engineering design services for Cycling Project Design Assignment 1 in the amount of \$241,493.29 (excluding HST).

<b>Prepared by:</b>	<b>Garfield Dales, P. Eng. Division Manager Transportation Planning &amp; Design</b>
<b>Submitted by:</b>	<b>Doug MacRae, P. Eng., MPA Director Roads and Transportation</b>
<b>Recommended by:</b>	<b>Kelly Scherr, P. Eng., MBA, FEC Managing Director Environmental &amp; Engineering Services and City Engineer</b>
Schedule A:	Source of Financing
c:	John Freeman, Manager, Purchasing and Supply IBI Group Professional Services (Canada) Inc.



## Appendix "A"

**#21009**

February 9, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Appointment of Consulting Engineer - Cycling Projects Design Assignment 1

(Subledger RD210003)

Capital Project TS173919 - Active Transportation (2019-2023)

IBI Group Professional Services (Canada) Inc. - \$241,493.29 (excluding HST)

### Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services 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 Managing Director, Environmental and Engineering Services and City Engineer, the detailed source of financing for this project is:

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
Engineering	414,142	168,399	245,743	0
Construction	7,662,042	5,123,781	0	2,538,261
City Related Expenses	468	468	0	0
<b>Total Expenditures</b>	<b>\$8,076,652</b>	<b>\$5,292,648</b>	<b>\$245,743</b>	<b>\$2,538,261</b>

### Sources of Financing

Capital Levy	391,425	391,425	0	0
Debenture By-law No. W.-5654-291 (Note 1)	3,614,664	2,222,662	122,871	1,269,131
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 2)	4,015,539	2,623,537	122,872	1,269,130
Other Contributions	55,024	55,024	0	0
<b>Total Financing</b>	<b>\$8,076,652</b>	<b>\$5,292,648</b>	<b>\$245,743</b>	<b>\$2,538,261</b>

### Financial Note:

Contract Price	\$241,493
Add: HST @13%	31,394
Total Contract Price Including Taxes	<u>272,887</u>
Less: HST Rebate	<u>-27,144</u>
Net Contract Price	<u>\$245,743</u>

**Note 1: Note to City Clerk:** The City Clerk be authorized to increase Debenture By-law No. W.-5654-291 by \$2,673,876 from \$940,788 to \$3,614,664.

**Note 2:** Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Jason Davies

Manager of Financial Planning & Policy

## Report to Civic Works Committee

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

**From:** Kelly Scherr, P. Eng., MBA, FEC, Managing Director,  
Environmental and Engineering Services and City Engineer

**Subject:** Appointment of Consulting Engineer – Cycling Projects  
Design Assignment 2

**Date:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the appointment of a Consulting Engineer for the Cycling Projects Design Assignment #2 (RFP20-68):

- (a) IBI Group Professional Services (Canada) Inc. **BE APPOINTED** Consulting Engineers to complete the Detailed Design, and Tendering Services in the amount of \$257,179.67 (excluding HST), in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;
- (b) The financing for this appointment **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 appointment;
- (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 rail agreements, if required, to give effect to these recommendations.

## Linkage to the Corporate Strategic Plan

The following report supports the 2019–2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation. This report will assist in informing directions for the creation of an efficient, inclusive, and connected active transportation network.

## Analysis

### 1.0 Background Information

#### 1.1 Background

The purpose of this report is to seek the approval of the Municipal Council to retain an engineering consultant to complete the detailed design and tendering for a group of active transportation projects. This is the second of two consultant appointments on the current agenda that was obtained by distinct procurement processes.

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

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – March 10, 2020 – Cycling Master Plan Technical Amendments
- Civic Works Committee – November 17, 2020 - Active Transportation Infrastructure Plan

## **2.0 Discussion and Considerations**

### **2.1 Project Objectives**

Grouping of several similar projects in one assignment creates efficiencies. Under this assignment, Civic Administration will work with the consultant to design new and improved cycling infrastructure along specific corridors, as outlined below:

1. Brydges/Wavell Street from Highbury Avenue North to Clarke Road;
2. Boler Road from Southdale Road to Commissioners Road West; and
3. Saskatoon Street from Dundas Street to Wavell Street.

Key objectives for this design assignment include:

1. Corridor improvements, intersection improvements, and other traffic/transit capacity improvements;
2. Cycle facility design, including transit stop integration and traffic signal/intersection design;
3. Identification of utility conflicts and coordination of relocations prior to construction;
4. Public Engagement;
5. Analysing traffic impacts during construction and development of detailed traffic management plans; and
6. A review to determine if there are adjacent projects that require coordination

Timing of construction of the cycling facilities is to be determined. The Brydges/Wavell Street and Saskatoon Street projects have been submitted in applications to the ICIP Covid-19 Resilience Infrastructure Stream and are planned to be constructed in 2021 if approved.

This will be the second of two current design assignments related to improving existing cycling infrastructure in London.

### **2.2 Public Engagement**

Once the design has reached a presentable stage, public engagement will be completed online in a public information centre format either through narration or a live webinar and depending on restrictions at the time. Comments will be received by the Civic Administration and incorporated into the final design, where applicable.

### **2.3 Procurement**

The consultant selection process for RFP-68 Cycling Projects Design Assignment #2 posted on Bids and Tenders has been undertaken in accordance with the Procurement of Goods and Services Policy. The procurement followed a two (2) stage process with the first stage being an open, publicly advertised pre-qualification stage (RFQUAL20-18). Subsequently a consultant shortlist comprising of WSP Canada Inc and IBI Group Professional Services (Canada) Inc. was established. The consultants were asked to

submit detailed proposals and work plans for RFP-68, there were four addenda posted. Proposals were received from both consultants on December 1, 2020.

The evaluation team comprised of individuals from Transportation Planning and Design evaluated the proposals against established technical evaluation criteria which included:

- Methodology, Approach & Understanding of Project Goals and Objectives
- Project Team Members Qualifications
- Experience on Directly Related Projects

A minimum of 70% for the technical component was required for the opening of the cost proposal.

The evaluation team determined that the submission from IBI Group provides the best value for the City. IBI Group has experienced project team members with the required qualifications and expertise. Their proven experience on similar projects combined with a project proposal that demonstrated a thorough understanding of the goals and objectives determined their suitability for this assignment. The consultant may be considered for future project phases subject to performance.

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

Funds are available in the annual active transportation capital account. There are no ongoing operating costs associated with the award of this assignment. The Source of Financing Report is appended to this report under Schedule A.

### **4.0 Key Issues and Considerations**

Reallocating right of way space within existing corridors will result in some changes to the existing road use. Key considerations for each corridor are discussed below:

#### **Brydges/Wavell Street from Highbury Avenue North to Clarke Road**

Brydges and Wavell Streets are two-lane Neighbourhood Connectors that accommodate traffic volumes up to 12,000 daily and include on-street parking through mostly residential areas. Removal of on-street parking and intersection modifications will be required in order to provide appropriate on-street cycling infrastructure.

The addition of cycling infrastructure to this corridor will provide active transportation options to key destinations such as the East Lions Community Centre, Clarke Road Secondary School, Argyle Mall and Kiwanis Park.

Traffic signal modifications at key intersections may be required and have been included in this design assignment.

Civic Administration will liaise with LTC to discuss the recommended design and incorporate bus facilities that accommodate all road users.

#### **Boler Road from Southdale Road to Commissioners Road West**

Boler Road is a two-lane Civic Boulevard that changes to a Main Street classification approaching Commissioners Road West and accommodates daily traffic volumes ranging from 11,000 to 14,500. Boler Road transitions from a rural cross-section to an urban cross-section that continues through both commercial and residential areas, with little on-street parking. Wide boulevards in some areas will permit the construction of in-boulevard cycle lanes while other areas will require creative solutions to fit the necessary infrastructure in tighter right-of-ways.

Traffic signal modifications at key intersections may be required and have been included in this design assignment.

Civic Administration will liase with LTC to discuss the recommended design and incorporate bus facilities that accommodate all road users.

### **Saskatoon Street from Dundas Street to Wavell Street**

Saskatoon Street is a 2-lane Neighbourhood Connector that accomodates up to 5,500 daily traffic volumes and transitions from residential to commercial areas with some on-street parking. Removal of on-street parking, with the exception of some areas that have been widened, and intersection modifications will be required in order to provide appropriate on-street cycling infrastructure.

Providing connectivity to proposed infrastructure on Wavell Street which is also included in this design assignment will add to the functionality of these streets as well as enable residents to access local amenities quicker and easier.

Traffic signal modifications at key intersections may be required and have been included in this design assignment.

Civic Administration will liase with LTC to discuss the recommended design and incorporate bus facilities that accommodate all road users.

## **Conclusion**

Providing desirable cycling infastructure is essential to building a sustainable city and facilitating transportation alternatives. The commencement of this design assignment is another step forward in building sustainable and active transportation infrastructure for all ages and abilities. This is the second of two assignments that will create shovel-ready projects in the event of funding availability.

IBI Group Professional Services (Canada) Inc. has demonstrated an understanding of the requirements for this project. Based on the competitive consultant procurement process, it is recommended that IBI Group Professional Services Canada Inc. be appointed to undertake the engineering design services for this design assignment in the amount of \$257,179.67 (excluding HST).

<b>Prepared by:</b>	<b>Garfield Dales, P. Eng. Division Manager Transportation Planning &amp; Design</b>
<b>Submitted by:</b>	<b>Doug MacRae, P. Eng., MPA Director Roads and Transportation</b>
<b>Recommended by:</b>	<b>Kelly Scherr, P. Eng., MBA, FEC Managing Director Environmental &amp; Engineering Services and City Engineer</b>
Schedule A:	Source of Financing
c:	John Freeman, Manager, Purchasing and Supply IBI Group Professional Services (Canada) Inc.

## Appendix "A"

#21017

February 9, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Appointment of Consulting Engineer - Cycling Projects Design Assignment 2

(Subledger RD210004)

Capital Project TS173919 - Active Transportation (2019-2023)

IBI Group Professional Services (Canada) Inc. - \$257,179.67 (excluding HST)

### Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services 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 Managing Director, Environmental and Engineering Services and City Engineer, the detailed source of financing for this project is:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed To This Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
Engineering	714,142	414,142	261,706	38,294
Construction	7,362,042	5,123,781	0	2,238,261
City Related Expenses	468	468	0	0
<b>Total Expenditures</b>	<b>\$8,076,652</b>	<b>\$5,538,391</b>	<b>\$261,706</b>	<b>\$2,276,555</b>

### Sources of Financing

Capital Levy	391,425	391,425	0	0
Debenture By-law No. W.-5654-291	3,614,664	2,345,533	130,853	1,138,278
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	4,015,539	2,746,409	130,853	1,138,277
Other Contributions	55,024	55,024	0	0
<b>Total Financing</b>	<b>\$8,076,652</b>	<b>\$5,538,391</b>	<b>\$261,706</b>	<b>\$2,276,555</b>

### Financial Note:

Contract Price	\$257,180
Add: HST @13%	33,433
Total Contract Price Including Taxes	290,613
Less: HST Rebate	-28,907
Net Contract Price	<u>\$261,706</u>

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

Jason Davies

Manager of Financial Planning & Policy

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## Report to Civic Works Committee

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

**From:** Kelly Scherr, P.Eng., MBA, FEC  
Managing Director, Environmental & Engineering Services  
and City Engineer

**Subject:** RFP20-61 Supply and Delivery of Combination Sewer  
Cleaning Truck

**Date:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer,

- a) The submission from Joe Johnson Equipment, 2521 Bowman Street, Innisfil, ON, L9S 3V6, for the supply and delivery of one (1) Combination Sewer Cleaning Truck at a total purchase price of \$589,883, excluding HST, BE ACCEPTED; in accordance with Section 12.2 b) of the Goods and Services Policy which states: Awards under the RFP process require the following approval: Committee and City Council must approve an RFP award for purchases greater than \$100,000;
- b) Civic Administration BE AUTHORIZED to undertake all the administrative acts that are necessary in connection with these purchases;
- c) Approval hereby given BE CONDITIONAL upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval in accordance with Section 12.2 b) of the Goods and Services Policy, and
- d) That the funding for this purchase BE APPROVED as set out in the Source of Financing Report attached, hereto, as Appendix A.

## Executive Summary

This report recommends awarding RFP20-61 to Joe Johnson Equipment, the highest scoring proponent. The RFP was issued by Purchasing and Supply and four (4) proposals were submitted for evaluation by Fleet and Operational Services, Sewer Operations and Purchasing and Supply. This highest scoring proposal provides the best overall value to the City of London. The Combination Sewer Cleaning Truck is valued at \$589,883 (plus HST). The forecasted budget for this project as stated on the Procurement Initiation Approval form was \$525,000. The amount exceeding the estimated project costs can be funded from within existing approved Wastewater and Fleet Services Capital Budgets.

## Linkage to the Corporate Strategic Plan

### Building a Sustainable City

London's infrastructure is built, maintained, and operated to meet long-term needs of our community

- Manage assets to prevent future infrastructure gaps

### Leading in Public Service

Londoners experience exceptional and valued customer service

- Increase responsiveness to our customers
- Increase efficiency and effectiveness of service delivery

## Analysis

### 1.0 Background Information

Fleet and Operational Services is responsible for reviewing and replacing vehicles and equipment that have reached the end of their optimum lifecycle. The Sewer Operations Division approached Fleet and Operational Services in 2019 to develop a business plan that would consider replacing the current combination sewer cleaning truck. A combination truck is a multi-purpose vehicle that can perform specialized maintenance activities on the City's storm and sanitary sewers, storm sewer outlets, catchbasins, and stormwater management facilities. It also provides support when responding to emergency environmental spills. The existing combination sewer cleaning truck was manufactured in 2014 and was not scheduled for replacement until 2026.

Through a comprehensive review of Sewer Operation's business plan, it was confirmed that the existing combination sewer cleaning truck does not meet the Sewer Operations Division's ongoing needs. Since the introduction of the existing combination sewer cleaning truck, there has been an increase in specialized maintenance activities including work in rural, parkland, and woodlot settings. Due to its large size and considerable weight, the existing combination sewer truck is not able to access these natural settings leading to the vehicle not being fully utilized for significant portions of the year. The proposed combination truck is smaller, can access narrower locations, and is equipped to be fully operational twelve months of the year.

As part of the business plan, financial viability was considered, recognizing the replacement of this specialized piece of equipment was premature with respect to the end of its lifecycle. In addition, a vehicle in good condition that retires early will generally command higher value in the resale market.

From a future budgeting and financial perspective, it was estimated that the new truck would cost approximately \$525,000.

Corporate Health and Safety Specialists were involved in the review of the final specifications that formed part of the RFP document.

In summary, an RFP was initiated in consultation with staff in the Sewer Operations Division with a primary objective of replacing an existing combination sewer cleaning truck that has operational limitations which negatively impact the division's sewer maintenance programs.

### 2.0 Discussion and Considerations

#### 2.1 Purchasing Process

Due to the complexity of this specialized equipment, a decision was made to call a Request for Proposal (RFP) allowing interested bidders to be creative, while having to adhere to minimum mandatory requirements noted in the RFP's specifications.

Through Purchasing and Supply, Fleet and Operational Services initiated the proposal process on November 19, 2020, for a new combination sewer cleaning truck for the Sewer Operations Division. The RFP closed on December 21, 2020. Four (4) compliant bids were received and evaluated.

#### 2.2 Evaluation and Results

The evaluation team was chaired by a Procurement Officer and consisted of staff representing Sewer Operations and Fleet and Operational Services. The following evaluation criteria, provided in the RFP, were used to evaluate the submissions:

- Mandatory Requirements
- Company Certification, Experience and Past Performance



- Specifications: Cab & Chassis
- Specifications: Body
- Efficiency, Safety and Regulatory Compliance
- Service Support, Delivery, Training, and Warranty
- Price

The evaluation confirmed the highest score was achieved by Joe Johnson Equipment. This highest scoring proposal provides the best overall value to the City of London.

### **2.3 Disposal of Decommissioned Units**

Bidders were asked to provide an optional trade-in value to retire the existing, City owned combination sewer cleaning truck. The trade-in value submitted by Joe Johnson Equipment did not meet the City's desired salvage value threshold. Subsequently, a decision was made to try and maximize the resale value through an upcoming public auction with the intent of minimizing the financial impact of the vehicle change out strategy.

## **3.0 Financial Impact**

### **3.1 Project Budget**

The forecasted budget for this project, as stated on the Procurement Initiation Approval, form was \$525,000. The recommended bid from Joe Johnson Equipment is \$589,883 (excluding HST). The amount exceeding the estimated project costs can be funded from within existing approved Wastewater and Fleet Services Capital Budgets. The shortfall is partially associated with some additional features to optimize operational value.

Since the most recent forecasted budget was prepared, a number of factors are continuing to result in higher costs. Continued market changes and challenges in the heavy truck and body building industry include increased supply chain costs due to the current pandemic, costs of raw materials, currency exchange rates, environmental control systems, trade and tariff pressures and general inflationary increases across the board in the manufacturing sector. These primary factors all contribute to the exceedance of the estimated budget amount.

### **3.2 Project Funding**

Funding to replace the existing combination sewer cleaning truck will be split between the Fleet Vehicle and Equipment Reserve Fund and Wastewater approved Capital Budgets.

Fleet Services will be funding \$366,183 which is the amount contributed to the Vehicle and Equipment Reserve Fund from the service area for the replacement over the asset's service life, plus any surplus funds from the sale of the retiring asset above the targeted salvage amount. The balance of \$223,700 will be funded directly from the Wastewater Capital Budgets noted on the Source of Financing.

The impact of the shortfall will be minimized through the higher than expected resale value of the retiring combination sewer cleaning truck. Market research indicates a projected resale value of between \$100,000 to \$130,000. This amount would be about 50% above the forecasted salvage value amount that was planned to be returned to the reserve fund at the normal end-of-life. This amount reduces the current spread of \$65,000.

Ongoing operating costs for fuel, maintenance, inspection, service, overhead and future capital replacement are funded through the internal rental rate process and charged to the respective service areas. These rental rate calculations are based on future replacement costs and historical information for similar units in various equipment classes.

Source of Financing is attached as Appendix A.

## **Conclusion**

Based on an analysis and evaluation of the submissions received, Fleet Services in conjunction with Service Area recommend that RFP20-61 be awarded to Joe Johnson Equipment, 2521 Bowman Street, Innisfil, ON, L9S 3V6 for the supply and delivery a combination sewer cleaning truck.

**Prepared by:**                    **Mike Bushby, B.A.**  
**Division Manager, Fleet and Operational Services**

**Submitted by:**                **Jay Stanford, MA, MPA**  
**Director, Environment, Fleet and Solid Waste**

**Scott Mathers, P.Eng., MPA**  
**Director, Water and Wastewater**

**Recommended by:**        **Kelly Scherr, P. Eng., MBA, FEC,**  
**Managing Director, Environmental and Engineering**  
**Services and City Engineer**

**Attach:**            **Appendix A – Source of Finance**

**Appendix "A"**

#21015  
February 9, 2021  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: RFP20-61 Supply and Delivery of Combination Sewer Cleaning Truck  
(Work Order 2487301)  
Capital Project ME201801 - Vehicles and Equipment Replacement - TCA  
Capital Project ES5020 - Sewer Operations Equipment - Stormwater  
Capital Project ES5021 - Sewer Operations Vehicles and Equipment - WWT  
Capital Project ES252320 - Sewer Construction and Repairs  
Joe Johnson Equipment - \$589,883.00 (excluding HST)

**Finance and Corporate Services Report on the Sources of Financing:**

Finance and Corporate Services confirms that the cost of this purchase can be accommodated within the financing available for it in the Capital Budget, and that, subject to the approval of Managing Director, Environmental and Engineering Services, and City Engineer, the detailed source of financing is:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ME201801 - Vehicles and Equipment Replacement - TCA</b>				
Vehicles and Equipment	6,469,253	5,508,335	372,628	588,290
<b>ES5020 - Sewer Operations Equipment - Stormwater</b>				
Vehicles and Equipment	323,311	149,720	173,591	0
<b>ES5021 - Sewer Operations Vehicles and Equipment - WWT</b>				
Vehicles and Equipment	189,844	176,066	13,778	0
<b>ES252320 - Sewer Construction and Repairs</b>				
Construction	2,700,000	1,213,182	40,267	1,446,551
<b>Total Expenditures</b>	<b>\$9,682,408</b>	<b>\$7,047,303</b>	<b>\$600,264</b>	<b>\$2,034,841</b>

**Sources of Financing**

<b>ME201801 - Vehicles and Equipment Replacement - TCA</b>				
Capital Levy	260,862	260,862	0	0
Drawdown from Vehicles and Equipment Reserve Fund	6,165,891	5,204,973	372,628	588,290
Drawdown from Self Insurance Reserve Fund	42,500	42,500	0	0
<b>ME201801 Total</b>	<b>\$6,469,253</b>	<b>\$5,508,335</b>	<b>\$372,628</b>	<b>\$588,290</b>
<b>Capital Project ES252320 - Sewer Construction and Repairs</b>				
Drawdown from Sewage Works Renewal Reserve Fund	323,311	149,720	173,591	0
<b>ES5021 - Sewer Operations Vehicles and Equipment - WWT</b>				
Drawdown from Sewage Works Renewal Reserve Fund	189,844	176,066	13,778	0
<b>ES252320 - Sewer Construction and Repairs</b>				
Capital Sewer Rates	2,700,000	1,213,182	40,267	1,446,551
<b>Total Financing</b>	<b>\$9,682,408</b>	<b>\$7,047,303</b>	<b>\$600,264</b>	<b>\$2,034,841</b>

**Appendix "A"**

**#21015**

February 9, 2021  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: RFP20-61 Supply and Delivery of Combination Sewer Cleaning Truck  
(Work Order 2487301)  
Capital Project ME201801 - Vehicles and Equipment Replacement - TCA  
Capital Project ES5020 - Sewer Operations Equipment - Stormwater  
Capital Project ES5021 - Sewer Operations Vehicles and Equipment - WWT  
Capital Project ES252320 - Sewer Construction and Repairs  
Joe Johnson Equipment - \$589,883.00 (excluding HST)

<b>Financial Note:</b>	<b>ME201801</b>	<b>ES5020</b>	<b>ES5021</b>	<b>ES252320</b>
Contract Price	\$366,183	\$170,589	\$13,540	\$39,571
Add: HST @13%	47,604	22,177	1,760	5,144
<b>Total Contract Price Including Taxes</b>	<b>413,787</b>	<b>192,766</b>	<b>15,300</b>	<b>44,715</b>
Less: HST Rebate	-41,159	-19,174	-1,522	-4,448
<b>Net Contract Price</b>	<b>\$372,628</b>	<b>\$173,591</b>	<b>\$13,778</b>	<b>\$40,267</b>

<b>Financial Note:</b>	<b>Total</b>
Contract Price	\$589,883
Add: HST @13%	76,685
<b>Total Contract Price Including Taxes</b>	<b>666,568</b>
Less: HST Rebate	-66,303
<b>Net Contract Price</b>	<b>\$600,264</b>

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Jason Davies  
Manager of Financial Planning & Policy

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## Report to Civic Works Committee

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

**From:** Kelly Scherr, P. Eng., MBA, FEC Managing Director,  
Environmental & Engineering Services and City Engineer

**Subject:** 2020 Drinking Water Annual Report and Summary Report for  
the City of London Drinking Water System

**Date:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the 2020 Drinking Water Annual Report and Summary Report for the City of London Drinking Water System **BE RECEIVED** for information.

## Executive Summary

Ontario Regulation 170/03 (Drinking Water Systems) requires the owner of a municipal drinking water system to ensure that an Annual Report and a Summary Report be prepared, covering the period of January 1 through to December 31 of the previous year. This report, along with its appendices, fulfills these requirements.

## Linkage to the Corporate Strategic Plan

The 2019 – 2023 Strategic Plan identifies this objective under Leading in Public Service: Measure and publicly report on corporate performance.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

[“2019 Drinking Water Annual Report and Summary Report for the City of London Distribution System”](#) presented to CWC on February 19, 2020

### 2.0 Discussion and Considerations

#### 2.1 Regulatory Requirements

Ontario Regulation 170/03 (Drinking Water Systems) requires the owner of a municipal drinking water system to ensure that an Annual Report and a Summary Report be prepared, covering the period of January 1 through to December 31 of the previous year.

The Annual Report is to contain:

- A brief description of the drinking water system, including a list of water treatment chemicals used by the system;
- A summary of the results of required tests;
- A summary of any adverse test results reported and corrective actions taken; and
- A description of any major expenses incurred to install, repair or replace required equipment.

O. Reg. 170/03 further stipulates that:

- a) The Owner shall ensure that a copy of the Annual Report is given without charge to every person who requests a copy;

- b) Effective steps are taken to advise users of water from the system that copies of the Annual Report are available, without charge, and of how a copy may be obtained;
- c) The Owner of a large municipal residential system serving more than 10,000 people is required to post a copy of the Annual Report to the municipality's website; and,
- d) A Summary Report is to be prepared and presented to the members of the Municipal Council by no later than March 31 of the following year.

The Summary Report is to contain:

- A list of any regulatory requirements applicable to the system that were not met at any time during the period covered by the report, the duration of the failure, and the measures that were taken to correct the failure; and,
- A summary of the quantities and flow rates of the water supplied during the period covered by the report, including monthly average and maximum daily flows and compared to the rated capacity of the system.

Due to the large number of pages, the 2020 Drinking Water Summary Report for the City of London Drinking Water System has been provided to members of Council in electronic format, with the 2020 Annual Report attached as an appendix. The Summary Report (without appendices) is attached as Appendix 'A' to this report.

The Elgin-Middlesex Pumping Station (EMPS) is jointly owned by the St. Thomas Area Secondary Water Supply System, the Aylmer Area Secondary Water Supply System, and the City of London, and is operated by the Ontario Clean Water Agency (OCWA). The Annual Report for the EMPS (London portion) was not yet available at the time of writing this report. Therefore, it will be provided to members of Council under separate memo prior to the reporting deadline of February 28, 2021.

## Conclusion

Receipt of Appendix 'A' of this report by members of Council fulfils the reporting requirements of O. Reg. 170/03, Schedule 22. The 2020 Drinking Water Summary Report is available to members of the public by request and will be posted on the City's website.

**Prepared by:** John Simon, P.Eng., Division Manager, Water Operations  
**Submitted by:** Scott Mathers, MPA, P.Eng., Director – Water & Wastewater  
**Recommended by:** Kelly Scherr, P. Eng., MBA, FEC Managing Director Environmental & Engineering Services and City Engineer

Appendix 'A' – City of London 2020 Drinking Water Summary Report

c.c.

Cathy Saunders - City Clerk

John Simon – Division Manager – Water Operations

Aaron Rozentals - Division Manager – Water Engineering

Andrew Henry – Director – Regional Water Supply

Scott Koshowski, P. Eng. – Water Operations Engineer

Dan Huggins - Water Quality Manager

Dr. Christopher Mackie, Medical Officer of Health and Chief Executive Officer

Middlesex-London Health Unit

# CITY OF LONDON

## 2020 DRINKING WATER SUMMARY REPORT

***System Name:* City Of London Drinking Water System**

***System Rating:***

Water Distribution Subsystem Class IV  
Water Treatment Subsystem Class II  
Average Day Demand: 130.885 MLD  
Peak Day Demand: 194.876 MLD (July 6, 2020)  
Population Served: 397,000 (approx.)  
Source Water: Surface Water (Lake Huron, Lake Erie)  
Drinking Water System Number: 260004917  
Municipal Drinking Water Licence: 006-101



**London**  
C A N A D A

***CONTACT INFO:***

Owner:  
Corporation of the City of London  
300 Dufferin Avenue, London, Ontario N6A 4L9  
Contact: Mr. John Simon, P.Eng. Division Manager Water Operations  
519-661-2489 ext. 4938

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## **Reporting Requirements**

Ontario Regulation 170/03 requires that municipalities prepare a Summary Report for their drinking-water system for the preceding calendar year and submit it to the members of the Municipal Council by March 31 of each year. This report, presented to Municipal Council's Civic Works Committee on February 9, 2021 fulfills that requirement.

O. Reg 170/03 also requires the preparation of an Annual Report on the operation of the drinking-water system to be made available to members of the public.

Before February 28, 2021, a copy of the 2020 Annual Report and Summary Report for the City of London's water works will be provided to the local office of the Ministry of the Environment, Conservation and Parks (MECP) as a courtesy for information purposes.

The Elgin-Middlesex Pumping Station (EMPS) is jointly owned by the St. Thomas Area Secondary Water Supply System, the Aylmer Area Secondary Water Supply System, and the City of London. EMPS is operated by the Ontario Clean Water Agency (OCWA).

## **Water Budget**

The 2020-2023 operating and capital budgets represent financial sustainability for Londoners, whereby annual rate increases are approximately the average of the Consumer Price Index (CPI) and the Non-Residential Building Construction Price Index (NRBCPI). The 2020-2023 water operating and capital budgets support four core business objectives:

- Compliance
- Financial Management
- Customer Service
- Best Management Practices

The total Water budget for 2020 was \$84.7 million, which includes long term infrastructure improvements. The Water Budget helps maintain London's Advantage of a safe, clean and secure water supply. The Water Service Area remains proactive in initiatives to ensure that this service continues to meet the demands and expectations of customers. Existing infrastructure requires ongoing renewal (replacement and rehabilitation) activities to manage the infrastructure gap, ensuring that future generations are not faced with a water system that is failing, unreliable, and expensive to maintain.

## **Impacts of Covid-19 on Operational Performance**

The novel coronavirus (COVID-19) has caused unprecedented interruption to the daily activities of individuals, businesses, and institutions around the world. The City of London has experienced significant challenges, and there remains considerable

uncertainty in the foreseeable future. The Water Service Area is an Essential Service that must maintain service continuity. Operationally, the Water Service Area continued with “business-as-usual” to the best ability possible, with only minor service level impacts seen on non-critical work processes.

### ***Staffing***

During the course of 2020, from the initial onset of the Covid-19 pandemic, and through the lockdowns, adjustments were made to ensure continuity of service. Water Operations staff remained fully dedicated to the delivery of safe, reliable drinking water. During this time, staff modified work environments, created new procedures, and worked diligently to ensure to maintain uninterrupted supply of this essential service.

In the first few weeks of March and April 2020, staff reductions/rotations were implemented to limit potential exposure to staff. Once appropriate personal protective equipment, additional vehicles and new health and safety related procedures were adopted, Water Operations staff remobilized to a full staff complement to provide a “business-as-usual” level of service.

### ***Business Continuity***

During the early stages of the pandemic new processes and procedures were established to provide business continuity. Water Operations staff implemented a “start of day” procedure that strictly offset the working times between Water Operations staff and other City operations staff by 30 minutes. In addition, Water Operations staff quickly implemented a rotational shift system, social distancing protocols, eliminated shared/grouped vehicle travel by providing staff with separate vehicles to travel to and from work sites, and ensured proper personal protective equipment was available. All these efforts were put forth to minimize inter-staff contact. These combined efforts enabled the continued safe and reliable operation of the water distribution system over the course of the pandemic.

### ***Budget***

During the initial weeks of the Covid-19 pandemic, there were numerous indications that the lockdown would have a significant impact on water revenue. Water consumption dropped, construction activity ceased, restaurants and industries were closed. At its lowest, commercial demand was down 41% of the three-year average, institutional was 46%, and industrial was 23%. Once the lockdown was lifted, water consumption stabilized and returned to projected levels. Despite the significant drop in consumption in the spring, the overall water revenue for 2020 was approximately 3% higher than previously budgeted. Despite the Covid-19 pandemic, 2020’s water consumption was the highest London has seen in nearly a decade. The majority of this increased usage is attributed to residential customers, at one point rising 27% above the sector’s three-year average.

### ***Maintenance and Construction***

With the effects of the pandemic controlling and altering daily activities, the Water Operations Division continued to deliver essential water services. Water Operations Division and Water Engineering Division staff maintained, whenever possible, a

“business-as-usual” level of service. Staff adapted to mandated requirements and found ways to continue their tasks and duties. The Corporation continued to provide support to staff by way of allocating necessary supplies, additional vehicles, sourcing and providing personal protective equipment.

## **Sampling & Water Quality Monitoring**

In 2020, the MECP required large municipal drinking water systems to test for 70 different organic, inorganic and chemical parameters. The City of London’s water sampling regime includes monthly testing for microbiological indicators and chlorine residuals from 57 standard locations across the City, as well over 2,600 random grab samples. Analysis is also performed for up to 117 parameters, including organics, inorganics, chemicals, pesticides and metals at 13 standard locations around the City. This level of testing far exceeds the MECP’s minimum sampling requirements.

London also has 10 locations throughout the City where continuous in-line sampling of chlorine residual and pH is monitored. Staff also perform approximately 4,000 additional chlorine tests each year related to construction and maintenance activities. These efforts help ensure that the water within the distribution system is always of high quality, completely safe to consume, and consistent for manufacturing processes.

### ***2020 Water Quality Sampling Summary***

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2020	
<b>REGULATED INORGANICS</b>					
Antimony	6	ug/L	0.09	<b>0.12 - 0.14</b>	No
Arsenic	25	ug/L	0.2	<b>0.2 - 0.4</b>	No
Barium	1000	ug/L	0.02	<b>12.8 - 19.4</b>	No
Boron	5000	ug/L	2	<b>24 - 25</b>	No
Cadmium	5	ug/L	0.003	<b>0.004 - 0.008</b>	No
Chromium	50	ug/L	0.08	<b>0.08 - 0.10</b>	No
Fluoride	1.5	mg/L	0.06	<b>0.07 - 0.82</b>	No
Free Chlorine Residual	--	mg/L		<b>0.23 - 1.90</b>	No
Lead	10	ug/L	0.01	<b>0.01 0.06</b>	No
Mercury	1	ug/L	0.01	<b>0.01 &lt;MDL</b>	No
Selenium	10	ug/L	0.04	<b>0.11 - 0.15</b>	No
Sodium	*20	mg/L	0.01	<b>8.62 - 14.4</b>	No
Uranium	20	ug/L	0.002	<b>0.03 - 0.064</b>	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2020	

**REGULATED ORGANICS**

Atrazine	--	ug/L	0.01	<b>0.02 - 0.02</b>	No
Atrazine + N-dealkylated metabolites	5	ug/L	0.01	<b>0.02 - 0.03</b>	No
De-ethylated Atrazine	--	ug/L	0.01	<b>0.01 &lt;MDL</b>	No
Azinphos-methyl	20	ug/L	0.05	<b>0.05 &lt;MDL</b>	No
Benzene	5	ug/L	0.32	<b>0.32 &lt;MDL</b>	No
Benzo(a)pyrene	0.01	ug/L	0.004	<b>0.004 &lt;MDL</b>	No
Bromoxynil	5	ug/L	0.33	<b>0.33 &lt;MDL</b>	No
Carbaryl	90	ug/L	0.05	<b>0.05 &lt;MDL</b>	No
Carbofuran	90	ug/L	0.01	<b>0.01 &lt;MDL</b>	No
Carbon tetrachloride	5	ug/L	0.17	<b>0.17 &lt;MDL</b>	No
Chlorpyrifos	90	ug/L	0.02	<b>0.02 &lt;MDL</b>	No
Diazinon	20	ug/L	0.02	<b>0.02 &lt;MDL</b>	No
Dicamba	120	ug/L	0.2	<b>0.2 &lt;MDL</b>	No
1,2-Dichlorobenzene	200	ug/L	0.41	<b>0.41 &lt;MDL</b>	No
1,4-Dichlorobenzene	5	ug/L	0.36	<b>0.36 &lt;MDL</b>	No
1,2-Dichloroethane	5	ug/L	0.35	<b>0.35 &lt;MDL</b>	No
Dichloromethane	50	ug/L	0.35	<b>0.35 &lt;MDL</b>	No
2,4-dichlorophenol	900	ug/L	0.15	<b>0.15 &lt;MDL</b>	No
2,4-dichlorophenoxyacetic acid (2,4-D)	100	ug/L	0.19	<b>0.19 &lt;MDL</b>	No
Diclofop-methyl	9	ug/L	0.4	<b>0.4 &lt;MDL</b>	No
Dimethoate	20	ug/L	0.06	<b>0.06 &lt;MDL</b>	No
Diquat	70	ug/L	1	<b>1 &lt;MDL</b>	No
Diuron	150	ug/L	0.03	<b>0.03 &lt;MDL</b>	No
Glyphosate	280	ug/L	1	<b>1 &lt;MDL</b>	No
Malathion	190	ug/L	0.02	<b>0.02 &lt;MDL</b>	No
MCPA	--	mg/L	0.00012	<b>0.00012 &lt;MDL</b>	No
Metolachlor	50	ug/L	0.01	<b>0.01 &lt;MDL</b>	No
Metribuzin	80	ug/L	0.02	<b>0.02 &lt;MDL</b>	No
Monochlorobenzene	80	ug/L	0.3	<b>0.3 &lt;MDL</b>	No
Paraquat	10	ug/L	1	<b>1 &lt;MDL</b>	No
Pentachlorophenol	--	ug/L	0.15	<b>0.15 &lt;MDL</b>	No
Phorate	2	ug/L	0.01	<b>0.01 &lt;MDL</b>	No
Picloram	190	ug/L	1	<b>1 &lt;MDL</b>	No
Polychlorinated Biphenyls (PCBs)	3	ug/L	0.04	<b>0.04 &lt;MDL</b>	No
Prometryne	1	ug/L	0.03	<b>0.03 &lt;MDL</b>	No
Simazine	10	ug/L	0.01	<b>0.01 &lt;MDL</b>	No
Terbufos	1	ug/L	0.01	<b>0.01 &lt;MDL</b>	No
2,3,4,6-tetrachlorophenol	100	ug/L	0.2	<b>0.2 &lt;MDL</b>	No
Triallate	230	ug/L	0.01	<b>0.01 &lt;MDL</b>	No
Trichloroethylene	50	ug/L	0.44	<b>0.44 &lt;MDL</b>	No
2,4,6-trichlorophenol	5	ug/L	0.25	<b>0.25 &lt;MDL</b>	No
Trifluralin	45	ug/L	0.02	<b>0.02 &lt;MDL</b>	No
Vinyl Chloride	2	ug/L	0.17	<b>0.17 &lt;MDL</b>	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2020	

### NITRATES

Nitrate (as nitrogen)	--	mg/L	0.006	0.07 - 0.54	No
Nitrate + Nitrite (as nitrogen)	--	mg/L	0.006	0.07 - 0.54	No
Nitrite (as nitrogen)	--	mg/L	0.003	0.005 - 1.7	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2020	

### TRICHALOMETHANES & HALOACETIC ACIDS

Total Haloacetic Acids	--	ug/L	5.3	5.3 - 26	No
Dibromoacetic Acid	--	ug/L	2	<MDL	No
Dichloroacetic Acid	--	ug/L	2.6	3.3 - 17.9	No
Monobromoacetic acid	--	ug/L	2.9	<MDL	No
Monochloroacetic Acid	--	ug/L	4.7	<MDL	No
Trichloroacetic Acid	--	ug/L	5.3	5.3 - 8.1	No
Trihalomethanes (total)	--	ug/L	0.37	16 - 43	No
Bromodichloromethane	--	ug/L	0.26	5.4 - 11	No
Bromoform	--	ug/L	0.34	0.34 - 0.37	No
Chloroform	--	ug/L	0.29	7.4 - 28	No
Dibromochloromethane	--	ug/L	0.37	2 - 4.5	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2020	

### MICROBIOLOGICAL

E. coli	0	cfu/100 mL	0	0 - 0	No
Total Coliform	0	cfu/100 mL	0	0 - 15	Yes
Heterotrophic Plate Count	N/A	cfu/1 mL	10	10 - 2000	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2020	
<b>NON-REGULATED INORGANICS/ORGANICS</b>					
Alkalinity	--	mg/L as CaCO3	2	73 - 92	No
Aluminum	--	ug/L	1	10 - 36	No
Ammonia+Ammonium (N)	--	mg/L	0.04	0.04 <MDL	No
Calcium	--	mg/L	0.01	24.4 - 32	No
Chloride	--	mg/L	0.04	9.5 - 18	No
Cobalt	--	ug/L	0.004	0.005 - 0.012	No
Colour	--	TCU	3	3 <MDL	No
Conductivity	--	uS/cm	2	231 - 307	No
Copper	--	ug/L	0.2	1.1 - 1.9	No
Cyanide	200.0	ug/L	2	7.4 - 19.1	No
1,1-Dichloroethylene (vinylidene chloride)	14	ug/L	0.33	0.33 <MDL	No
Dissolved Organic Carbon	--	mg/L	1	2 - 2	No
Ethylbenzene	--	ug/L	0.33	0.33 <MDL	No
Hardness	--	mg/L as CaCO3	0.05	89.5 - 113	No
Iron	--	ug/L	7	7 <MDL	No
Magnesium	--	mg/L	0.001	6.95 - 8.05	No
Manganese	--	ug/L	0.01	0.05 - 0.79	No
Nickel	--	ug/L	0.1	0.3 - 0.5	No
Nitrogen-Kjeldahl (N)	--	mg/L	0.05	0.05 - 0.08	No
Organic Nitrogen	--	mg/L	0.01	0.05 - 0.06	No
pH	--	no unit	0.05	7.93 - 8.08	No
Phosphorus	--	mg/L	0.003	0.003 <MDL	No
Potassium	--	mg/L	0.009	0.924 - 1.3	No
Silicon; reactive silicate	--	mg/L	0.02	0.64 - 1.67	No
Silver	--	ug/L	0.05	0.05 <MDL	No
Solids (Total Dissolved)	--	mg/L	30	117 - 149	No
Sulphate	--	mg/L	0.04	24 - 32	No
Sulphide	--	mg/L	6	6 <MDL	No
Surr 1,2-Dichloroethane-d4	--	Surr Rec %	--	99 - 101	No
Surr 4-Bromofluorobenzene	--	Surr Rec %	--	94 - 99	No
Surr Decachlorobiphenyl	--	%	--	106 - 133	No
Tetrachloroethylene (perchloroethylene)	30	ug/L	0.35	0.35 <MDL	No
Toluene	--	ug/L	0.36	0.36 <MDL	No
Total Chlorine-Field	--	mg/L	--	1.11 - 1.29	No
2,4,5-TP (Silvex)	--	ug/L	0.18	0.18 <MDL	No
Turbidity	1	NTU	0.1	0.1 - 0.16	No
Xylene (Total)	--	ug/L	0.43	0.43 <MDL	No
m/p-xylene	--	ug/L	0.43	0.43 <MDL	No
o-xylene	--	ug/L	0.17	0.17 <MDL	No
Zinc	--	ug/L	2	2 <MDL	No

In 2020, there were three (3) adverse microbiological results out of 2,624 samples taken. All involved the detection of Total Coliform bacteria (ranging from 1 to 15 cfu/100 mL). In each case, staff implemented the mandatory adverse response procedure, which included notifying the MECP and the Middlesex-London Health Unit, and immediately re-sampled at each location. The re-sample results revealed no adverse indicators.

In all instances it is highly unlikely that there were ‘actual’ water quality issues at these sites, as all adverse samples were identified as having free chlorine residuals which were well above the minimum acceptable level at the time of the sampling (ranging between 0.48 to 0.94 mg/L). E. coli and Coliform bacteria cannot survive in chlorinated water; therefore, it is suspected that post-sampling contamination occurred. The re-sampling results support this conclusion. The microbiological testing procedure is extremely sensitive; accidental sample contamination can occur through operator or laboratory error, despite the specific procedures and precautions being adhered to while processing samples.

## **System Statistics and Major Events**

During the period from January 1, 2020 through to December 31, 2020 a total of 47,923,719,000 litres of water were purchased, at a cost of more than \$27,031,998, from the Joint Water Boards and subsequently pumped into London via the Arva Pumping Station and the London components within the Elgin Middlesex Pumping Station. Average day demand was 130,884,910 litres, the highest in nearly 10 years. Peak day consumption of 194,876,000 litres occurred on July 6, 2020, the highest in a decade.

A summary of system pumpage can be found in the full version of the Summary Report. The data includes monthly average and maximum daily flows. These values are also compared to the rated flow rate capacities identified in London’s Municipal Drinking Water Licence. There were no occurrences of flow rate exceedance during the specified time period.

Listed below are some 2020 statistics for the City of London Distribution System:

<b>Approximate Replacement Value of Drinking Water System</b>	<b>\$5,869,000,000</b>
<b>Number of Pumping Stations</b>	<b>9</b>
<b>Number of Fire Hydrants</b>	<b>9,726</b>
<b>Number of Watermain Valves</b>	<b>13,940</b>
<b>Total Number of Water Services</b>	<b>120,011</b>
<b>Length of Watermain</b>	<b>1,624 km</b>

<b>Number of Watermain Breaks</b>	<b>55</b>
<b>Number of Water Service Leaks</b>	<b>292</b>

### **Municipalities Receiving London Water**

In the Municipality of Middlesex Centre, the villages of Arva, Ballymote, and Delaware continued to receive their drinking water under contract from the City of London during 2020. The Municipality of Middlesex Centre has been provided a copy of the Annual Report as per O. Reg 170/03.

Several residences within Central Elgin also continued to receive drinking water from the transmission watermain that supplies the City of London from the EMPS. For this reason, Central Elgin has also been provided a copy of the report.



## Report to Civic Works Committee

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

**From:** Kelly Scherr, P.Eng., MBA, FEC  
Managing Director, Environmental & Engineering Services  
and City Engineer

**Subject:** London Community Recovery Network – Ideas for Action by  
Municipal Council

**Date:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental and Engineering Services & City Engineer the following actions be taken with respect to the London Community Recovery Network:

- a) The implementation plans for the following idea for action submitted from the London Community Recovery Network and received by Municipal Council **BE APPROVED:**  
Focus on actions that get people moving around the core (Idea #2.1)
- b) Civic Administration **BE DIRECTED** to execute the implementation plan for this idea for action in support of London's community recovery from COVID-19;
- c) That \$330,000 **BE APPROVED** as set out in the business case included in Appendix A, noting that Municipal Council previously authorized \$5 million to be contributed to the Economic Development Reserve Fund to support social and economic recovery measures;
- d) This report **BE RECEIVED**.

## Executive Summary

### 1.0 Executive Summary

Over the past few months, the COVID-19 pandemic has radically altered how Londoners work, learn and participate in the community. COVID-19 has challenged the community in an unprecedented way, with long-lasting economic and social impacts likely to continue. In response, London City Council quickly established the London Community Recovery Network in partnership with leaders from London's business, industry, non-profit, academia sectors as well as communities that have experienced disproportionate impacts from COVID-19.

Network members acknowledge that collective efforts toward London's community recovery will require a long term commitment by the community. However, in the first phase of its work, Network members identified 70 ideas for action that included 37 immediate recovery ideas for the City of London to lead in the short term. Twelve (12) of these short term ideas are already underway by Civic Administration. The remaining 25 ideas have been received by Municipal Council with Civic Administration being directed to determine implementation plans for consideration by the appropriate standing committee.

On January 12, 2021, Council resolved that:

"b) The recommended short term ideas for action to support London's COVID-19 community recovery, as submitted by the London Community Recovery Network (the Network) **BE RECEIVED**;

c) Civic Administration **BE DIRECTED** to determine implementation plans for ideas in Table 2, excluding those included in Table 1, and return to the appropriate standing committee for approval in early 2021, noting that with the report to SPPC on September 20, 2020 (2020 Mid-Year Operating Budget Monitoring Report & COVID-19 Financial Impacts) Council authorized \$5 million to be contributed to the Economic Development Reserve Fund to support social and economic recovery measures”

For transparency and ease of reporting, Civic Administration has developed a single report that includes ideas for action for each of the appropriate Standing Committees. This report to the Civic Works Committee includes the following Network idea for action for discussion and direction from the 25 ideas received for implementation by the City of London:

Idea Ref. #	Idea for Action
2.1	Focus on actions that get people moving around the core

Standing committees of Council will consider reports regarding ideas for action that overlap with the mandates of each particular committee. For a full list of the 25 ideas moving forward for the consideration of Municipal Council, please refer to the [December 16, 2020 SPPC report](#).

## Linkage to the Corporate Strategic Plan

The community-driven work of the London Community Recovery Network touches on numerous key areas of focus under the City of London Strategic Plan:

Strengthening our Community:

- Londoners have access to the supports they need to be successful
- Londoners have access to the services and supports that promote well-being, health, and safety in their neighbourhoods and across the city

Building a Sustainable City

- London has a strong and healthy environment
- Londoners can move around the city safely and easily in a manner that meets their needs

Growing our Economy:

- London will develop a top quality workforce
- London is a leader in Ontario for attracting new jobs and investments
- London creates a supportive environment where entrepreneurs, businesses and talent can thrive

Creating a Safe City for Women and Girls

- London has enhanced the potential for women and girls to live safe lives

Leading in Public Service

- The City of London is trusted, open, and accountable in service of our community
- Londoners experience exceptional and valued customer service

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

- London Community Recovery Network – Immediate Ideas for Action to Support London’s COVID-19 Community Recovery – December 16, 2020, SPPC
- 2020 Mid-Year Operating Budget Monitoring Report & COVID-19 Financial Impacts - September 20, 2020 - SPPC
- First Report of the London Community Recovery Network – July 14, 2020, SPPC

- Covid-19 Financial Impacts – Update – June 23, 2020, SPPC
- Second Report from the Mayor’s Economic and Social Impact and Recovery Task Forces – May 8, 2020
- Covid-19 Financial Impacts and Additional Measures for Community Relief – April 28, 2020, SPPC
- Homeless Prevention COVID-19 Response and Funding Overview, Community and Protective Services Committee, April 28, 2020, Consent Item # 2.3
- Property Tax Deferral Options – April 14, 2020, CSC
- First Report from the Mayor’s Economic and Social Impact and Recovery Task Forces – April 9, 2020

## 2.0 Discussion and Considerations

### Idea for Action #2.1 – Focus on actions that get people moving around the core

#### *Idea for Action:*

The London Community Recovery Network has recommended that the City of London “identify actions to promote a walkable, accessible downtown; address physical barriers, use technologies available to support accessibility needs. Improve signage to help drivers, pedestrians and cyclists navigate; map the journey from the car to ultimate destinations. Uncertainty on timelines acknowledged broader plans to increase walkability/accessibility will take considerable time.”

With respect to actions underway, construction of 2020-2021 core area projects has had a deliberate focus on accessibility and supporting the active transportation realm. For example, Richmond Street reconstruction between Dundas and York Streets has created wider sidewalks and the upcoming Downtown Loop will support better transit service. Core area cycling infrastructure projects on Dundas Street, Colborne Street, and connections at Riverside Drive with the Thames Valley Parkway network also incorporate significant streetscaping amenities to help implement this initiative. Core construction mitigation and temporary detouring/signage have been introduced to help drivers, pedestrians and cyclists navigate more safely through the temporary conditions as a result of construction. Civic Administration has also been working with community partners to install bike locker units in three high-use locations in or close to downtown as part of a pilot project by Spring 2021. Talks have begun with the Accessibility Specialist to review the use of technology options that may be available to support broader accessibility in the core, such as trial installation of Blind Square on Dundas Place and/or the "Shop Talk" program run by CNIB, for those who are blind or partially sighted. The talks were suspended at the start of the pandemic and are expected to resume after it is safe to do so. Finally, the condition of sidewalks in the downtown area to improve accessibility and walkability will continue to be addressed on an annual basis and an application has been made to senior levels of government for additional funding to allow a larger scope of these improvements in 2021.

The LCRN idea specifically identifies improving signage to help drivers, pedestrians and cyclists navigate through downtown and map their journey from the car and other modes of transport to their ultimate destinations. This is best achieved by producing a Downtown Wayfinding Plan (the Plan) and implementing its recommendations. Significant public infrastructure and private development construction has continued during the pandemic, even as the current occupancies of many downtown venues and establishments have fallen to historically low levels under Covid restrictions. Most public festivals have been cancelled. Re-orienting those returning to downtown in 2021 and after the pandemic will take on added significance. In addition, improved wayfinding in the focussed territory of the downtown, with its dense mix of uses and high trip generation, the infrastructure and operational techniques used here could also be adapted for future use in other parts of the city. The Downtown Loop, East London Link and Wellington Gateway transit improvements, for example, could be factored into the wayfinding plan.

It is recommended that delivery of a Downtown Wayfinding Plan be jointly led by the Development and Compliance Services and Environmental & Engineering Services, in cooperation with stakeholders such as Downtown London, Tourism London, and others. The Plan would be produced in the first year, with signs and maps in place in the subsequent year, subject to a capital investment of \$290,000 via the \$5 million Economic Development Reserve Fund. A smaller ongoing operating budget for sign maintenance and replacements is also required. Further details are found in the LCRN Business Case attached as Appendix A.

Providing more and better infrastructure is one category of action “to get people moving around the core”. These physical investments complement the broader context of other LCRN Ideas for Action aimed at activations for repopulating and reviving the sociability of downtown streets led through other service areas. These include hosting interactive, distanced festivals and events, outdoor concerts, incentivizing sidewalk patios, etc.

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

On September 20, 2020, the 2020 Mid-Year Operating Budget Monitoring Report & COVID-19 Financial Impacts report was presented to SPPC. Civic Administration reported that after applying the Safe Restart Agreement funding and prior to the recommendations in the report, the Property Tax Supported Budget projected surplus would be \$15.3 million. One recommendation was, notwithstanding the Council approved Surplus/Deficit Policy, that Civic Administration be authorized to allocate \$5 million of the surplus to the Economic Development Reserve Fund to support social and economic recovery measures.

As the implementation plans for short term ideas for action from the Network that require municipal implementation are developed, Civic Administration will track the estimated financial impacts. If the total amount exceeds the \$5 million allocation, options for addressing the shortfall will be presented. As the individual implementation plans return to the appropriate standing committee for approval, recommendations to access funding to support the plans will be included.

## **Conclusion**

This report was prepared as part of the City of London’s response to the ideas for action identified by the London Community Recovery Network focused on accelerating community recovery from COVID-19 in the short term. If directed, Civic Administration will begin the implementation of the plans listed herein to execute on these ideas for action.

The Network’s idea generation and prioritization process has drawn on the insight and expertise of a wide variety of individuals and has led to valuable discussions related to recovery within our community. The prioritized list of community recovery ideas would not have been possible without the efforts and contributions made by a large number of business and community partners, Members of the London City Council, and all Service Areas across the City of London. The City of London would also like to thank local Members of Parliament and Members of Provincial Parliament for providing valuable insights to members throughout the course of this phase of the work.

**Prepared and Submitted by:** **Jim Yanchula, MCIP RPP, Manager,  
Downtown Projects and Business  
Relations, Roads & Transportation**

**Recommended by:** **Kelly Scherr, P. Eng., MBA, FEC Managing  
Director, Environmental and Engineering  
Services and City Engineer**

Appendix A: Business Case  
cc. Members of the London Community Recovery Network  
City of London Senior Leadership Team  
Community Recovery Working Group

## Appendix A

### London Community Recovery Network Ideas for Action – Business Case

Idea #: 2.1

Idea Title: Focus on actions that get people moving around the core

#### Business Case Deliverables & Impact

One specific action cited in Our Move Forward: London’s Downtown Plan, adopted in 2015 is: “Implement a downtown wayfinding program that makes it easy to get to downtown and effortless to navigate through it.” Though currently not an approved project, if advanced now as a priority, it would respond to the second part of LCRN Idea for Action 2.1 to “improve signage to help drivers, pedestrians and cyclists navigate; map the journey from the car to ultimate destinations to promote a walkable, accessible downtown”. Better wayfinding signage is achievable, mapped not just from downtown parking lots, but also from other significant sites such as: the Thames Valley Parkway and Core Area cycle network systems, VIA Rail, Greyhound, and RT stations to key destinations like Richmond Row, Dundas Place, and parks and event venues. Current mapped journeys are limited and not integrated. A wayfinding “you are here” map is a feature in each of the three Dundas Place Gateway Markers that are scheduled for installation in the first quarter of 2021. A more robust wayfinding signage program would leverage investments from all orders of government made in active transportation infrastructure while also providing better connectivity and sustainable transportation alternatives. The program will also support economic recovery in travel and tourism and as the community emerges from the pandemic.

The first step would be commissioning a Downtown Wayfinding Plan, specifically through downtown. Led by City Planning, the plan’s purpose is to access specific industry expertise and apply it in London, setting forth principles, pathways, standards, and siting for wayfinding signs and maps, and also outlining the operating requirements to successfully execute the ongoing wayfinding program. The plan could be delivered within a year.

Implementation of the Plan could follow plan adoption on a prioritized geographic/pathway basis, to suit available implementation resources. A quick start should entail removal of existing ad-hoc orientation signs and maps and initial installation of program signs. The latter would ideally start as a pilot to test out solutions in a focused territory or route, for the broader longer-term wayfinding plan, and also to get feedback from the public and businesses. For continuity, ideally an in-house team, possibly led by the new Active Transportation Program Manager, would be designated with the ongoing operational responsibility to produce, locate and maintain an inventory of wayfinding signs; track their condition and currency; and determine when wayfinding program principles or sign standards need to change.

Learnings could eventually also expand to a more comprehensive wayfinding program based on a broader plan that maps journeys in a comprehensive and integrated way, from important entry points in the city as a whole, to not only downtown, but to other defined districts and regional destinations.

#### Business Case Financial Impacts

Operating Budget Impacts (\$000's)	2021	2022	2023	2021- 2023 Total
Total Expenditure <sup>(1)</sup>	\$0	\$20	\$20	\$0
Existing Sources of Financing:	0	0	0	0
Net Request	\$0	\$20	\$20	\$40

(1) Operating funding required for sign maintenance and replacements.

Capital Budget Impacts (\$000's)	2021	2022	2023	2021-2023 Total
Total Expenditure	\$125	\$165	\$0	\$290
Existing Sources of Financing:	0	0	0	0

(2) Capital funding required to prepare wayfinding sign plan and graphic standards, and to purchase wayfinding signs and maps.

## Business Case Metrics

Metric Description	Current	2021	2022	2023
Number of # signs/maps installed and replaced		0	250/20	0

## What are the risks of not proceeding?

Proceeding with this idea now may increase the level of participation from important travel and tourism economy stakeholders who are less occupied with their mainline business concerns. Also, the Downtown Wayfinding Plan can be informed by, and integrate with, recent and ongoing infrastructure investment within improved and added active transportation and transit networks that merge and overlap downtown. Producing a coherent and quality wayfinding sign and map program as the downtown population and economy ramps back up in the next 12 to 24 months offers a timely opportunity for to be in place when visitors return to downtown venues and new residents occupy units currently under construction.

## Other Information

Our Move Forward: London's Downtown Plan

<https://london.ca/government/council-civic-administration/master-plans-strategies/plans-strategies>

## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee  
**From:** Kelly Scherr, P.Eng., MBA, FEC, Managing Director,  
Environmental and Engineering Services and City Engineer  
**Subject:** Strategic Plan Variance Report  
**Date:** February 9, 2021

## Recommendation

That, on the recommendation of the Managing Director of Environmental and Engineering Services and City Engineer, the following report on the Strategic Plan Progress Variance **BE RECEIVED** for information.

## Executive Summary

As part of the Strategic Plan reporting cycle, variance reports are completed for any actions identified as 'caution' or 'below' plan in the Semi-Annual Progress Report. These reports are submitted to the appropriate Standing Committee following the tabling of the May and November Progress Reports. This report provides an overview of the actions relating to the Civic Works Committee.

## Linkage to the Corporate Strategic Plan

Council's 2019-2023 Strategic Plan includes the Strategic Area of Focus 'Leading in Public Service'. This includes the Expected Result 'The City of London is trusted, open, and accountable in service of our community' and the Strategy 'Improve public accountability and transparency in decision making'.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

Strategic Priorities and Policy Committee (SPPC): November 25, 2019, June 23, 2020, November 17, 2020.

### 2.0 Discussion and Considerations

#### 2.1 Background

On April 23, 2019, Council set the 2019-2023 Strategic Plan for the City of London. This is a critical document that identifies Council's vision, mission, and the strategic areas of focus for 2019-2023. It identifies the specific outcomes, expected results and strategies that Council and Civic Administration will deliver on together over the next four years.

The Strategic Plan also includes a commitment to report regularly to Londoners on the implementation of the Strategic Plan, demonstrating progress being made and how this work is having an impact in the community.

As part of the Strategic Plan reporting cycle, variance reports are completed for any actions identified as 'caution' or 'below' plan in the Semi-Annual Progress Report. These reports are submitted to the appropriate Standing Committee following the tabling of the May and November Progress Reports.

## 2.2 Discussion

This report outlines the actions corresponding to the Civic Works Committee that, as of November 2020 that were identified as 'caution' or 'below plan'. This report covers one milestone that was flagged as 'caution'.

### Overall Strategic Plan Progress

As of November 2020, 547 (93.3%) of all actions are complete or on target. 15 (2.6%) actions were marked as 'caution' (actions behind by one quarter or three months or actions that are in progress or not yet started that are flagged as possibly not being completed by the target end date). There were no actions that were noted as 'below plan'.

### Variance Explanations

#### 1. Strategic Area of Focus: Building a Sustainable City

Outcome: Londoners can move around the city safely and easily in a manner that meets their needs.

Expected Result: Improve safety for all modes of transportation.

Strategy: Implement infrastructure improvements and programs to improve road safety.

Action: Update the Vision Zero Road Safety Strategy

- Current End Date: 12/31/21
- Revised End Date: No new end date proposed at this time, however, flagging that progress and current end date of 12/31/21 may be impacted and delayed as a result of COVID-19.
- Rationale and Implications: New strategy creation is impeded by diversion of resources from the London Middlesex Road Safety Committee due to COVID. The London Middlesex Road Safety Committee is a multi-disciplinary committee of partners that bring different perspectives and knowledge to create a coordinated holistic approach. The committee includes important partners from the Middlesex London Health Unit and London Health Sciences that are currently unavailable for new strategy creation due to the pandemic. In the meantime, the current award-winning strategy continues to provide guidance supplemented by information sharing and staff staying current on best practices. Annual implementation of road safety measures such as infrastructure changes and communication programs continue with the resources that are available.

## Conclusion

The Semi-Annual Progress Report is an important tool that allows the community, Council and Administration to track progress and monitor the implementation of Council's Strategic Plan. In some cases actions have been delayed due to shifting priorities or emerging circumstances. The Strategic Plan Variance Reports are intended to provide Council with a more in-depth analysis of these delays. Information included in this report can support Council in strategic decision making and inform the work of Civic Administration.

**Recommended by:** Kelly Scherr, P.Eng., MBA, FEC, Managing Director,  
Environmental and Engineering Services and City  
Engineer

cc. Lynne Livingstone, City Manager  
Strategic Leadership Team  
Strategic Thinkers Table





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January 28, 2021

Chair and Members  
Civic Works Committee

**Re: Fleet Electrification Analysis Report**

In late November 2020, the Commission received the Fleet Electrification Analysis Report prepared by the Canadian Urban Transit Research and Innovation Consortium (CUTRIC). The following provides a summary overview of the report findings and next steps associated with the electrification of the LTC bus fleet.

At the January 29, 2020 meeting, the Commission approved a contract award to the Canadian Urban Transit Research and Innovation Consortium (CUTRIC) for the completion of a Fleet Electrification Analysis Study. Planning for the eventual transition of a transit fleet to zero-emission buses is a complicated process, with many key factors requiring careful assessment and consideration in order to ensure all stakeholders have a clear understanding of the potential benefits and drawbacks, including the associated costs of a project of this scope and magnitude.

Given the desire of transit systems across the country to play their part in greening public transit services, most have initiated this discussion, with many being at various stages of the process. The Canadian Urban Transit Research and Innovation Consortium (CUTRIC) launched phase I of the Pan-Canadian Electric Bus Demonstration and Integration Trial (Trial) in 2019. The Trial is deploying electric buses and overhead chargers, standardized to the OppCharge Protocol, across three municipal jurisdictions in Canada. The deployment is preceded by predictive modelling using CUTRIC's Route.iTM modelling tool and will be followed by data collection and analytics from the data loggers on-board the vehicles and chargers.

The multi-stakeholder project is being governed by a Project Steering Committee through a consultative process and has, collectively, been able to generate important guidance documents to assist public fleets including transit agencies and utility/local distribution companies to overcome the barriers of uncertainty and high risk associated with the adoption of electrified propulsion technologies. Eighteen standardized electric buses and seven standardized overhead chargers will be deployed across Vancouver, Brampton and York Region as part of this trial. Four Universities are also involved in carrying out research and development (R&D) activities across various aspects of electromobility-ranging from electric powertrain, cybersecurity, energy storage and data visualization. In addition, the Toronto Transit Commission is also undertaking a pilot project with electric buses, with the four current North-American electric bus providers all participating. Data collected from each of these pilot programs will be extremely beneficial to systems like London Transit that are considering pilot projects of their own.

The evaluation process that needs to be undertaken prior to the launch of a pilot project, or a transition to zero-emission buses in a transit fleet includes a number of key and critical analysis and assessments. The completion of the London Transit Commission Fleet Electrification Analysis completes the first step in this process, noting it also begins to touch on a number of the other assessments. The table below outlines these factors, and includes an indication of the status of each currently.

<b>Assessment</b>	<b>Status</b>
Operational Assessment	Underway
Market Analysis	Outstanding
Energy Requirements	Underway
Charging Requirements/Options	Underway
Facility Needs	Outstanding
Utility Interconnection	Outstanding
On-Site Power	Outstanding
Internal/External Expertise Requirements	Outstanding
Financial Analysis	Outstanding
Procurement Strategy	Outstanding
Implementation Phasing	Outstanding

The completion of the Fleet Electrification Analysis Report represents the first step in the process of the creation and implementation of a Zero Emissions Fleet Conversion Plan, noting that prior to making any decisions with respect to moving forward with the procurement of the required technology, the organization requires a solid understanding of not only what is possible based on currently available technology, but also the financial requirements over the full implementation horizon. When reviewing the report, it is important to understand that the analysis was undertaken fleet wide, and as such, included a number of assumptions that were applied to like-routes. Further, in order to assess the implications for each route based on bus options available, each was assessed for a 40' battery electric bus (BEB) and a 60' battery electric bus, with both depot and opportunity charging options. In addition, each route was assessed based on a 40' Hydrogen Fuel-cell bus (FCEB) in order to identify alternatives for routes that, in their current form, may not be compatible with a move to electrification given current technology available.

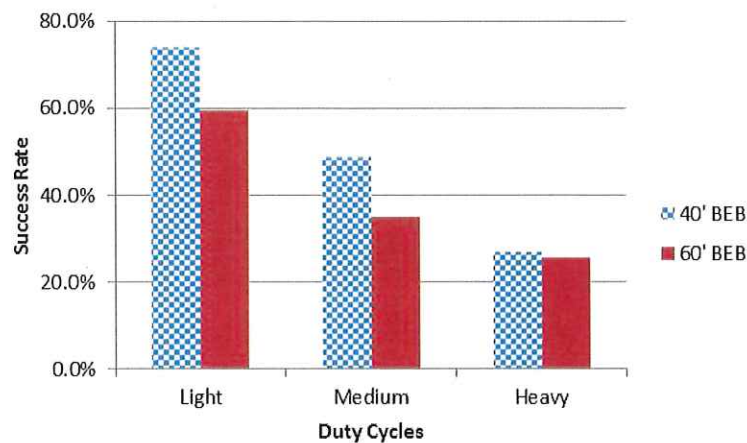
The RoutΣ.iTM simulation tool utilized for the CUTRIC analysis is comprised of three main parts, Geographic information system (GIS) modelling, duty cycle modelling, and energy consumption modelling, together providing insight into the opportunities and risks associated with full system conversion to BEBs. Administration provided many data sets to CUTRIC in order to allow them to complete the analysis, including current schedules, traffic impediments and speed limits and topography of the city. The compilation of this data provides a picture of the operating environment specific to London Transit.

Given the variations in ridership levels by route, time of day, and day of week, the modelling considered three different duty cycles (light, medium and heavy). The light duty cycle would be considered a best case scenario from a BEB perspective, with the bus stopping at only half of the stops and traffic lights on the route, and only the driver being on board. The medium duty cycle uses the same assumptions with respect to stopping as the light cycle, however it assumes an average passenger load based on LTC data. Finally, the heavy cycle, the bus is assumed to stop at all stops and operates at a rush-hour passenger load. Given the revenue recovery model that is utilized as part of the annual service plan review process to assess route performance and make adjustments to routes that are not meeting minimum thresholds, LTC routes are considered to be operating in the medium to high duty cycles at virtually all operating times.

### *Predicted Success Rates of Bus Types Assessed*

As indicated earlier, the analysis looked in part to predict the success rates for the three types of buses assessed (40' BEB, 60' BEB, and 40' FCEB). The analysis also considered the various charging scenarios that could be implemented (depot-only, opportunity charging (on-road) and Fuel Cell). The graph below sets out the success rates associated with depot-only charging during the weekday service levels. While these analysis were undertaken for Saturday and Sunday levels of service as well, the weekday analysis is the one that needs to be considered given this service level includes the most demand for fleet. Lower success rates for Saturday and Sunday levels of service can be overcome with swapping out buses during the service day given that fewer buses are required during these operating days.

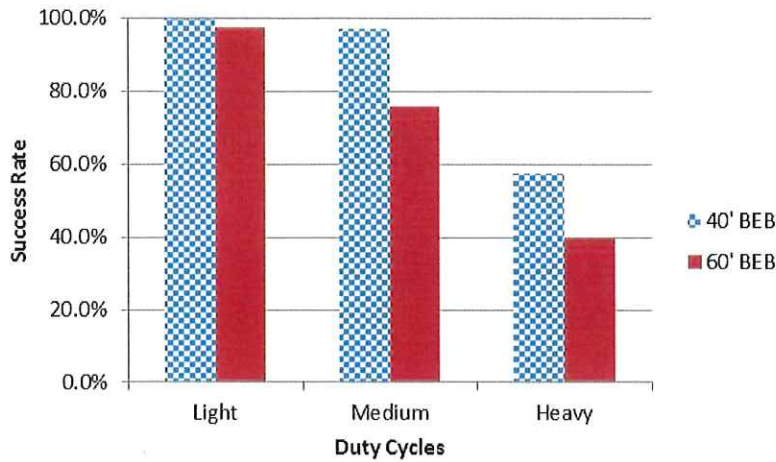
**Weekday Service Success Rates of 40" and 60" Battery Electric Buses with Depot-Only Charging**



As the chart indicates, during periods of heavy-duty cycles, the success rate of a one-to-one replacement of a diesel bus with the BEB and depot-only charging is approximately 26% for both sizes of bus when operating on a heavy-duty cycle. The success rate during the medium duty cycle increases to a range of 35% to 48% dependent upon bus type. This analysis essentially indicates that in order to transition to a depot-only charging solution with BEBs, the current diesel fleet would need to be increased by approximately 50% in order to have enough buses to deliver the current levels of service. Given the requirement to purchase an additional 100 buses, coupled with the associated requirement of a third facility to accommodate the increased fleet, this approach is not deemed financially viable.

The next scenario that was modelled for the same buses was depot charging with opportunity charging (on-route) based on the assumption that every bus would have the ability to receive a maximum five minute charge from an opportunity charger at the end of each round trip.

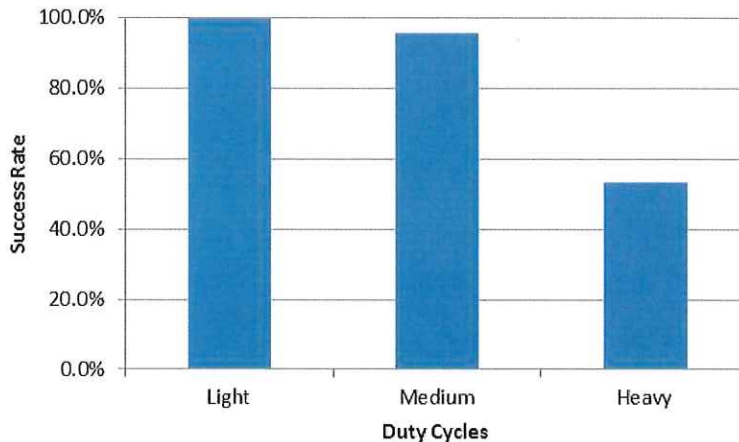
**Weekday Service Success Rates of 40" and 60" Battery Electric Buses with Depot and Opportunity Charging**



As indicated in the chart, the success rates significantly improve with the introduction of opportunity charging for all routes; however, given the costs and required land implications with the installation of opportunity chargers covering every route in the system, this approach is not considered financially viable for the entire fleet. What this analysis does demonstrate is, that there are some routes that would benefit from opportunity charging, while others could operate on a one-to-one replacement ratio with depot-only charging.

The final analysis undertaken considered the success rates of FCEBs, with the assumption that all buses were fully filled prior to start of day. The graph below sets out the success rates of a one-to-one replacement of diesel buses with a 40' FCEB.

**Weekday Service Success Rates of 40" Hydrogen Fuel Cell Electric Bus**



As indicated in the chart, the success rates for the FCEB reach almost 54% for the weekday service level, which represents the highest success level of the three buses assessed. As discussed later in the report, the costs associated with both the capital bus purchases as well as the operational costs associated with hydrogen fuel are significant. Again, as with the depot/opportunity charging scenario discussed above, the introduction of FCEB's into the plan for fleet electrification may need to be considered depending on the available technology and planned date for full conversion of the LTC fleet.

#### *Greenhouse Gas (GHG) Emission analysis*

One of the primary reasons for considering the transition to a BEB fleet is the reduction in GHG footprint of the transit service. The following table provides an overview of the estimated annual GHG emissions for each type of bus assessed as compared to diesel buses.

	<b>40' Diesel</b>	<b>60' Diesel</b>	<b>40' BEB</b>	<b>60' BEB</b>	<b>40' FCEB</b>
Annual GHG Emissions (Tonnes)	29,790	43,690	490	750	1,310
% Reduction from Comparable Diesel			5,980%	5,725%	2,174%

As the table indicates, there is significant reductions in GHG emissions associated with the move to BEB or FCEB technologies, notwithstanding the significant strides the diesel engine has made over the last number of years in efforts to become a greener technology.

#### *Energy and Fuel Cost Estimations*

The financial analysis associated with the move to a BEB fleet needs to include both the capital costs associated with the purchase of the buses and charging infrastructure, as well as the operating costs associated with running the fleet. The following table provides an estimate of the annual fuel costs associated with each type of bus assessed as compared to the 40' and 60' diesel buses, assuming the entire LTC fleet is made up of each type of bus assessed.

#### **Annual Energy/Fuel Cost Estimates – Full Fleet**

<b>Bus Fleet and Charging Type</b>	<b>Annual Fuel/Energy Costs</b>	<b>Annual Savings Compared to Diesel</b>
40' Diesel Bus Fleet	\$ 7,144,800	
60' Diesel Bus Fleet	\$ 10,478,000	
40' Battery Electric with Depot Charging	\$ 7,417,200	\$ (272,400)
60' Battery Electric with Depot Charging	\$ 9,325,200	\$ 1,152,800
40' Battery Electric with <i>smart</i> Depot Charging	\$ 5,257,200	\$ 1,887,600
60' Battery Electric with <i>smart</i> Depot Charging	\$ 7,873,200	\$ 2,604,800
40' Battery Electric with Depot & Opportunity Charging	\$ 7,417,200	\$ (272,400)
60' Battery Electric with Depot & Opportunity Charging	\$ 9,325,200	\$ 1,152,800
40' Battery Electric with <i>smart</i> Depot & Opportunity Charging	\$ 4,561,200	\$ 2,538,600
60' Battery Electric with <i>smart</i> Depot & Opportunity Charging	\$ 7,104,000	\$ 3,374,000
40' Hydrogen Fuel Cell Bus Fleet (Electrolysis Process)	\$ 10,998,000	\$ (3,853,200)
40' Hydrogen Fuel Cell Bus Fleet (SMR Process)	\$ 2,680,800	\$ 7,797,200

While almost every option assessed results in an annual fuel cost savings as compared to the current diesel fleet, it is important to recognize this is based on an entire fleet, and as such, it would take a significant period of time to accumulate savings of this magnitude given the replacement cycles of buses.

### *Financial Implications*

Given the incremental costs associated with the bus and related infrastructure costs for either the BEB or the FCEB, the payback may not be experienced within the useful life of the bus. However, it should also be recognized that these analysis do not include the anticipated savings associated with other operating costs, so there is still the possibility of a payback over the life of a bus. This payback, if achieved does not consider the costs associated with the charging infrastructure required for any of the options assessed.

Assuming a one-to-one replacement of a diesel bus with a BEB, the incremental cost of the BEB is in the range of \$600,000. In addition, the charging infrastructure costs, current estimates of which are set out below, need to be considered.

- In-Depot Chargers (100-150 kWh power):
  - 2:1 (bus:charger) ratio, approximately 5hrs to take a full charge
  - Approximately \$130,000 per unit excluding taxes
- Opportunity Chargers (450-600 kWh power):
  - 10:1 (bus:charger) on-street and up to 30:1 for in-depot charging (allowing +/- 10mins/bus). Charge time will run between 4-7mins (450kWh chargers) and 2-5mins (600kWh chargers) subject to state-of-charge when the bus begins charging
  - Approximately \$1.5 million per unit excluding taxes

With the FCEB option, assuming a one-to-one replacement, the incremental cost of the bus over that of a comparable diesel bus can reach \$1 million. The lack of local hydrogen supply chain causes the costs to be higher than diesel, and while the installation of electrolyzers and high-pressure tanks on site can avoid supply chain issues, the costs of these installations could reach the tens of millions for each facility.

### *Next Steps*

The next step in this process is the completion of a detailed Electric Bus Implementation Plan. A request for proposal will be issued and awarded early in 2021, with the intent of completion in time for the Commission to consider including the costs associated with proceeding in the 2021 operating and capital budgets.

As the earlier sections in this report illustrate, the transition to BEBs or FCEBs is a complicated and expensive process that needs to be carefully planned and communicated in order to ensure all stakeholders are onside with the required investments and path forward. This section provides commentary on the various outstanding assessments or analysis that need to be undertaken as part of the final Implementation Plan.

### Operational Assessment

With respect to the battery electric bus (BEB) option, a number of challenges are highlighted in the report which need to be addressed as part of an implementation plan. One of the primary challenges is the time required to fully charge a depleted battery, noting the low-powered in-depot charging process can take between three and five hours to complete. Given the manner in which transit fleets are utilized, reliance on depot-charging only is not considered feasible, given it would result in the need to increase the BEB fleet

size by approximately 50% in order to ensure availability of buses for service. Some of these challenges can be overcome, but require careful planning and consideration for the following:

- Optimization of the number and location of chargers to reduce capital costs;
- Optimization of charging schedules to avoid high-demand charges during high-time-of-use rate periods;
- Management of bus schedule adjustments to compensate for the charging requirements of BEBs;
- Increasing the importance of deadhead mileage in order to maximize BEB in-service performance;
- Considering passenger loads and local traffic when undertaking route planning; and
- Assessing the use of air conditioning and heating systems given their potential impact on BEB performance

Careful analysis of the above is expected to highlight potential areas of concern that may be resolved through a pilot program as the first step of the full implementation. This pilot would provide important insight into actual performance versus that predicted through modelling.

#### Market Analysis

Once a draft Implementation Plan is prepared, an assessment of the vehicles and charging infrastructure available in the North American market would be undertaken. This information will be important in the planning process given capital costs are expected to decline going forward, and technology is rapidly changing, resulting in faster charging rates and increased performance of buses.

#### Energy Requirements

As indicated earlier in the report, a depot-only charging scenario is not practical, nor feasible given the requirement for a significant increase in bus fleet size that would be required in order to continue to provide the same level of service. The Implementation Plan will include consideration of both depot and opportunity charging, and where these options fit into the overall implementation plan. London Hydro would need to be consulted as part of this assessment to ensure appropriate infrastructure is in place in the locations that would require power for the chargers.

#### Charging Requirements/Options

Given the finding that depot-only charging scenario is not feasible, coupled with the significant costs of the opportunity charging option, careful assessment of potential locations for opportunity charging that would serve the maximum number of routes would be undertaken. Additionally, London Hydro would need to be consulted in order to identify locations that have the required infrastructure to supply the electricity required for the chargers.

#### Utility Interconnection and On-Site Power

As indicated in the previous two sections, discussion with London Hydro will be required in order to determine the availability of on-site power and any upgrade requirements that may be required as the size of the BEB fleet grows and the charging requirements increase.

#### Facility Needs

The Implementation Plan must also consider the facility needs associated with the transition to a BEB fleet. In London's case, an additional complication that must be considered is the planned demolition and rebuilding of the Highbury Facility. The Implementation Plan will need to be phased in a manner that ensures no significant infrastructure retrofits will be undertaken at this facility, but rather initially focussed on the Wonderland Facility. Additionally, the assessment will include any requirements relating to utility upgrades at the facility that need to be undertaken. Important in this assessment is the fact that conversion to a fully electric fleet will take place over time, and as such, any required expansion may be phased to coincide with the implementation plan.

### Internal and External Resource Requirements

The rate of adoption of electric buses across the Province and the Country will play a role in each system's ability to hire new and/or train existing employees as well as secure external expertise, all while continuing to maintain the existing diesel fleet. Costs associated with these requirements will need to be included as part of the financial analysis of the Bus Fleet Implementation Plan.

#### *External Resources*

In addition to the potential utilization of CUTRIC to conduct a route/system assessment with respect to the feasibility and requirements associated with moving to an electric fleet, additional external resources will be required given the relative inexperience of internal resources with respect to this new technology. Consulting service requirements will include, but not be limited to electrical engineering expertise, project management/oversight, facility design engineering, contract administration, inspections, etc.

#### *Internal Resources*

A project of this magnitude will require an internal resource(s) dedicated to the overall project management and oversight of the pilot project as well as the eventual larger transition. Additionally, the requirements for employees that are trained and qualified to maintain and repair two types of bus may result in increased staffing requirements for the foreseeable future. These resources will need to be planned for and included in budgets to coincide with the Electric Bus Implementation Plan in order to ensure the smooth transition.

### Financial Analysis

The final step in the overall Implementation Plan will be to summarize all of the information gathered in previous steps, and conduct a thorough financial analysis, including multi-year capital and operating budget impacts, business case, and appropriate funding model. While the environmental benefits of moving to a greener fleet may be the impetus for the move, the costs associated need to be well defined and understood by all stakeholders. Additionally, appropriate funding needs to be established to ensure the project can continue through completion. The introduction of a pilot program with a small number of buses which is not carried through with a fleet conversion results in an "orphan fleet" of buses that will require trained employees to maintain and repair through their useful life (generally 12 years) at which time the charging infrastructure will no longer be required and costs associated with same will be sunk.

Key inputs into the financial analysis will be the rate at which the transition to electric vehicles will take place as well as the selected charging option(s) and supporting infrastructure that will be required. While the Federal Government has indicated an interest in funding green technologies as a priority, it is expected that any funding approvals for transit projects relating to the adoption of these technologies will be subject to a feasibility study being completed. The system assessment recommended in this report is the first step that would be required in order to complete the feasibility study.

Yours truly,



Kelly S. Paleczny  
General Manager



**DEFERRED MATTERS**

**CIVIC WORKS COMMITTEE**

as of February 1, 2021

<b>File No.</b>	<b>Subject</b>	<b>Request Date</b>	<b>Requested/Expected Reply Date</b>	<b>Person Responsible</b>	<b>Status</b>
1.	<p><b><u>Rapid Transit Corridor Traffic Flow</u></b>                      That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.</p>	December 12, 2016	Q4, 2020	K. Scherr J. Dann	
2.	<p><b><u>Garbage and Recycling Collection and Next Steps</u></b>                      That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps:</p> <p>b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with:</p> <p>i) a Business Case including a detailed feasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and,</p> <p>ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</p>	January 10, 2017	Q2, 2021	K. Scherr J. Stanford	
3.	<p><b><u>Bike Share System for London – Update and Next Steps</u></b>                      That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the potential introduction of bike share to London:</p>	August 12, 2019	Q2, 2021	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>that the Civic Administration BE DIRECTED to finalize the bike share business case and prepare a draft implementation plan for a bike share system in London, including identifying potential partners, an operations plan, a marketing plan and financing strategies, and submit to Civic Works Committee by January 2020; it being noted that a communication from C. Butler, dated August 8, 2019, with respect to the above matter was received.</p>				
4.	<p><b><u>745-747 Waterloo Street</u></b>  That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Y Group Investments and Management Inc., relating to the property located at 745-747 Waterloo Street:</p> <p>b) the Civic Administration BE REQUESTED to review, in consultation with the neighbourhood, the traffic and parking congestion concerns raised by the neighbourhood and to report back at a future Planning and Environment Committee meeting;</p> <p>it being further noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:</p> <p>a communication from B. and J. Baskerville, by e-mail; a communication from C. Butler, 863 Waterloo Street; and, a communication from L. Neumann and D. Cummings, Co-Chairs, Piccadilly Area Neighbourhood Association;</p> <p>it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the <del>attached</del> public participation meeting record made oral submissions regarding these matters; it being further noted that the Municipal Council approves this application for the following reasons:</p> <p>the recommended Zoning By-law Amendment would allow for the reuse of the existing buildings with an expanded</p>	October 2, 2018	Q2, 2021	K. Scherr	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>range of office conversion uses that are complementary to the continued development of Oxford Street as an Urban Corridor, consistent with The London Plan policies for the subject site. Limiting the requested Zoning By-law Amendment to the existing buildings helps to ensure compatibility with the surrounding heritage resources and also that the requested parking and landscaped area deficiencies would not be perpetuated should the site be redeveloped in the future. While the requested parking deficiency is less than the minimum required by zoning, it is reflective of the existing conditions. By restricting the office conversion uses to the ground floor of the existing building at 745 Waterloo Street and the entirety of the existing building at 747 Waterloo Street (rather than the entirety of both buildings, as requested by the applicant), the parking requirements for the site would be less than the parking requirements for the existing permitted uses. The applicant has indicated a willingness to accept the special provisions limiting the permitted uses to the ground floor of the existing building at 745 Waterloo Street and to the entirety of the existing building at 747 Waterloo Street.</p>				
5.	<p><b><u>Best Practices for Investing in Energy Efficiency and GHG Reduction</u></b>  That Civic Administration BE REQUESTED to develop a set of guidelines to evaluate efficiency and Greenhouse Gas reduction investments and provide some suggested best practices.</p>	June 18, 2019	Q2, 2021	K. Scherr J. Stanford	
6.	<p><b><u>MADD Canada Memorial Sign</u></b>  That the following actions be taken with respect to the memorial sign request submitted by Shauna and David Andrews, dated June 1, 2020, and supported by Mothers Against Drunk Driving (MADD) Canada:</p> <p>a) the Civic Administration BE DIRECTED to engage in discussions with MADD Canada regarding MADD Canada Memorial Signs and bring forward a proposed Memorandum of Understanding with MADD Canada for Council's approval;</p>	July 14, 2020	Q4, 2021	D. MacRae A. Salton	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>it being noted that MADD will cover all sign manufacturing and installation costs;</p> <p>it being further noted that the Ministry of Transportation and MADD have set out in this Memorandum of Understanding (“MOU”) the terms and conditions for the placement of memorial signs on provincial highways which is not applicable to municipal roads;</p> <p>it being further noted that MADD provides messages consistent with the London Road Safety Strategy; and,</p> <p>b) the Civic Administration BE DIRECTED to work with MADD Canada to find a single permanent location in London for the purpose of memorials.</p>				
7.	<p><b><u>Street Renaming By-law, Policies and Guidelines</u></b> That the following actions be taken with respect to the street renaming of Plantation Road:</p> <p>b) the Civic Administration BE DIRECTED to undertake a review of City’s By-laws, Policies and Guidelines relating to street naming processes and approvals and report back to the Civic Works Committee on any recommended changes to the process(es) that would support and implement the City’s commitment to eradicate anti-Black, anti-Indigenous and people of colour oppression; it being noted that the report back is to include a review of the request set out in the above-noted petition, recognizing that, historically, the word “Plantation” has a strong correlation to slavery, oppression and racism;</p>	September 22, 2020	TBD	G. Kotsifas	
8.	<p><b><u>Updates - 60% Waste Diversion Action Plan Including Green Bin Program</u></b> d) the Civic Administration BE DIRECTED to: i) continue to prioritize work activities and actions that also contribute to the work of the London Community Recovery Network; and,</p>	November 17, 2021	June 2021	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	ii) submit a report to the Civic Works Committee by June 2021 that outlines advantages, disadvantages, and implementation scenarios for various waste reduction and reuse initiatives, including but not limited to, reducing the container limit, examining the use of clear bags for garbage, mandatory recycling by-laws, reward and incentive systems, and additional user fees.				
9.	<p><b><u>Community Engagement on Green Bin Program Design</u></b></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the staff report dated November 17, 2020, related to Community Engagement on the Green Bin Program Design:</p> <p>a) the above-noted staff report BE RECEIVED; and,</p> <p>b) the Civic Administration BE DIRECTED to submit a report to the Civic Works Committee on February 9, 2021 and include the results of public input, staff recommendations to move forward and the proposed next steps for the program.</p>	November 17, 2020	Q2, 2021	K. Scherr J. Stanford	
10.	<p><b><u>Blue Community Project/Movement - L. Brown, Blue Community Committee - Request for Delegation Status</u></b></p> <p>That the request for delegation status from L. Brown, Blue Community Committee, with respect to the Blue Community Project/Movement BE APPROVED for a future meeting of the Civic Works Committee; it being noted that the Civic Administration will bring forward a staff report to coincide with the above-noted delegation; it being further noted that a communication from L. Brown was received with respect to this matter.</p>	November 17, 2020	Q1, 2021	K. Scherr City Clerks Office	