Agenda Including Addeds
Civic Works Committee

7th Meeting of the Civic Works Committee

May 10, 2022, 12:00 PM

Virtual Meeting during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

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

Members

Councillors E. Peloza (Chair), M. van Holst, J. Helmer, P. Van Meerbergen, J. Fyfe-Millar, Mayor E. Holder

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Pages

4. Items for Direction

5. Deferred Matters/Additional Business

5.1. Deferred Matters List 87

6. Confidential

6.1. Position, Plan, Procedure, Criteria or Instruction to be Applied to Any Negotiations / Personal Matters / Solicitor-Client Privileged Advice

A matter pertaining to a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality; personal matters about an identifiable individual; and advice that is subject to solicitor-client privilege.

6.2. (ADDED) Information Explicitly Supplied in Confidence to the Municipality or Local Board by Canada

A matter pertaining to information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them.

7. Adjournment

Cycling Advisory Committee
Report

4th Meeting of the Cycling Advisory Committee
April 20, 2022
Advisory Committee Virtual Meeting - during the COVID-19 Emergency
Please check the City website for current details of COVID-19 service impacts.

Attendance	PRESENT: J. Roberts (Chair), J. Jordan, E. Raftis, and T. Wade; A. Pascual (Committee Clerk)
	ABSENT: I. Chulkova, C. DeGroot, D. Doroshenko, B. Hill, and M. Mur
	ALSO PRESENT: D. Hall, D. MacRae, L. Maitland, A. Miller, and O. Nethersole
	The meeting stood adjourned at 4:30 PM due to lack of quorum.

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure
Subject: **West London Dyke: Consultant Award for Infrastructure Feasibility Assessment**
Date: **May 10, 2022**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to RFP21-70 West London Dyke Feasibility study:

(a) Stantec Consulting Ltd. **BE APPOINTED** Consulting Engineers to complete consulting services for the West London Dyke Feasibility study with the estimate, on file, at an upset amount of $246,718.80 including 20% 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 this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A';

(c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this work;

(d) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,

(e) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

Purpose

This report seeks Council approval for Stantec Consulting Ltd. to undertake consulting services for the West London Dyke Feasibility Study to determine a construction plan for future phases, provide geotechnical recommendations for wall design, and assess the requirement for trunk sanitary sewer realignment.

Context

The City of London owns flood and erosion control structures throughout the watershed that are maintained by the Upper Thames River Conservation Authority (UTRCA) under the terms of a Memorandum of Understanding (MOU). The MOU defines a collaborative approach to operation and maintenance and capital improvements to the flood and erosion control structures in which the City and UTRCA share an interest.

The most recent reconstruction of West London Dyke Phase 7, from St. Patrick Street to north of Oxford Street was completed in spring 2021. This concluded the north leg of the West London Dyke. The remaining phases, Phases 9 to 13, span from the Forks of the Thames to Cavendish Park. There are many engineering challenges and conflicts within this section of dyke. The feasibility study will provide engineering recommendations and a roadmap in advance of the wall design in efforts to streamline construction and reduce costs.

Linkage to the Corporate Strategic Plan

This project supports the 2019-2023 Strategic Plan through the following: Building a Sustainable City, Build infrastructure to support future development and protect the environment, Improve London's resiliency to respond to future challenges, and Maintain or increase current levels of service; manage the infrastructure gap for all assets.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – September 21, 2021 – Increase Contract Award: West London Dyke Norman Bradford (Oxford Street) Bridge Concrete Repairs
- Civic Works Committee – August 31, 2021 – Increase Contract Award: West London Dyke Reapplication of Anti-Graffiti Coating to Phases 1 and 2
- Civic Works Committee – November 17, 2020 – West London Dyke – Phase 7 and Fanshawe Dam Safety Study PO Boost
- Civic Works Committee – July 14, 2020 – Upper Thames Conservation Authority and City of London Flood Protection Projects: West London Dyke Phase 7
- Civic Works Committee – March 10, 2020 – Upper Thames River Conservation Authority and City of London Flood Protection Projects
- Civic Works Committee – August 12, 2019 – Upper Thames River Conservation Authority and City of London Flood Protection Projects
- Civic Works Committee – June 18, 2018 – Upper Thames River Conservation Authority and City of London Flood Protection Projects
- Civic Works Committee – July 17, 2017 – Water and Erosion Control Infrastructure (WECI) Program: 2017 Provincially Approved Project Funding (Sole Sourced)
- Civic Works Committee – August 22, 2016 – Water and Erosion Control Infrastructure (WECI) Program: 2016 Provincially Approved Project Funding (Sole Sourced)
- Civic Works Committee – February 2, 2016 – West London Dyke Master Repair Plan Municipal Class Environmental Assessment Study
- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination

2.0 Discussion and Considerations

2.1 Discussion

The original West London Dyke was constructed in the 1880s. After extreme floods in 1937 and 1947 left thousands of homes underwater, sections of the dyke were raised in order to increase protection. In 2005, an engineering assessment determined that most sections of the dyke needed to be fully replaced due to structural deficiencies. To further protect the homes within the floodplain, the new dyke was designed to protect against the 1:250 year flood event. To date over 1.4km of the West London Dyke spanning from the Forks of the Thames to north of Oxford Street have been upgraded to this higher level of protection, including a freeboard of 0.9m for climate change considerations.

Completion of the remaining west leg spanning from the Forks to Cavendish Park is now required.

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

Given the funding end date of 2028 and the challenges of the future phases of the West London Dyke, it was determined that a feasibility study should be completed to better inform design and address concerns/constraints. The feasibility study will provide guidance related to:

- geotechnical requirements,
- integration with bridge upgrades,
- trunk sanitary sewer options (realignment or constructability of the dyke over the trunk),
- identify pathway connections, and,
- highlight temporary and permanent property acquisition needs.

This study will be a roadmap for the upcoming phases 9-13 of West London Dyke construction, all to ensure the project is cost effective and coordinated with future City-lead infrastructure works (see Section 2.2 Location Map).

2.2 Location Map

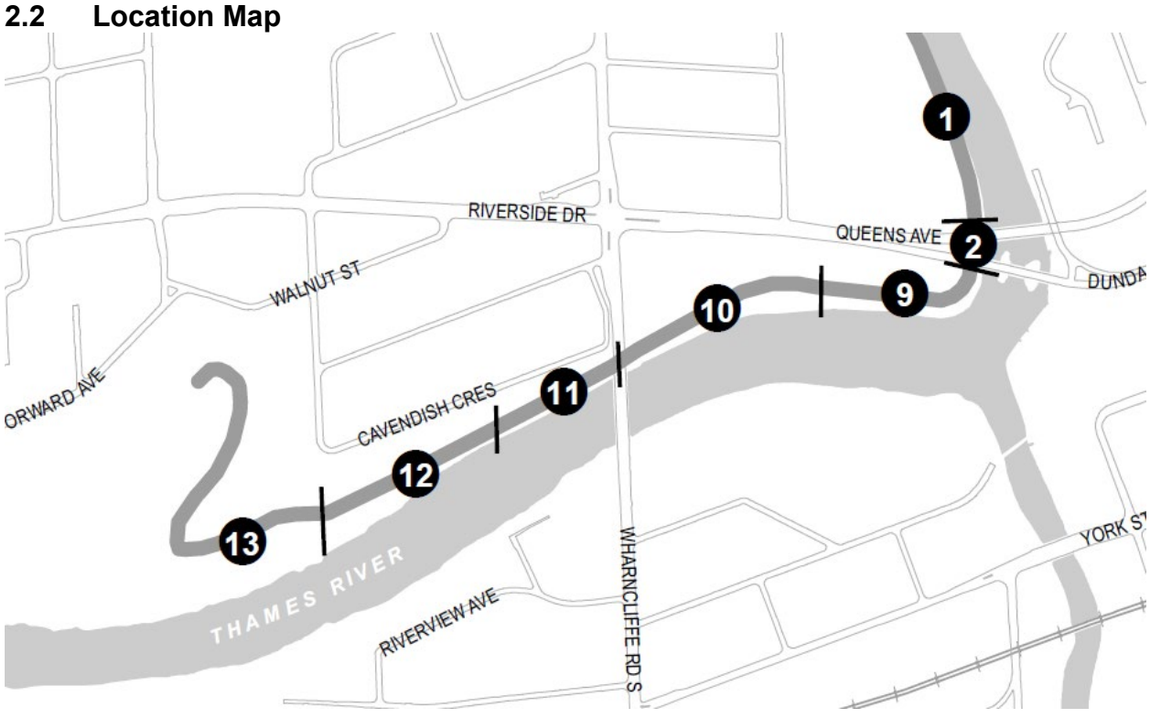


Figure 1: Location map showing the remaining west leg Phases 9 through 13

3.0 Financial Impact/Considerations

The engineering consultant selection procedure for this assignment followed a competitive Request for Proposal process in accordance with Section 15.2(d) of the Procurement of Goods and Services Policy. Four qualified engineering firms from the City's pre-approved consultant list were invited to submit a formal proposal to undertake the West London Dyke Feasibility Study, 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.

Based on a review of the submitted proposals, it is recommended that Stantec Consulting Ltd. be authorized to carry out the West London Dyke Feasibility Study. Stantec Consulting Ltd. has specific knowledge of the project area having staff who helped to complete designs and supporting studies for previous phases of the West London Dyke.

Conclusion

It is recommended to appoint Stantec Consulting Ltd. to lead the West London Dyke Feasibility Study in advance of future wall design. The study will be a roadmap for the upcoming phases 9-13 of the West London Dyke construction, all to ensure the project is cost effective and coordinated with future City-lead infrastructure works.

Prepared by:	**Shawna Chambers, DPA, P.Eng., Division Manager, Stormwater Engineering**
Submitted by:	**Aaron Rozentals, P.Eng., GDPA, Acting Director, Water, Wastewater, & Stormwater**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**
Attachments:	Appendix ‘A’ – Source of Financing
CC:	John Freeman Gary MacDonald Alan Dunbar Jason Davies Aimal Shinwari Monica McVicar

Appendix "A"

#22068
May 10, 2022
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: West London Dyke Consultant Award for Infrastructure Feasibility Assessment
(Subledger SWM22006)
Capital Project ES2474 - UTRCA Remediating Flood Control Works within City Limits
Stantec Consulting Ltd. - $246,718.80 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	**Approved Budget**	**Committed To Date**	**This Submission**	**Balance for Future Work**
Engineering	6,859,992	6,580,849	251,061	28,082
Construction	13,922,126	6,101,580	0	7,820,546
City Related Expenses	80,859	80,859	0	0
Total Expenditures	$20,862,977	$12,763,288	$251,061	$7,848,628
Sources of Financing				
Capital Sewer Rates	1,000,000	1,000,000	0	0
Debenture By-law No. W.-5610-251	2,750,000	0	0	2,750,000
Drawdown from Sewage Works Renewal Reserve Fund	17,061,232	11,711,543	251,061	5,098,628
Other Contributions	51,745	51,745	0	0
Total Financing	$20,862,977	$12,763,288	$251,061	$7,848,628

Financial Note:

Contract Price	246,719
Add: HST @13%	32,073
Total Contract Price Including Taxes	278,792
Less: HST Rebate	-27,731
Net Contract Price	$251,061

Jason Davies
Manager of Financial Planning & Policy

jg

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**
Subject: **Contract Award: Tender RFT 2022-016 Springbank Reservoirs 1 & 3 Roof Membrane Replacement and Repairs Project – Irregular Result**
Date: **May 10, 2022**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Springbank Reservoirs 1 & 3 Roof Membrane Replacement and Repairs Project (EW3583):

a) The bid submitted by Stone Town Construction Limited at its tendered price of $9,268,377.75, excluding HST, **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy Section 8.10 (a) and 13.2 (b); it being noted that this is an irregular result because the cost exceeds the project budget; it also being noted that the bid submitted by Stone Town Construction Limited was the lowest of four bids received and meets the City's specifications and requirements;

b) R.V. Anderson Associates Limited, 557 Southdale Road East, Suite 200, London, Ontario, N6E 1A2 **BE AUTHORIZED** to complete the contract administration and construction supervision required for this project as well as additional engineering activities, all in accordance with the estimate on file, at an upset amount of $808,692.00 including contingencies and excluding HST, and in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;

c) the financing for the project **BE APPROVED** in accordance with the "Sources of Financing Report" attached hereto as Appendix A;

d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;

e) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work;

f) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,

g) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents including railway purchase orders, if required, to give effect to these recommendations.

Executive Summary

Purpose

This report recommends the award of construction tender RFT 2022-016 for the Springbank Reservoirs 1 and 3 Roof Membrane Replacement and Repairs Project to Stone Town Construction Limited. It also recommends that the existing engineering agreement with R.V. Anderson Associates Limited be extended to include contract administration, construction supervision, and additional engineering activities required for the project.

The low bid for the construction contract resulting from the tendering process is identified as irregular because the cost exceeds the City's project budget. The construction procurement process was rigorous and established the cost of the project in the current dynamic capital construction environment. The project budget was previously set at $3.0M based on previous condition assessment reports completed in 2018. The total amount of additional funding required to complete the project is approximately $7.5M. This shortfall is proposed to be financed from the Water Capital Asset Renewal & Replacement Reserve Fund.

Context

The City of London Water Supply System includes several water storage reservoirs used for balancing flows for domestic drinking water, emergency firefighting needs, or to provide storage in the event of an interruption from the Lake Huron Area Water Supply System or the Elgin Area Water Supply System. Three of these reservoirs are located within the Springbank complex.

Inspections undertaken in 2018 identified the need to replace the roof membranes on both the Springbank Reservoir 1 and Reservoir 3 and to perform repairs to the roof structures of both reservoirs within the next 5 years. The leakage tests undertaken in the past (most recently in 2015) also identified a need to perform repairs.

The roof membrane of Springbank Reservoir 1 was last replaced in 1993. The roof membrane of Springbank Reservoir 3 was last replaced in 1992, with further improvements to roof drainage made in 1998.

Given the upcoming Replacement and Expansion of the Springbank Reservoir 2 planned for 2024, it is desirable to time this work so that no more than one Reservoir is out of service at a time.

Once the roof repairs are complete, the City will reinstate the soccer playing field managed by Parks and Recreation on the roof of Reservoir 1. The Springbank Community Gardens located to the south of Reservoir 3 will remain in use during this project, with access directed to Crestwood Drive.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by maintaining safe and reliable water supply for water users in the City of London. This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
    - Infrastructure is built, maintained, and operated to meet the long-term needs of our community;

Analysis

1.1 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works committee - October 20, 2020 - Award of Consulting Engineering Services for Detailed Design of the Springbank Reservoir 1 and 3 Roof Membrane Replacement and Reservoir Repairs RFP 20-44

2.0 Discussion and Considerations

2.1 Project Description

The Springbank Reservoirs 1 and 3 Roof Membrane Replacement and Repairs Project include:

- Removal of the existing soil cover and drainage system on each of the reservoirs as well as trucking, and storing of this soil material in a staging area located to the south of the Community Gardens on the closed section of the Commissioners Road West Right of Way;

- Removal of the existing roof membrane which has reached the end of its life expectancy on each reservoir;

- Placement of a new fibre-reinforced concrete topping;

- Replacement of the soil cover and new drainage system;

- In the case of Springbank Reservoir 1, restoration of the soccer playing fields; and,

- In the case of Springbank Reservoir 3, restoration of grass.

Construction of this tendered project will start in the spring of 2022 with work on Springbank Reservoir 1 anticipated to proceed between May and October 2022. The Work on Springbank Reservoir 3 is anticipated to take place between April and October 2023.

2.2 Design Considerations

During the detailed design the consultant identified options for high density polyethylene (HDPE), ethylene propylene diene terpolymer (EPDM), and fibre-reinforced concrete topping. Based on a lifecycle analysis and a review of the limited space in the area to store the soil materials removed from the roof during the work, it was decided to proceed with the fibre-reinforced concrete topping. This type of waterproofing has a longer life expectancy of 70-75 years vs the 20-25 years for the HDPE and the EPDM membranes.

While the initial cost of the concrete topping is higher, it is expected to result in significant long-term lifecycle savings to the City. With the longer service life, the concrete topping avoids two cycles of membrane replacement that would be required if HDPE or EPDM membranes were used. The estimated increase in cost related to the concrete topping is approximately $3M (in 2022 dollars) which is roughly equal to the costs necessary to replace the membranes one time (e.g., site works, mobilization, etc.). This results in a net cost savings of approximately $6M without accounting for inflation.

It should be noted that reducing the amount of replacements also reduces the disruption to the surrounding residents and the disruption of public uses to the park.

2.3 Addressing the Need for Action on Climate Change

On April 23, 2019, the following was approved by Municipal Council with respect to climate change:

Therefore, a climate emergency be declared by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our ecosystems, and our community from climate change.

The decision to select the concrete topping provides the benefit of reducing the number of times the soil cover over the reservoirs needs to be removed and replaced which has significant costs and transportation needs. This will reduce the amount of fossil fuels burned for future maintenance needs for the membrane. Repairing the existing concrete structures and extending their life expectancy is also preferable to demolishing and rebuilding new structures with an overall lower greenhouse gas impact.

3.0 Financial Impact/Considerations

3.1 Tender Summary

The construction Tender (RFT2022-016) was posted on March 8, 2022. Tenders for the Springbank Reservoirs 1 & 3 Roof Membrane Replacement and Repairs Project (RFT2022-016) were opened on March 23, 2022. Four contractors submitted their prices as listed below, excluding HST:

Contractor	Company Name	Tender Price Submitted
1.	Stone Town Construction Limited	$9,268,377.75
2.	Algoma Contractors Inc.	$9,599,536.96
3.	Hayman Construction Inc.	$11,558,005.38
4.	Kingdom Construction Limited	$13,777,325.18

All tenders have been reviewed by the City's consultant and by staff in Environment and Infrastructure. All bids include the required $800,000 tender contingency amount. No mathematical errors were found, and the bids were determined to be compliant. The result of the tendering process indicates a competitive process; however, the low tender exceeds the approved funds for the project.

This project is unusual and includes aspects that are challenging to accurately estimate. For example, the soil cover on the reservoirs must be removed and placed using small equipment due to the loading on the reservoir roof, resulting in higher than typical labour costs and a higher price per cubic metre than most soil removal contracts.

Based on the tender analysis and comparison against the budget estimate, the project exceedance can be attributed to several factors:

- More significant reservoir repairs compared to the scope of the original budget estimate;
- Utilization of a more robust waterproofing material with three times the life expectancy for significant lifecycle savings for the City (per section 2.2 above);
- Uncertainty and risk with respect to inflation, supply chain challenges, material fabrication, and potential impacts to project timelines;

- Notably high fuel costs due to the current world situation;
- Escalating construction costs and projected further increases over the two-year project duration;
- Labour shortages and increasing costs for skilled labour. It being noted that this is a labour intensive project;
- Environmental abatement costs and disposal rates associated with new provincial regulations, with respect excess soil on this project (2023 only);
- Various project constraints and associated risks, including habitat protection and working around the City's community garden;
- Rapidly increasing project insurance costs over the past few years;
- Uncertainty regarding future impacts of COVID-19 and the uncertainty of the permanent removal restrictions that are presently coming into effect.

3.3 Consultant Services

R.V. Anderson Associates Limited (RVA) was awarded the detailed design of the Springbank Reservoirs 1 & 3 Roof Membrane Replacement and Repairs Project by Council on October 27, 2020. With the consultant's knowledge and performance during the preliminary and detailed design phases of the project, the consultant was invited to submit a proposal to carry out the contract administration, construction supervision, and additional engineering activities associated with this final phase. 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. The review of assigned personnel and hourly rates for various activities are in alignment with the original competitive procurement and with other infrastructure assignments.

The continued use of RVA on this project for construction administration phase 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 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. In accordance with Section 15.2(g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that R.V. Anderson Associates Limited be authorized to carry out the remainder of engineering services, as contract administrators, and complete the project for a fee estimate of $808,692.00, excluding HST.

3.4 Capital Funding

The approved budget of $3.0 M reflects the 2018 condition assessment estimate (capital project EW3583). Approximately $325,000 of this budget has been expended on design fees. The total costs to complete the project exceed the available budget by approximately $7.5M. The remainder of project shortfall is proposed to be funded from the Waterworks Renewal Reserve Fund. Funding sources are identified in the Source of Financing Report, attached as Appendix A. The contract would be managed carefully to potentially realize cost efficiencies and surpluses from the contingency amounts that are identified in both the construction and engineering contracts.

While there is capacity to fund this additional amount from the Waterworks Renewal Reserve Fund, the long-term health of this reserve fund is critically important. Staff will be re-examining existing capital plans to ensure this reserve recovers and stays healthy in the long term. This will be reflected in future multi-year budget submissions.

Due to construction conflicts with this work, the Springbank Reservoir #2 Reconstruction

and Expansion project will be deferred by at least one year, which will also alleviate pressure on the Waterworks Renewal Reserve Fund. The associated budgetary changes will be completed through the 2023 Budget Update process.

3.5 Operating Costs

There will be no change in operating cost for the reservoir once the work is completed.

4.0 Other Considerations

4.1 Procurement Process

The procurement policy provides the option to not award the tender, given the value exceeds the City Council approved budget. However, a non-award would require the current procurement process to be terminated. Any re-initiation of the project in the future would need to consider sufficient passage of time and a change of project scope for the integrity of the procurement process. Identifying project scope changes would be challenging given the nature of the project. Additional challenges associated with non-award and future project re-initiation would include:

- Re-initiating the project in the future may have further cost uncertainty given construction price increases and ongoing global supply chain challenges;

- As there were four compliant bids with a range of prices, there is no indication that another tender call would produce a lower contract price;

- The existing membranes are at the end of their expected useful life and recent reservoir inspections have found signs of deterioration. Since this membrane prevents water intrusion into the reservoir, delays will increase the risk to drinking water quality.

4.2 Process Improvement

The results of this tender have prompted administration to scrutinize existing project management processes to improve cost estimate reliability and budget alignment. This project reinforces the importance of regularly reviewing approved budgets relative to project cost estimates at various phases throughout the project, particularly for complex projects with an extended construction procurement phase proceeding in parallel with design completion. This is particularly true in the current environment of cost volatility due to industry supply chain and labour pressures. For other large complex projects with unique elements for which cost estimating databases are limited and volatility is higher, risk-based cost estimating and third-party estimate reviews are process improvements that will be considered.

Conclusion

The procurement process was rigorous and established the cost and value of the project in the current dynamic capital construction environment. Civic Administration has reviewed the tender bids, created a financing plan, and recommends that the construction contract for the Springbank Reservoirs 1& 3 Roof Membrane Replacement and Repairs be awarded to Stone Town Construction Limited. It is also recommended that R.V. Anderson Associates Limited be authorized to carry out the contract administration and inspection to complete this project in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy.

Prepared by:	**Patricia Lupton, P.Eng., Acting Division Manager, Water Engineering**
Submitted by:	**Aaron Rozentals, GDPA, P. Eng., Acting Director, Water, Wastewater, and Stormwater**

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

Attach: **Appendix "A" – Sources of Financing**
Appendix "B" – Location Plan

CC: John Simon, Manager, Water Operations
Scott Koshowski – Environmental Services Engineer, Water Operations
John Freeman – Manager, Purchasing & Supply
Elaine Nickerson – Procurement Officer, Purchasing & Supply
Gary McDonald – Budget Analyst, Finance & Corporate Services
Zoran Filinov, P.Eng. – Vice President, R.V. Anderson Associates Limited
Dave Evans, P.Eng. – R.V. Anderson Associates Limited
John Tyrrell, P.Eng. – R.V. Anderson Associates Limited
Alan Dunbar - Manager, Financial Planning & Policy
Jason Davies - Manager, Financial Planning & Policy
Patricia Lupton
Paul Choma

Appendix "A"

#22067
May 10, 2022
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT2022-016 Springbank Reservoirs 1 and 3 Roof Membrane Replacement and Repairs Project - Irregular Result
(Subledger FW200002)
Capital Project EW3583 - Springbank Reservoir 1 and 3 Protective Membrane
Stone Town Construction Limited - $9,268,377.75 (excluding HST)
R.V. Anderson Associates Limited - $808,692.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this project cannot be accommodated within the financing available for it in the Capital Budget, but can be accommodated with an additional drawdown from the Water Works Renewal Reserve Fund and that, subject to the approval of the recommendation of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing for this project is:

Estimated Expenditures	**Approved Budget**	**Additional Funding Requirement**	**Revised Budget**	**Committed To Date**	**This Submission**
Engineering	1,147,278	0	1,147,278	324,353	822,925
Construction	1,912,722	7,518,779	9,431,501	0	9,431,501
Total Expenditures	$3,060,000	$7,518,779	$10,578,779	$324,353	$10,254,426
Sources of Financing					
Drawdown from Water Works Renewal Reserve Fund (Note 1)	3,060,000	7,518,779	10,578,779	324,353	10,254,426
Total Financing	$3,060,000	$7,518,779	$10,578,779	$324,353	$10,254,426

Financial Note:	**Construction Stone Town**	**Engineering R.V.Anderson**	**Total**
Contract Price	$9,268,378	$808,692	$10,077,070
Add: HST @13%	1,204,889	105,130	1,310,019
Total Contract Price Including Taxes	10,473,267	913,822	11,387,089
Less: HST Rebate	-1,041,766	-90,897	-1,132,663
Net Contract Price	$9,431,501	$822,925	**$10,254,426**

Note 1: The additional funding requirement for this project is available as a drawdown from Water Works Renewal Reserve Fund. The uncommitted balance in the reserve fund will be approximately $52.7 million with the approval of the project.

Kyle Murray
Director, Financial Planning & Business Support

jg

Appendix B

RFT 2022-016 Springbank Reservoirs 1 and 3 Roof Membrane Replacement and Repairs

Location Plan Springbank Reservoir #1 and Reservoir #3

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**
Subject: **Appointment of Consulting Engineers for Contract Administration Services and Temporary Easement Agreement with the University of Western Ontario: Huron Street Watermain Remediation**
Date: **May 10, 2022**

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Huron Street Watermain Remediation Project (EW3580):

a) Stantec Consulting Ltd., 600 – 171 Queens Avenue, London, Ontario, N6A 5J7, **BE AUTHORIZED** to complete the contract administration, construction supervision and environmental monitoring required for this project as well as additional engineering activities, all in accordance with the estimate on file, at an upset amount of $172,506.40, including contingencies and excluding HST, and in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;

b) the City **BE AUTHORIZED** to enter into a temporary easement agreement with the University of Western Ontario in a form to be approved by the City Solicitor's Office;

c) the financing for the project **BE APPROVED** in accordance with the "Sources of Financing Report" attached hereto as Appendix A;

d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;

e) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work;

f) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract; 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

Purpose

This report recommends that the existing engineering agreement with Stantec Consulting Ltd. (Stantec) be extended to include contract administration, construction supervision and additional engineering activities required for the project. It is also recommended that the City enter into a temporary easement agreement with the University of Western Ontario (UWO).

The low bid for the construction contract resulting from the tendering process RFT 2022-059 Huron Watermain Remediation has been awarded administratively.

Context

In 2009, a 600mm watermain underneath the Thames River between Huron Street and Philip Aziz Avenue became compromised due to river erosion. Stantec was engaged in 2009 to design emergency repairs. During the subsequent years, Stantec was awarded engineering assignments to complete an Environmental Assessment, and subsequently the preliminary design, detailed design, and construction administration and supervision of a replacement of the watermain river crossing at the same location. As a result of the history and knowledge on this project, engaging Stantec to undertake the contract administration and supervision represents the best value to the City.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by maintaining safe and reliable water supply for water users in the City of London. This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
    - Infrastructure is built, maintained, and operated to meet the long-term needs of our community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works committee – January 10, 2017 – Engineering Fees Contract Amendment: Huron Street Watermain River Crossing Project No. EW3580

- Civic Works Committee – October 1, 2012 – Huron Street Watermain Replacement Municipal Class Environmental Assessment (EW3580)

2.0 Discussion and Considerations

2.1 Work Description

The Huron Street Watermain Remediation Project involves the removal of an abandoned 600mm concrete watermain and an existing watermain drain chamber which were abandoned due to erosion of the section of the Thames River. The watermain removal is expected to start in July 2022 and anticipated to be completed by fall 2022. Mussel relocation of Species at Risk (SAR) species will take place ahead of the construction project.

The scope of work includes:

- Installation and use of an aquadam to dam the east part of the river for the work.
- Removal of approximately 60m of abandoned 600mm concrete watermain along the east side of the Thames River.
- Removal of an existing drain valve chamber in the east bank.
- Removal of approximately 40m of abandoned 600mm concrete watermain in the east bank.

The work limits include the closed Huron Street Road allowance as well as lands owned by UWO. The watermain and drain chamber are located with the closed Huron Street right of way, however**,** access and space for staging on UWO lands is required. As a result, it is recommended that the City enters into a temporary easement agreement with UWO to complete the project.

Construction of this tendered project is anticipated to start July 2022 and anticipated to be completed by fall 2022.

3.0 Financial Impact/Considerations

3.1 Consulting Engineering Services

Stantec Consulting Ltd. (Stantec) was appointed the consulting engineer for the Huron Street Watermain Replacement Class EA and Preliminary Design of the Huron Street Watermain Remediation Project by Council on May 2, 2011. With the consultant's knowledge and performance during the preliminary and detailed design phase of the project, the consultant was invited to submit a proposal to conduct the contract administration, construction supervision and additional engineering activities associated with this final phase. Stantec's work plan also includes:

- Environmental work associated with the construction project
    - in water works including mussel relocation,
    - turtle rescue (as required) and fish rescue,
    - additional environmental monitoring by specialized staff, and,
    - obtaining of collection permits and liaising with approval agencies.
- Post Construction Environmental Monitoring including
    - Fall 2022 post-construction monitoring of relocated mussels and provision of reporting.
    - 2023 and 2024 post construction monitoring including permits, field assessment, and reporting.

City 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. The review of assigned personnel and hourly rates for various activities are in alignment with the original competitive procurement and with other infrastructure assignments.

The continued use of Stantec on this project for construction administration phase 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 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. In accordance with Section 15.2(g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that Stantec be authorized to conduct the remainder of engineering services, as contract administrators.

3.2 Capital Funding

The approved budget for this project is EW3580 Huron Watermain Remediation. Sufficient funding for the work is available within the previously approved budget for both the consulting fees and the construction contract. Funding sources are identified in the Source of Financing Report, attached as Appendix A.

3.3 Operating Costs

There will be no change in operating costs once the work is completed.

Conclusion

It is recommended that the City enter into a temporary easement agreement with UWO, and it is also recommended that Stantec Consulting Limited be authorized to carry out the construction administration, coordination, and environmental monitoring to complete this project in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy.

Prepared by:	**Patricia Lupton, P.Eng., Acting Division Manager, Water Engineering**
Submitted by:	**Aaron Rozentals, P.Eng., GDPA, Acting Director, Water, Wastewater, and Stormwater**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC Deputy City Manager, Environment and Infrastructure**

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

CC: John Simon, Manager, Water Operations
Scott Koshowski – Environmental Services Engineer, Water Operations
John Freeman – Manager, Purchasing & Supply
Sarah Denomy – Manager, Purchasing & Supply
Elaine Nickerson – Procurement Officer, Purchasing & Supply
Gary McDonald – Budget Analyst, Finance & Corporate Services
Jeff Paul, P.Eng. – Stantec Consulting Ltd.
Simon Jeater, C.Tech. – Stantec Consulting Ltd.
Alan Dunbar - Manager, Financial Planning & Policy
Jason Davies - Manager, Financial Planning & Policy
Patricia Lupton, Christina Liu

Appendix "A"

#22065
May 10, 2022
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: Contract Administration Services and Temporary Easement Agreement with the University of Western Ontario
Huron Street Watermain Remediation
(Subledger WS21C002)
Capital Project EW3580 - Huron Street River Crossing Remedial Work
Stantec Consulting Ltd. - $172,506.40 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	**Approved Budget**	**Committed To Date**	**This Submission**	**Balance for Future Work**
Engineering	1,021,350	845,807	175,543	0
Construction	2,606,021	2,502,801	0	103,220
City Related Expenses	4,878	4,878	0	0
Total Expenditures	$3,632,249	$3,353,486	$175,543	$103,220
Sources of Financing				
Drawdown from Water Works Renewal Reserve Fund	2,597,476	2,318,713	175,543	103,220
Canada Community-Building Fund	1,034,773	1,034,773	0	0
Total Financing	$3,632,249	$3,353,486	$175,543	$103,220

Financial Note:

Contract Price	172,506
Add: HST @13%	22,426
Total Contract Price Including Taxes	194,932
Less: HST Rebate	-19,389
Net Contract Price	$175,543

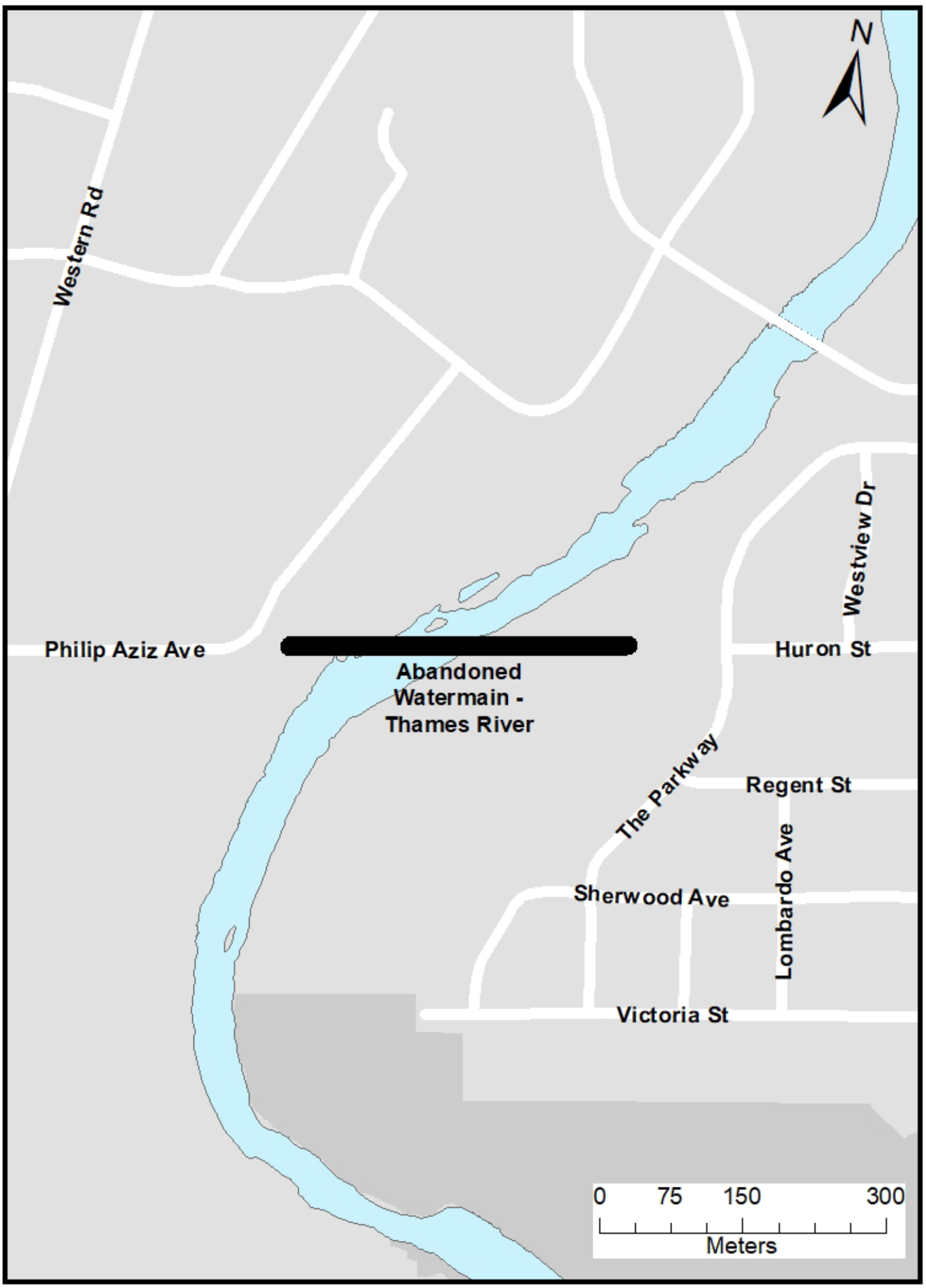
Jason Davies
Manager of Financial Planning & Policy

jg

Appendix B

2022 Huron Street Watermain Remediation – Thames River Crossing

The Parkway to Huron Drive



Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**
Subject: **Amendments to the Traffic and Parking By-law**
Date: **May 10, 2022**

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on May 24, 2022, for the purpose of amending the Traffic and Parking By-law (PS-114).

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 Strategic Plan through the strategic focus area of **Building a Sustainable City** by improving safety, traffic operations and residential parking needs in London's neighbourhoods.

Analysis

1.0 Background Information

1.1 Previous Report Related to this Matter

- Civic Works Committee – March 10, 2020 – Area Speed Limit Implementation

1.2 Purpose of this Report

The Traffic and Parking By-law (PS-114) requires amendments (Appendix A) to improve operations and safety. Included in this is the next phase of area speed limit implementation that will improve neighbourhood walkability. The amendments in the following section are proposed.

2.0 Discussion and Considerations

2.1 Traffic Control

Stop Signs

Royal York Road

Due to operational and safety concerns it is recommended to convert the intersection of Royal York Road and Hunt Club Drive to an All-way Stop intersection.

2.2 School Zones

It recommended that the speed limits within the following school zones be reduced to 40 km/h as per the School Zone Speed Limit Program and that the school zone be posted as a Community Safety Zone (CSZ) due to the large number of vulnerable pedestrians accessing the following schools:

Arthur Stringer Public School, Shaftesbury Avenue from Millbank Drive (west intersection) to Millbank Drive (east intersection) Road.

St. Catherine of Siena Catholic School, Quarrier Road from Meadowlands Way.

Westmount Public School, McMaster Drive from 93 m east of Farnham Road to 254 m west of Wonderland Road S.

2.3 Area Speed Limits

The following two area speed limit zones are being recommended for the next phase of implementation for this city-wide program:

- The East London area is bounded by Highbury Avenue N, Florence Street, Dundas Street, Veterans Memorial Parkway, Trafalgar Street. Clarke Road is a major road and should remain 50 km/h, as posted; and
- The South-Central London area are bounded by Wharncliffe Road S, Horton Street, Wellington Street, Wellington Road and Commissioners Road E.

Maps showing the proposed area speed limits can be found in Appendix B

2.3 Speed Limits

Due to a significant increase in development, it is recommended to reduce the posted speed on the following roads:

- Commissioners Road E from Jackson Road to Hamilton Road from 70 km/h to 60km/h;
- Hamilton Road from Commissioners Road E to 175 m east of Old Victoria Road from 70 km/h to 60km/h; and
- Richmond Street from 200 m north of Sunningdale Road E to the North limit of Richmond Street from 80 km/h to 60 km/h.

The Ministry of Transportation plans on reducing the Highway 4 (Richmond Street) speed limit north of the City Limits; however, it is likely that this will not occur until the Fall.

Conclusion

Changes to the Traffic and Parking By-law are proposed to improve road safety for all users. Amendments are required to Schedule 14 (Stop Sign Locations), Schedule 17 (Through Highways), Schedule 24, (Rate of Speed), Schedule 25 (Area Speed Limits) and Schedule 26 (Community Safety Zones) to implement the above changes.

Prepared by:	**Shane Maguire, P. Eng., Division Manager, Traffic Engineering**
Submitted by:	**Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**

May 2, 2022/

Attach: Appendix A – By-law to Amend the Traffic and Parking By-law (PS-114)
Appendix B – Area Speed Limit Zones

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

Bill No.

By-law No. PS-114

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

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

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

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

1. Stop Sign Locations

Schedule 14 (Stop Sign Locations) of the By-law PS-114 is herby amended by **adding** the following row:

1-Traffic	2-Street	3-Intersecion
Northbound & Southbound	Royal York Road	Hunt Club Drive

2. Through Highways

Schedule 17 (Through Highways) of the By-law PS-114 is herby amended by **deleting** the following row:

1-Street	2-From	3-To
Royal York Road	Hyde Park Road except at the intersection thereof with Manchester Road	Oxford Street W

Schedule 17 (Through Highways) of the By-law PS-114 is herby amended by **adding** the following row:

1-Street	2-From	3-To
Royal York Road	Hyde Park Road except at the intersection thereof with Hunt Club Drive and Manchester Road	Oxford Street W

3. Rate of Speed

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

1-Street	2- From	3-To	4-Maximum Rate of Speed
Commissioners Road E	A point 50 m east of Meadowlily Road S	Jackson Road	70 km/h
Commissioners Road E	Jackson Road	East City limit	80 km/h
Richmond Street	A point 200 m north of Sunningdale Road E	Plane Tree Drive	60 km/h
Richmond Street	North City limit	A point 200 m north of Sunningdale Road E	80 km/h

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

1-Street	2- From	3-To	4-Maximum Rate of Speed
Commissioners Road E	A point 50 m east of Meadowlily Road S	Hamilton Road	70 km/h
Hamilton Road	Commissioners Road E	175 m east of Old Victoria Road	70 km/h
Hamilton Road	175 m east of Old Victoria Road	East City limit	80 km/h
McMaster Drive	A point 93 m east of Farnham Road	A point 254 m west of Wonderland Road S	40 km/h
Quarrier Road	Meadowlands Way	Quarrier Road	40 km/h
Richmond Street	Plane Tree Drive	North City Limit	60 km/h
Shaftesbury Avenue	Millbank Drive (west intersection)	Millbank Drive (east intersection)	40 km/h

4. Area Speed Limits

Schedule 25 (Area Speed Limits) of the By-law PS-114 is hereby amended by **adding** the following rows:

1-Area Limit	2-Maximum Rate of Speed
Highbury Avenue N – Florence Street - Dundas Street –- Clarke Road – Trafalgar Street	40 km/h
Dundas Street – Veterans Memorial Parkway - Trafalgar Street - Clarke Road	40 km/h
Wharncliffe Road S - Horton Street W – Horton Street E – Wellington Street - Wellington Road - Commissioners Road E	40 km/h

5. Community Safety Zones

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

1-Street	2-From	3-To
McMaster Drive	A point 93 m east of Farnham Road	A point 254 m west of Wonderland Road S
Quarrier Road	Meadowlands Way	Pelkey Road
Shaftesbury Avenue	Millbank Drive (west intersection)	Millbank Drive (east intersection)

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

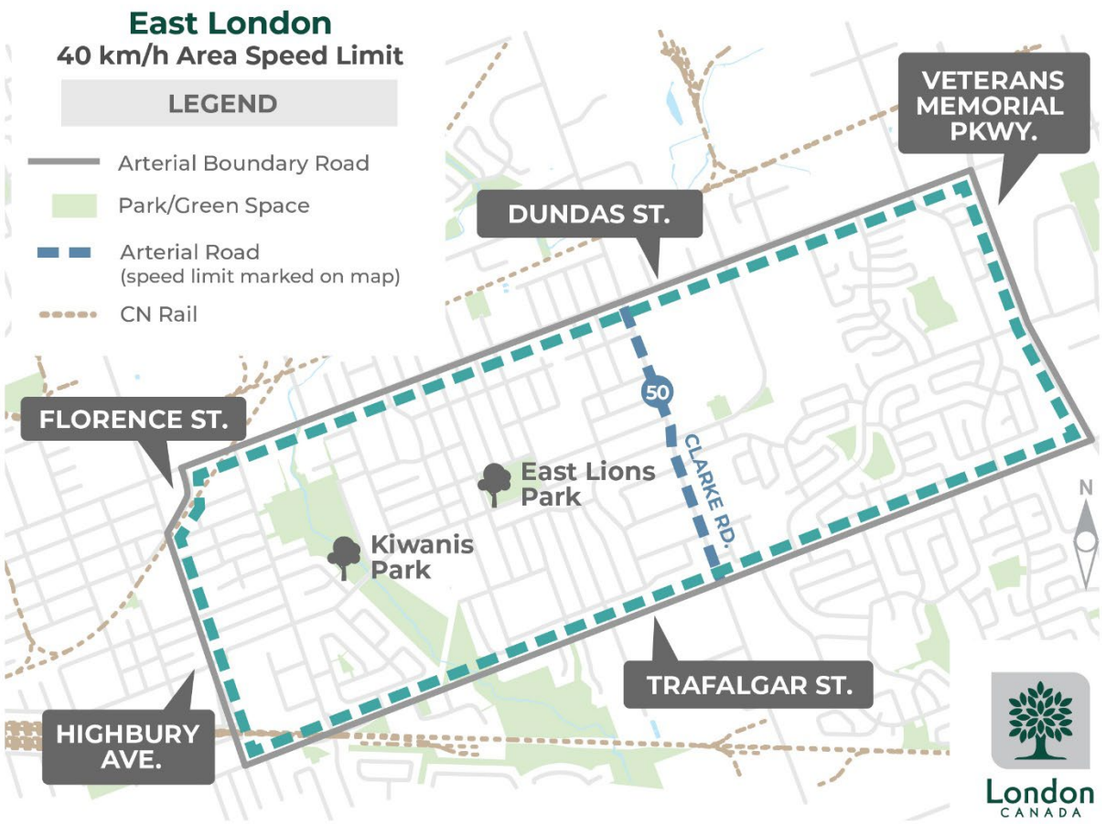
PASSED in Open Council on May 24, 2022.

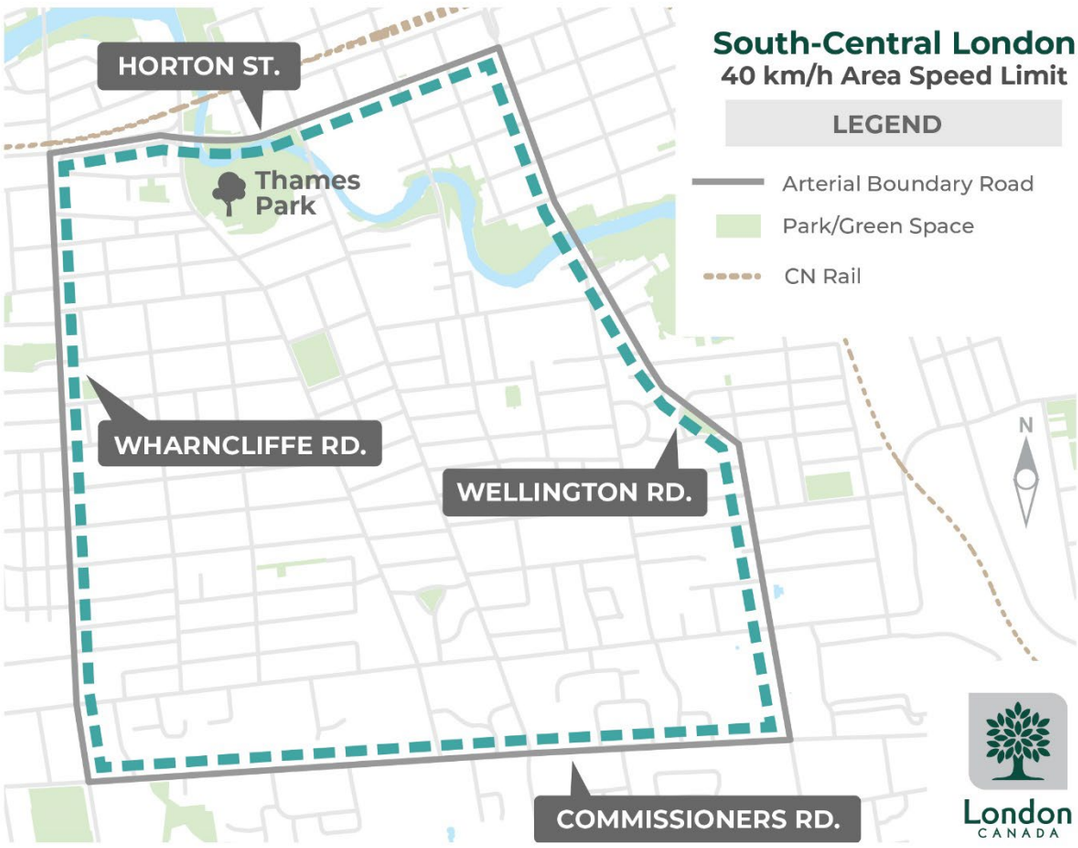
Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – May 24, 2022
Second Reading – May 24, 2022
Third Reading – May 24, 2022

APPENDIX B: Area Speed Limit Zones





Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P. Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure
Subject: **Oxford Street West and Gideon Drive Intersection Improvements**
Environmental Assessment Project File Report
Date: **May 10, 2022**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment:

a) Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment Study Project File Report Executive Summary **BE ACCEPTED**;

b) A Notice of Study Completion for the Project **BE FILED** with the Municipal Clerk; and,

c) The Project File Report **BE PLACED** on the public record for a 30-day review period.

Executive Summary

Purpose

This report provides an overview of the Municipal Class Environmental Assessment (EA) process that was completed and seeks approval to finalize the study and post it for the necessary 30-day public review period. The study identifies improvements to the Oxford Street West and Gideon Drive intersection.

Context

The City of London continues to develop and grow and to accommodate this growth, new infrastructure is required that recognizes the capacity needs of planned growth. The Oxford Street West and Gideon Drive/Kains Road intersection is currently a stop controlled intersection with certain restricted turning movements.

Oxford Street is a major corridor in the city that not only acts as an east/west link within the city, but also connects surrounding areas west of the city limits with the core, Fanshawe College and the London International Airport. The ongoing and future developments in West London and beyond the city limits are anticipated to increase the infrastructure pressure on the Oxford Street West and Gideon Drive intersection.

The implementation of complete streets improvements is important to create equitable access to the area. The improvements identified in this study will create an opportunity to enhance and improve the features of the roadway and to accommodate existing and future traffic demands including active transportation. The improvements will enhance the overall transportation network and provide better connectivity to adjacent communities by following the City's Complete Streets Design Manual approach.

The EA study area is located in the west area of the City of London. The study area limits extend approximately 200 m in each direction from the intersection and easterly to Westdel Bourne as shown on Figure 1.

Figure 1: EA Study Area Map

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by building new transportation infrastructure as London grows. The improvements to the Oxford Street West and Gideon Drive intersection will enhance safe and convenient mobility choices for automobiles, pedestrians and cyclists.

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 - September 7, 2016 - London ON Bikes Cycling Master Plan
- Strategic Priorities and Policy Committee – May 6, 2019 – Approval of 2019 Development Charges By-Law and DC Background Study
- Civic Works Committee – January 19, 2021 - Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment Study Appointment of Consulting Engineer

2.0 Discussion and Considerations

2.1 Study Description

The Oxford Street West and Gideon Drive intersection EA was carried out in accordance with Schedule ‘B’ of the Municipal Class Environmental Assessment (Class EA) requirements. The Class EA process is approved under the Ontario Environmental Assessment Act and outlines the process whereby municipalities can comply with the requirements of the Act.

The Class EA study has satisfied the requirements of the Ontario Environmental Assessment Act by providing a comprehensive, environmentally sound planning process with public participation. The Project File Report (PFR) documents the process followed to determine the recommended undertaking and the environmentally significant aspects of the planning, design, and construction of the proposed improvements. It describes the problem being addressed, the existing social, natural and cultural environmental considerations, planning and design alternatives that were considered, and a description of the recommended alternative.

The study area is located in the western area of the City of London. It extends approximately 200 m from the Oxford Street / Gideon Drive intersection, along Oxford Street West, Gideon Drive and Kains Road.

Oxford Street West and Gideon Drive are classified in The London Plan as Urban and Rural Thoroughfares respectively. Gideon Drive carries approximately 2,500 vehicles per day and Oxford Street West carries approximately 18,500 and 15,500 vehicles per day east and west of the intersection respectively.

The PFR also identifies environmental effects and proposed mitigation measures, commitments to further work, and consultation associated with the implementation of the project.

2.2 Problem and Opportunity Statement

Phase I of the Municipal Class EA (MCEA) process involved the identification of the problem and opportunity statement. Based on the review of existing conditions, servicing studies, planning documents, development proposals, preliminary traffic studies and collision data, the following summarizes the problems and opportunities within the study area:

- Intersection issues: Decreasing level of service at the intersection in response to ongoing and planned development on the west side of the City, the connection of Kains Road, and associated increases in traffic through the intersection.
- Active Transportation: Need to improve active transportation facilities within the study area and provide system connections, as per the City's Cycling Master Plan and the London Plan.
- Climate Change: Need to support the City's Climate Emergency Action Plan goals.
- Infrastructure Upgrades: Need to improve stormwater management and upgrade underground services including watermain, storm and sanitary sewer.

2.3 Alternative Solutions

Phase II of the MCEA process includes an inventory of the existing socio-economic, cultural and natural environments to identify alternative solutions to address the problem/opportunity statement. Alternative solutions are identified and evaluated based on their ability to reduce impacts to the socio-economic, archaeology and cultural heritage, natural environment, climate change, transportation engineering and cost. Alternative solutions considered for the study area included:

1. **Do Nothing** – Maintain existing condition of the Oxford and Gideon intersection
2. **Signalized Intersection** – Improvements consist of installation of traffic signals, crosswalks and cycling facilities
3. **Single-Lane Roundabout Intersection** – Implement a single lane roundabout, crosswalks and cycling facilities
4. **Multi-Lane Roundabout Intersection** – Implement a multi-lane roundabout with an additional lane to improve operation and accommodate near-term growth. Install crosswalks and cycling facilities.

2.4 Recommended Alternative

The recommended alternative considers transportation facilities for all road users (pedestrians, cyclists and drivers) as per the City's Complete Streets requirements and potential impacts to traffic operations, safety, natural, socio-economic and cultural features, and costs. The recommended alternative was selected, developed and refined through consultation with Indigenous communities, agencies, advisory committees, stakeholders, and the public. The recommended alternative was determined to be Alternative 4 – Multi-Lane Roundabout which is shown in Figure 2.

The recommended alternative includes the following design considerations:

- Additional right-hand/through lane for westbound vehicles to accommodate projected traffic volumes
- Left turn lane into future development on the southeast side of the intersection (may be converted to a right-in, right-out entrance in the future)
- Multi-use paths on all approaches that would connect to existing cycling paths of travel and connect to future potential boulevard sidewalks and bike paths with further review of the details of this design planned in detail design
- New pedestrian/cyclist crossings at each leg of the roundabout
- Full illumination of the roundabout, and roadway illumination extending to Westdel Bourne
- Consideration for climate change, using the Climate Emergency Screening Tool criteria, including improving active transportation facilities and resiliency of the stormwater management system
- Minor property required where existing ditch encroaches onto private property
- Landscaping and urban design opportunities to create a gateway to the City of London
- Provides an improved connection to the Thames Valley Parkway at the northwest corner of the intersection.

Roundabouts are good solutions for intersections that have skewed approaches like the Gideon Drive approach. Roundabouts have also proven to be effective at improving safety near the edge of the urban growth area by effectively slowing traffic entering developing areas of the City from rural areas. Roundabout design has been shown in London to greatly reduce the potential for severe right-angle collisions at higher speed locations.

Active transportation has been carefully considered in this design to support healthy lifestyles in surrounding developments. Pedestrian crossings are designed where crossings are narrow, speeds are reduced and refuge islands exist. Cyclists will have the option of travelling through the roundabout if feeling confident or using boulevard pathways if desiring more comfort.

The roundabout design is predicted to function well and accommodate growth for the foreseeable future. The recommended option also provides flexibility to accommodate a future Oxford Street corridor widening to four-lanes with only an incremental roundabout expansion. A future northbound to eastbound right-turn bypass lane is also possible as a future operational improvement phase.

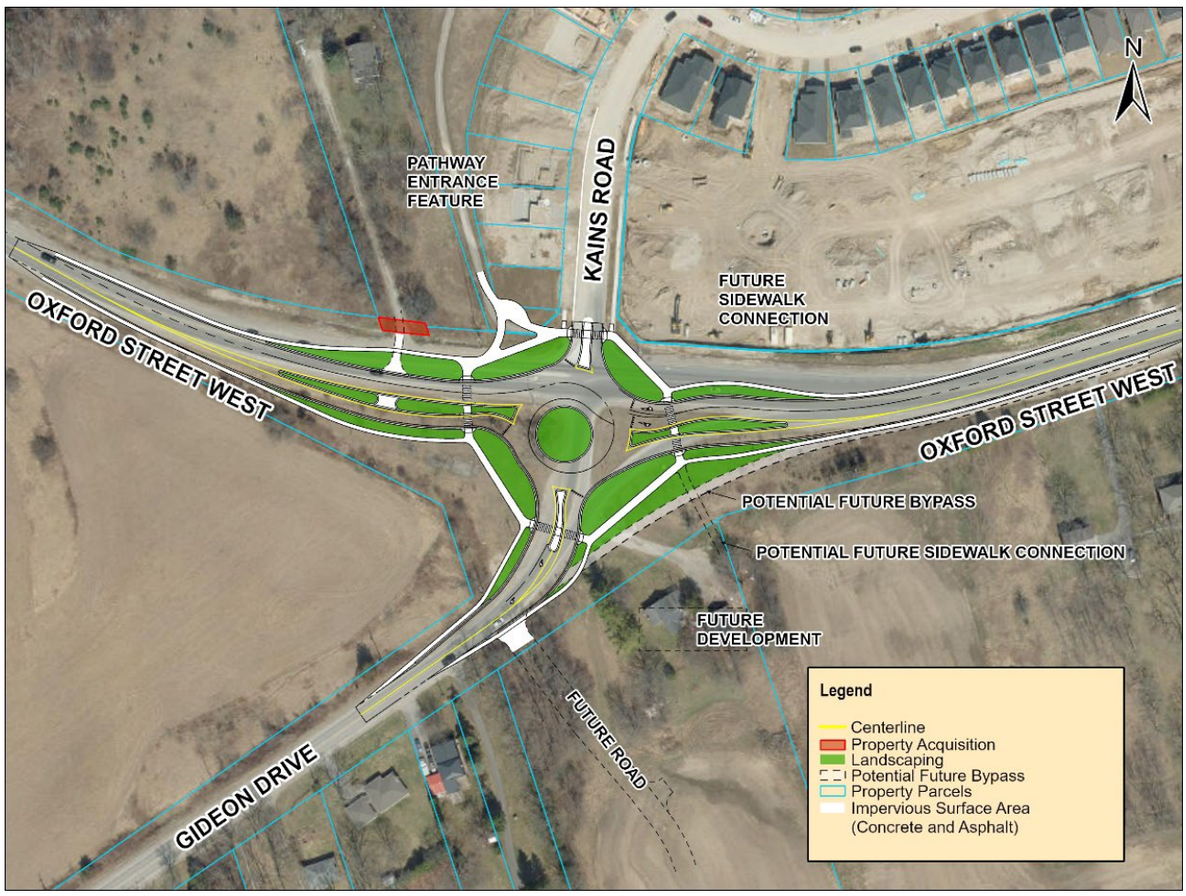


Figure 2: Multi-Lane Roundabout is the preferred solution for the Oxford-Gideon intersection

3.0 Financial Impact/Considerations

3.1 Preliminary Cost Estimates

A preliminary construction cost estimate for the ultimate improvements identified in the study has been prepared, including engineering, utility relocations, roadway construction, sanitary servicing, street lighting, landscaping, and staging. The total preliminary construction estimate developed during the environmental assessment is $5,340,000 including contingency and engineering fees. The breakdown of the cost estimate developed during the environmental assessment is shown below. There are expected to be opportunities to recover the cost of the sanitary servicing and a portion of the storm sewers cost directly related to the proposed development in the area. The total estimated project cost is higher than the approved project budget of $3,825,914 (TS1332). The EA cost estimate is based on the current costs of similar projects and reflects recent extraordinary inflationary increases in construction material prices, and labour market conditions. The Oxford Street West and Gideon Drive intersection improvements project budget will be recommended for adjustment during the next multi-year budget update process.

Table 1: Environmental Assessment Cost Estimate for Oxford Street West and Gideon Drive Intersection Improvements

Item	Total
Miscellaneous / General (Bonding, Insurance, Traffic Control, Pre-Condition Surveys)	$388,500
Removals	$829,725
Storm Sewers and Culverts	$180,000
Sanitary Servicing	$210,000
Roadworks	$1,767,050
Street Lighting	$302,000
Hydro Relocations and Property Acquisition	$140,000
SUBTOTAL	$3,817,275
Engineering and Construction Administration (20%)	$763,455
Contingency (20%)	$763,455
TOTAL	**$5,340,000**

4.0 Key Issues and Considerations

4.1 Property Impacts

The avoidance of property requirements was a key criterion in the identification and evaluation of the alternative solutions by the project team.

As part of this study, it is recommended that the City acquire frontage from one property on the north-west corner of the intersection. The city will also take ownership and maintenance of the privately owned culvert as it conveys drainage from within the public road allowance.

Preliminary discussions have been held with the property owner, and the owner is aware of the proposed improvements and effects to the property.

4.2 Public and Agency Consultation

Consultation was a key component of this Class EA study to provide an opportunity for stakeholder groups, the public and Indigenous communities to gain an understanding of the study process and provide feedback. The key stakeholders included residents, interested public, agencies, and those who may be affected by the project. Seven Indigenous communities were sent notifications about this project including Aamjiwnaang First Nation, Bkejwanong Territory (Walpole Island), Caldwell First Nation, Kettle and Stony Point First Nation, Chippewas of the Thames First Nation, Munsee-Delaware Nation, Delaware Nation at Moraviantown and Oneida Nation of the Thames.

A Notice of Study Commencement was issued in February 2021. The study team received correspondence from the public and agencies indicating their interest in the study and requesting to be kept informed.

The Public Information Centre (PIC) was presented on November 17, 2021 in an online format. The PIC introduced the project outlining the rationale behind it, identified existing conditions, alternative solutions and the recommended alternative. It served as an opportunity for the public, stakeholders and Indigenous communities to review the project information, ask questions, and provide input to the members of the study team.

Project information was also presented to the following City of London Advisory Committees for feedback: Cycling Advisory Committee, Transportation Advisory Committee, Environmental Ecological Planning Advisory Committee and the London Advisory Committee on Heritage.

Agencies and stakeholders which required information updates pertaining to them were notified at study milestones and during specific phases of the study. In general, all agencies and stakeholders understand the need for intersection improvements. Some had concerns related to cut-through traffic on nearby roads and impacts during construction for access to properties and also nearby groundwater wells. Mitigation of potential impacts involves the avoidance or minimization of potential impacts through good design, construction practices, and/or restoration and enhancement activities. Detailed mitigation measures will be finalized in consultation with impacted property owners, City, Upper Thames Regional Conservation Authority (UTRCA), and Department of Fisheries and Oceans (DFO) as part of detailed design.

During the upcoming 30-day public review, the PFR would typically be made available both on the City of London website and also at the public library. If libraries are closed due to public health recommendations, the PFR will be made available on the City of London website and alternative formats will be made available upon request. As per Ministry of the Environment, Conservation and Parks' (MECP) request, the Project File Report (PFR) has been submitted for their technical review. The Project File Report Executive Summary is attached as Appendix A.

If a member of the public choses, they may make a request to the MECP for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies). These requests will be considered only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights.

4.3 Implementation

It is estimated that the construction of the project will begin in 2024 and could be undertaken in one construction season. Coordination with adjacent City projects, property owners, and regulatory agencies is planned for early in the design process, providing ample time for consultation. Network traffic management and a communications plan will be developed during detailed design to inform road users, outline detours during potential closures, and instruct local traffic movement. Access to properties will be maintained during construction.

Conclusion

Improvements to the Oxford Street West and Gideon Drive intersection are necessary to accommodate ongoing and future developments on the west side of the city. A Schedule B Municipal Class EA was undertaken to confirm the preferred long-term solution for the intersection. The PFR has been completed and will be reviewed by the MECP prior to posting for the final public review.

Alternative solutions were developed to address the problems and opportunities. The recommended alternative for the Oxford Street West and Gideon Drive intersection is to create a new roundabout with new accommodation for pedestrians and cyclists, increased capacity for drivers, safe access points to future developments, full illumination of the roundabout and landscaping opportunities to create a gateway to the City of London. Roundabouts have proven to be effective at improving safety near the edge of the urban development area by effectively slowing traffic entering the City from surrounding rural areas.

Consultation was a key component of this study. The Class EA was prepared with input from Indigenous communities, advisory committees, agencies, utilities, emergency service providers and property owners in proximity to the study.

Pending Council approval, a Notice of Study Completion will be filed, and the PFR will be placed on public record for a 30-day review period. Stakeholders and the public are encouraged to provide input and comments regarding the study during this time. Accommodation will be made for those requiring a hard copy review. Requests for a higher level of study or conditions may be submitted to the MECP based on impacts to constitutionally protected Aboriginal and treaty rights.

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

Attach: Appendix A – Project File Report Executive Summary

c: Henry Huotari, RVA
Paul Yanchuk, City of London
Kathleen Johnson, City of London

Oxford Street West and Gideon Drive Intersection Improvements Class Environmental Assessment Study

Project File Report Executive Summary

Final

April 11, 2022

Prepared for:

London CANADA

Oxford Street West and Gideon Drive Intersection Improvements Class Environmental Study

Project File Report Executive Summary

Final

City of London

In Association With:

GOLDER

RON KOUDYS LANDSCAPE ARCHITECTS INC

RVA 205505

April 11, 2022

Oxford Street West and Gideon Drive Intersection Improvements Class Environmental Assessment Study Project File Report

Executive Summary

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Introduction

In response to ongoing and future developments on the west side of the City of London, Ontario, the recent extension of Kains Road, and associated increases in traffic volumes along Oxford Street West and Gideon Drive, the City of London are planning for improvements to the Oxford Street West, Gideon Drive and Kains Road intersection. In addressing the need to address operational and safety improvements at the intersection in consideration of future development and associated traffic demands, the study considered upgrades and accommodation of underground services (watermain, storm and sanitary sewer).

This project followed the Schedule 'B' process of the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015).

This report summarizes the Class EA that was conducted to select the preferred solution for improvements to the Oxford Street West and Gideon Drive in the City of London. The study area is outlined in the figure below.

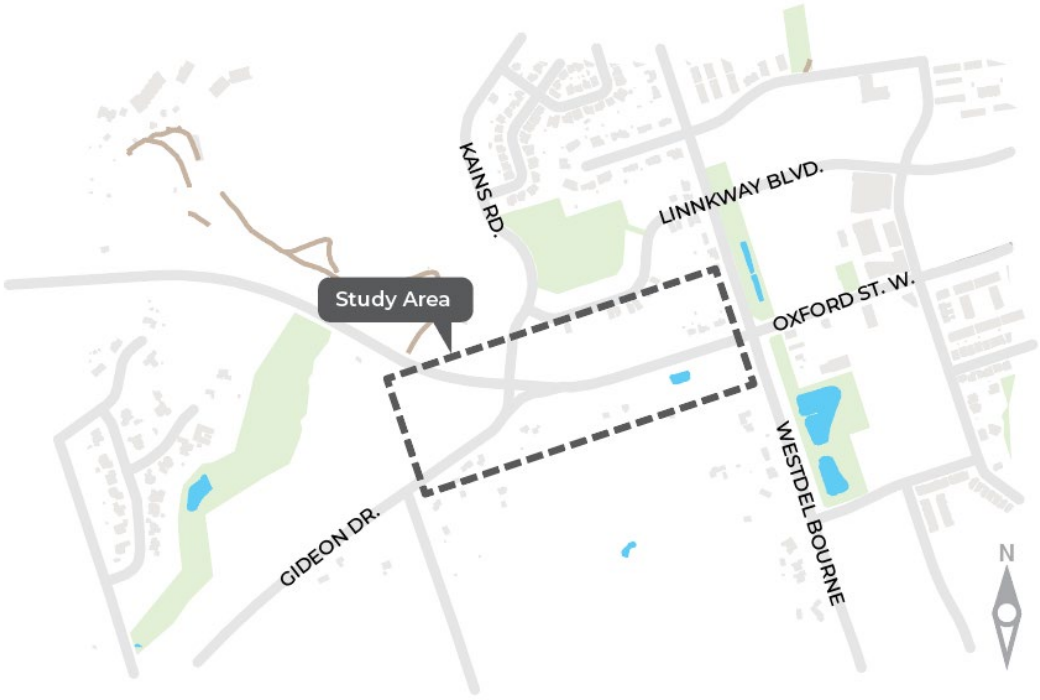

Figure ES 1 – Study Area

Study Objectives

The study was completed to review opportunities to address:

- Traffic operations and safety
- Active transportation (walking, cycling) needs
- Support the City's Climate Emergency Action Plan goals
- Roadway drainage improvements and stormwater management
- Upgrades and accommodation of underground services (watermain, storm and sanitary sewer) as required

Study Schedule

The EA study was initiated in February 2021. Key dates throughout the study were as follows:

Table ES 1 – Study Schedule

EA Stage	Date
Notice of Study Commencement	February 23, 2021
Notice of PIC	November 4, 2021
Public Information Centre	November 17, 2021
Notice of Study Completion	May 2022 (expected)

Existing Conditions

Various technical studies were completed to assess the existing conditions and potential impacts of the alternatives being considered. Studies included: Transportation and Traffic Study, Environmental Impact Study (EIS), Cultural / Built Heritage Assessment, Stage 1 & 2 Archaeological Assessment, Stormwater Management Study, Roadway Lighting Analysis, and Preliminary Geotechnical Investigation.

The findings of these studies were incorporated into the problem and opportunity statement, and the evaluation of alternative solutions.

EA Phase 1 ~ Problem & Opportunity Statement

Per Phase 1 requirements of the Municipal Class Environmental Assessment process for a Schedule 'B' project, a "Problem and Opportunity Statement" was

prepared following the assessment of the existing conditions within the study area to identify the various problems and opportunities to be addressed throughout the study.

The Study Problem & Opportunity Statement developed for the project is comprised of the following key elements:

- The Oxford Street West and Gideon Drive intersection does not balance the full range of potential users within the community, including users of all ages and abilities, pedestrians, cyclists, potential future transit vehicles and motorists.
- The existing Oxford Street West and Gideon Drive intersection does not accommodate projected traffic volumes.
- The need to support the City's Climate Emergency Action Plan goals
- Ensure that existing watermains and sewers in the vicinity of the intersection are positioned to provide opportunities for future connection to designated development lands.

EA Phase 2 ~ Alternative Solutions

Under Phase 2 of the Class EA process, all reasonable solutions to the problem are identified and described, including the "Do Nothing" alternative. The evaluation of alternatives was completed in one step, or Phase in accordance with Schedule 'B' class EA requirements. Alternative solutions were reviewed for the Oxford Street West and Gideon Drive intersection, as follows:

1. **Do Nothing** – Maintain existing condition of Oxford and Gideon
2. **Signalized Intersection** – Improvements consist of installation of traffic signals, crosswalks and cycling facilities
3. **Single-Lane Roundabout Intersection** – Implement a single lane roundabout, crosswalks and cycling facilities
4. **Multi-Lane Roundabout Intersection** – Implement a multi-lane roundabout with additional lanes to accommodate heavier traffic movements. Install crosswalks and cycling facilities.

The Project Team considered criteria that represent the broad definition of the environment as described in the EA Act to comparatively evaluate the alternative solutions. The general evaluation criteria used in evaluating the alternative solutions and design concepts are outlined in the table below.

Table ES 2 – Evaluation Criteria

Criteria	Description
Transportation Operations and Safety	How will the alternative serve the existing and future vehicular, pedestrian and cycling traffic needs? (*e.g. Intersection improvements, Active Transportation, Sightlines*)
Socio-Economic Environment	What impacts will the alternative have on the local community (*e.g. compatibility with area land use, impacts on local businesses, property requirements, access restrictions, etc.*)?
Natural Environment and Climate Change	How does the alternative affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the alternative address climate change and align with City's Climate Action Plan?
Cultural Heritage / Archaeological	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
Costs	What is the capital cost of the alternative? What is the cost for utility relocations and property acquisitions? What are the operation and maintenance costs?

Evaluation Methodology and Ranking System

The project team comparatively ranked each alternative solution from least desirable to most desirable, for each of the criteria described above, to determine the preferred solution(s).

The figure below demonstrates the rating scale used in the evaluation of alternative solutions described below.

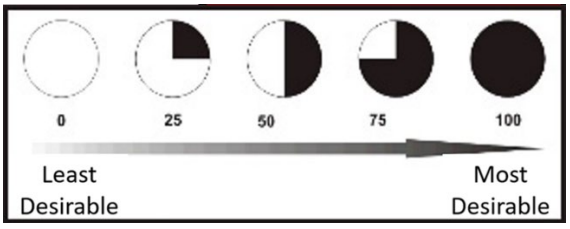

Figure ES 2 – Alternative Solution Rating Scale

Evaluation

The table below summarizes the evaluation of alternative solutions completed for the Oxford Street West and Gideon Drive Intersection.

Table ES 3 – Oxford Street West and Gideon Drive Intersection Alternatives Evaluation

EVALUATION CRITERIA	1. Do Nothing		2. Signalized Intersection		3. Single-Lane Roundabout		4. Multi-Lane Roundabout	
								
TRAFFIC OPERATIONS & SAFETY	○	Does not accommodate projected traffic volumes, with no traffic calming benefits, no safety improvements, and no accommodation of crossing pedestrians and cyclists.	◔	Partially addresses traffic safety and projected volumes, with improved pedestrian & cyclist accommodation, and no traffic calming benefits.	◕	Accommodates most of projected traffic volumes, with notable traffic calming benefits, overall safety improvements for all road-users, pedestrian crossing facilities, and routing cyclists around the intersection.	●	Accommodates projected traffic volumes, including future widening of Oxford Street West, with notable traffic calming benefits, overall safety improvements for all road-users, pedestrian crossing facilities, and routing cyclists around the intersection.
SOCIO-ECONOMIC ENVIRONMENT	◕	Does not require property to implement. No introduction to urban community to the east.	◕	Does not require property to implement. No introduction to City of London urban community to the east.	●	Does not require property to implement. Roundabout acts as introduction to City of London urban community to the east.	●	Does not require property to implement. Roundabout acts as introduction to City of London urban community to the east.
NATURAL ENVIRONMENT	◕	No impacts to natural environment features and no opportunity for improvements.	◑	Minimal potential water quality/quantity impacts from additional impervious surface mitigated by SWM controls, there are opportunities to provide landscaping, potential reducing in wildlife mortality.	◕	Minimal potential water quality/quantity impacts from additional impervious surface mitigated by SWM controls, there are opportunities to provide landscaping, potential reducing in wildlife mortality.	◕	Minimal potential water quality/quantity impacts from additional impervious surface mitigated by SWM controls, Climate Change Resilience and mitigation, with reduction in vehicle idling and associated noise and air quality impacts. .
CULTURAL HERITAGE	●	No impact to archaeological or built heritage resources.	●	No impact to archaeological or built heritage resources expected as works to remain within existing ROW (to be confirmed).	●	No impact to archaeological or built heritage resources expected as works to remain within existing ROW (to be confirmed).	●	No impact to archaeological or built heritage resources expected as works to remain within existing ROW (to be confirmed).
COST	●	No capital cost to implement and no utility relocation costs.	◕	Cost for new signal equipment and intersection lighting. Civil costs for asphalt, curb, sidewalk, and other grading/drainage alterations	◕	No cost for signals; increased lighting requirements. Additional platform required to accommodate roundabout. Increased traffic staging requirements during construction.	◕	No cost for signals; increased lighting requirements. Additional platform required to accommodate roundabout. Increased traffic staging requirements during construction.
OVERALL SCORE	14.0		13.0		17.0		18.0	
EVALUATION SUMMARY	Not Recommended		Not Recommended		Not Recommended		Recommended to be Carried Forward	

Preferred Solution

Based on the comparative evaluation that was undertaken, and incorporating feedback from the public and agencies, the preferred solution was identified to be Alternative 4: Multi-Lane Roundabout Intersection, as shown in the image below.

This solution addresses the identified traffic operational and capacity requirements, including potential future widening of Oxford Street West, will act as an effective traffic calming feature with no enforcement required, and serves as a gateway into the urban community east of the intersection and provides improved pedestrian and cyclist facilities.

The roundabout intersection would also provide designated pedestrian and cycling crossing facilities for the Thames Valley Trail heading west of the intersection and for the Thames Valley Parkway off-road multi-use path to proposed new developments at the southeast quadrant of the intersection.

It is noted that the signalized intersection, single-lane roundabout and multi-lane roundabout were assigned similar scores for capital cost. The calculated costs were not considered significantly different (within approximately 5%) to be distinguishable. A signalized intersection requires traffic signals and a similar pavement area to a roundabout. A roundabout does not require traffic signals but requires more roadway lighting. The multilane roundabout requires slightly more pavement area however a portion of that is taken by the central island. The multilane roundabout also accommodates future widening which provides for future savings. All alternatives require the same stormwater management measures, active transportation treatments and landscaping.

For Traffic Operations and Safety the multi-lane roundabout scored better than the single-lane roundabout due to improved overall traffic operations and reduced traffic queues. The multi-lane roundabout provides the same separated AT facilities as the single-lane roundabout however users will be required to cross an extra lane on two of the four approaches. A multi-lane facility on Oxford Street is considered to be an ultimate future condition as noted in the City's Transportation Master Plan.

Figure ES3 – Preferred Solution

Municipal Services Recommendations

While there are no new watermain or sanitary sewer services proposed as part of this study, there are planned new developments in the area adjacent to the intersection. As such, a Servicing Strategy to meet the future servicing requirements of these properties was developed to accommodate the servicing requirements of the area, once built out.

The study recommendations include the protection of the existing watermains and private water service, in addition to a potential new watermain connection, to be addressed during the development and site plan review process. The study recommendations also provide protection for a potential future sanitary sewer connection to the south on Gideon Drive and to the east along Oxford Street West, to the existing maintenance hole located on the north side of the intersection on Kains Road.

A Stormwater Management Strategy was developed to identify and address water quantity, water quality, water balance related stormwater runoff impacts that are associated with the proposed roadway alignment and roundabout design. Enhanced swales equipped with check dams will accommodate the roadway drainage from the study area. There is no increase in stormwater management flows to Tributary C as a result of the proposed intersection works.

During detailed design, further coordination with planned developments will be required to confirm the municipal servicing strategy (water, wastewater, and stormwater) and staging.

Illumination Recommendations

Preliminary pedestrian and roadway illumination recommendations were developed based on the analysis of the existing illumination levels present within the study area, and the proposed intersection and active transportation improvements.

Based on the analysis completed, illumination is recommended to be provided for the new roundabout along the roadway approaches, at the pedestrian crosswalks, and along the adjacent sidewalks.

Impacts, Mitigation & Monitoring

The key impacts associated with the implementation of the proposed solution and general mitigation required have been identified as summarized below.

Natural Environment and Climate Change

Natural Environment

The Study Area is located in a landscape which is transitioning from rural residential and agricultural land use to a commercial and urban residential one, with sections of preserved natural areas associated with wetlands, watercourses or other designated features. Tributary C, a coldwater stream with a resident Brook Trout (Salvelinus fontinalis) population, is the primary watercourse in and adjacent to the Study Area. This feature is associated with Significant Valleylands, Significant Wildlife Habitat (SWH) and a Provincially Significant Wetland (PSW) and is regulated by the Upper Thames River Conservation Authority (UTRCA).

The project is not expected to have any significant, long-term negative impacts on the natural environment. Further analysis of impacts in the next phase of design will be required to determine the potential effects of the project on the water balance and implications to the PSW and Tributary C.

Opportunities for ecological benefits exist in the control and removal of invasive species, as well as revegetation of the area post-construction with native grasses, forbes, and shrub species with a focus on wildlife and pollinator habitat.

Groundwater and Surface Water Resources

The movement of water between groundwater and surface-water systems can lead to the mixing of their water qualities. High quantities of nutrients or other dissolved chemicals in surface water could be transferred to the connected groundwater system. The drainage study conducted for this assignment recommends enhanced swales and flow check dams within the swales to promote filtering of pollutants before they reach downstream watercourses and for infiltration to support groundwater recharge.

There are no municipal water wells adjacent to the study area, however there are private wells. As such, it is recommended that a water well survey to obtain background information to any private wells within a 500 meter area is completed prior to construction to assist the City in case of any well complaint during

construction, and that a monitoring and contingency plan is implemented for any well complaint during construction.

Should proactive dewatering be required during construction, a permit to take water (PTTW) will be obtained, and all required monitoring of groundwater impacts will be undertaken at that time.

Climate Change

Recommendations developed for the roadway include extensive provision for pedestrians and cyclists, including connection to a multi-use path thereby providing access to the Thames Valley Trail and Thames Valley Parkway. Encouraging active transportation through increased pedestrian and cyclist facilities supports the reduced use of vehicular traffic and GHG emissions.

In addition to the active transportation measures, it is recognized that traffic utilizing a roundabout generally produces fewer air emissions than traffic at a signalized intersection. This is a result of the continuous movement of traffic through roundabouts, reducing vehicle delay times, idling, and associated air emissions in comparison to a signalized intersection.

With regards to the project's resilience to climate change, the impact of climate change on drainage and stormwater management quality and quantity was a key consideration in the study recommendations. The improvements to stormwater management infrastructure are anticipated to mitigate the impacts of increased severity and frequency of storms

Property Requirements

The avoidance of property requirements was a key criterion in the identification and evaluation of the alternative solutions by the project team.

There is one property at the north-west corner of the intersection that is impacted by all the alternatives. The existing property boundary protrudes into the road allowance relative to adjacent properties and the drainage culvert under the driveway is privately owned.

As part of this study, it is recommended that the City acquire sufficient frontage from the property to take ownership and maintenance of the privately owned culvert as it conveys drainage from within the public road allowance.

Preliminary discussions have been held with the property owner, and they are aware of the proposed improvements and impacts to the property, however further discussions should be continued through detailed design.

Utility Impacts

Based on the EA, street lighting / utility pole conflicts are expected and will require relocations to implement the preferred solution. No impacts to utility poles along Kains Road within the study area are anticipated.

All utility impacts, including location, depths, and relocation requirements are to be confirmed early on in the subsequent detailed design phase of the study in direct consultation with the affected utility companies.

Cultural Heritage and Archaeological Resources

Cultural Heritage Resources

While it was determined that no direct impacts to identified cultural heritage resources are anticipated as a result of implementing the preferred alternative, indirect impacts associated with construction related vibrations, associated with the implementation of the study recommendations, may have an indirect impact on the structures on the properties at 1976 Oxford Street West, 2012 Oxford Street West, 14 Gideon Drive and 80 Gideon Drive.

To ensure that these structures are not adversely impacted during construction, pre-condition surveys should be undertaken during detailed design to determine whether the structures will be vulnerable to vibration impacts during construction. Should this survey conclude that the structures on any of the identified properties will be subject to vibrations, a vibration monitoring plan should be prepared and implemented.

Additional mitigation measures developed for each potentially indirectly impacted cultural heritage resource include establishing no-go zones with fencing to avoid properties of cultural heritage value and reviewing the impact assessment completed as part of the EA during detailed design to amend or revise as needed.

Archaeological Resources

Based on the Stage 1 & 2 Archaeological Assessment completed as part of the study, it was determined that the entire study area has been previously disturbed (ditches, road, and buried utilities). As such, the study area has been cleared of archaeological potential.

Technical Agency & Public Consultation

Public Consultation is a key feature of environmental assessment planning projects. Input received from the public and various stakeholder groups, potentially affected Indigenous communities, as well as from provincial ministries, agencies, and authorities can generate meaningful dialogue between the project planners and the public. This consultation allows for the exchange of ideas and the broadening of the information base, leading to better decision-making during the study.

Public Information Centre

One Public Information Centre (PIC) was held during the EA study, during Phase 2 of the MCEA process. Given the ongoing COVID-19 pandemic, associated restrictions on public gatherings, and in the interest of public health, the PIC was held online. The PIC was held on November 17, 2021, from 5 p.m. to 7 p.m. through a Virtual Public Meeting format hosted on the City of London's Zoom account.

Residents were invited to call-in to the meeting or watch the presentation live-stream on the City's website. All attendees were encouraged to provide comments and feedback on the material presented and the study in general. Attendees were also encouraged to submit additional comments by email or mail following the open house.

City of London Staff and Advisory Committees

City of London staff provided technical review of supporting studies and Class EA materials throughout the study. In addition to the technical review provided by relevant City staff, the project team met with, and provided presentations to, several City of London advisory committees during the EA. Presentations were provided to the following: Environmental and Ecological Planning Advisory Committee (EEPAC), Transportation Advisory Committee (TAC), Cycling Advisory Committee (CAC), and the London Advisory Committee on Heritage (LACH).

Technical Agencies

Various government agencies, authorities and interest groups were informed of the Class EA Study commencement, as well as the public information centres, through local newspaper notices, and direct mailings (paper & electronic).

During the course of the EA study, correspondence was received from various technical agencies including the Ministry of the Environment, Conservation and Parks (MECP), County of Middlesex, utility companies, the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), Upper Thames River Conservation Authority, and the Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNRF).

Comments and inputs from these key technical agencies were considered throughout the Class EA.

Indigenous Communities Communications

Various Indigenous communities were notified of the study, in order to identify any potential issues or concerns regarding possible impacts to Aboriginal and Treaty Rights, or any other interests or questions that the community may have with regard to this study. The following Indigenous Communities were notified of the study:

- Aamjiwnaang First Nation
- Bkejwanong Territory (Walpole Island)
- Caldwell First Nation
- Kettle and Stony Point First Nation
- Chippewa of the Thames First Nation
- Munsee-Delaware Nation
- Delaware Nation at Moraviantown
- Oneida Nation of the Thames
- Oneida of the Thames First Nation

Correspondence was received from Chippewa of the Thames First Nation, Caldwell First Nation, and Oneida Nation of the Thames, however, no Indigenous Communities identified concerns regarding possible impacts to Aboriginal and Treaty Rights during the study.

Preliminary Construction Timeline & Cost Estimates

Preliminary Construction Timeline

Construction is anticipated to commence in 2024, and last one construction season. The anticipated timeline for the proposed works is outlined in the table below.

Table ES 4 – Preliminary Timing Summary

Activity	Timing
Detailed Design	2022 – 2023
Utility Relocations and Property Acquisition	Late 2023
Construction	2024

Preliminary Cost Estimate

A preliminary cost estimate has been prepared for the construction of the recommended design. The preliminary cost estimate to complete the reconstruction of the roadway and intersection is $5,638,200, as shown in the table below.

Table ES 5 – Preliminary Cost Estimate

Item	Cost
Miscellaneous / General (Bonding, Insurance, Traffic Control, Pre-Condition Surveys)	$388,500
Removals	$829,725
Storm Sewers and Culverts	$180,000
Sanitary Servicing	$210,000
Roadworks	$1,767,050
Streetlighting	$302,000
Hydro Relocation and Property Acquisition	$140,000
Subtotal	**$3,817,275**
Engineering & Construction Administration (20%)	$763,455
Contingency (20%)	$763,455
Total	**$5,340,000**

Additional Work and Approvals

Detailed Design Commitments

The following additional work is required during detailed design to confirm findings from the Class EA phase and to further refine the design:

- Consider separated cycling & pedestrian facilities (i.e., separate sidewalk and bike lane) as a substitute for the recommended multi-use path facility
- Confirm and obtain required approvals and necessary permits as outlined below
- Confirm construction staging and traffic management plans for the road reconstruction
- Confirm municipal servicing (water, wastewater, and stormwater) strategy and staging in consultation with planned developments adjacent to the study area
- Review the traffic calming requirements on the adjacent road networks to discourage potential cut through traffic during construction
- Conduct a well inventory and implement a well monitoring program during construction
- Review the need for condition surveys of vulnerable homes and structures prior to construction
- Develop a plan to deal with the transportation and disposal/reuse of any excess soils under O. Reg 406/19
- Continue consultation with utility companies and coordinate utility relocations
- Incorporate recommendations of the Cultural Heritage Resource Assessment if any identified cultural heritage resources within the corridor are impacted
- Finalize mitigation measures and requirements for construction work.

Permits & Approvals

The following approvals have been identified as potentially being required prior to the implementation of the proposed works.

- Works which bisect the Upper Thames River Conservation Authority (UTRCA) regulated lands, will require an UTRCA Work Permit under O. Reg. 157/06.

- A Permit to Take Water will be required from the MECP if dewatering exceeds 50,000 but less than 400,000 litres per day. Environmental Activity and Sector Registry would be required, should dewatering exceed 400,000 litres per day.
- An Environmental Compliance Approval could be required prior to construction to ensure that the proposed works comply with MECP guidelines for the design of sanitary sewage systems, storm sewer systems and/or water systems.

Notice of Study Completion and Final Project File Report

In accordance with the requirements of the Municipal Class Environmental Assessment (MCEA) – Schedule 'B', a Notice of Study Completion is anticipated to be issued in late May. Through issuance of the Notice of Study Completion, the Project File Report (PFR), documenting the planning process undertaken, details of the study recommendations as well as potential impacts and mitigation measures identified through EA study, will be placed on the public record for the mandatory 30-day review period.

The Notice of Study Completion will also advise the public that during the 30-day review period, a request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights.

Following the close of the 30-day public review period, the MECP has an additional 30 days to consider the project and review any potential Section 16 Order requests submitted during the 30-day public review period. The City may not proceed with the project for at least these 30 days following the end of the public review period.

Following this 30-day MECP review period, the project may proceed to detailed design and construction, provided the ministry is not reviewing Section 16 Order requests related to the project, and subject to any other permits and approvals that may be required.

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**
Subject: **Colonel Talbot Road Two-lane Upgrades from Southdale Road to James Street– Appointment of Consulting Engineer**
Date: **May 10, 2022**

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure the following actions **BE TAKEN** with respect to the appointment of a Consulting Engineer for the detailed design and tendering of Colonel Talbot Road Two-lane Upgrades from south of Southdale Road to James Street:

(a) AECOM Canada Ltd. **BE APPOINTED** as the Consulting Engineer to complete the Detailed Design and Tendering Services at an upset amount of $756,192 (excluding HST) in accordance with RFP-2022-008 and Section 15.2 (e) of the Procurement of Goods and Services Policy;

(b) the financing for this assignment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;

(c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this assignment;

(d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,

(e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents including agreements, if required, to give effect to these recommendations.

Linkage to the Corporate Strategic Plan

The following report supports the 2019-2023 Strategic Plan through the focus area of Building a Sustainable City, by increasing access to transportation options, improving safety for all modes of transportation and building new infrastructure to support future development and to protect the environment.

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 – September 7, 2016 – London ON Bikes Cycling Master Plan
- Planning and Environmental Committee – October 2012 – The Southwest Area Secondary Plan Report
- Strategic Priorities and Policy Committee – May 6, 2019 – Approval of 2019 Development Charges By-Law and DC Background Study

2.0 Context

Colonel Talbot Road from 300 m south of Southdale Road to James Street, is classified as a Civic Boulevard with average daily traffic volumes of approximately 13,000 vehicles per day. It is a critical north-south connection between developing areas in Southwest London. The current roadway consists of a rural cross-section with open ditches. The current design does not provide for a complete active transporation network of sidewalks and cycling facilties. There are also a number of safety and operational issues that need to be reviewed and addressed along this corridor including illumination and stormwater management.

The need for the Colonel Talbot Road Two-lane Upgrade project was first identified in the 2019 Development Charges Study. As the surrounding area develops, Colonel Talbot Road must better serve all users, whether walking, cycling, riding transit, or driving, and provide the necessary municipal services to accommodate that growth.

The Climate Emergency Screening Tool was applied to this project and highlighted the provision of a connected walking and cycling network as key components to enable sustainable mobility. The project is expected to mitigate climate impacts through the addition of active transportation infrastructure, improved transit amenities, additional street trees and landscaping and is not expected to induce an increase to single occupant vehicle trips. The project will also adapt to climate change by including low-impact development strategies and assessing and improving the stormwater capacity of the area. Reconstruction of strategic streets to a Civic Boulevard complete street standard is recommended as a cost-effective approach to enable sustainable mobility choices.

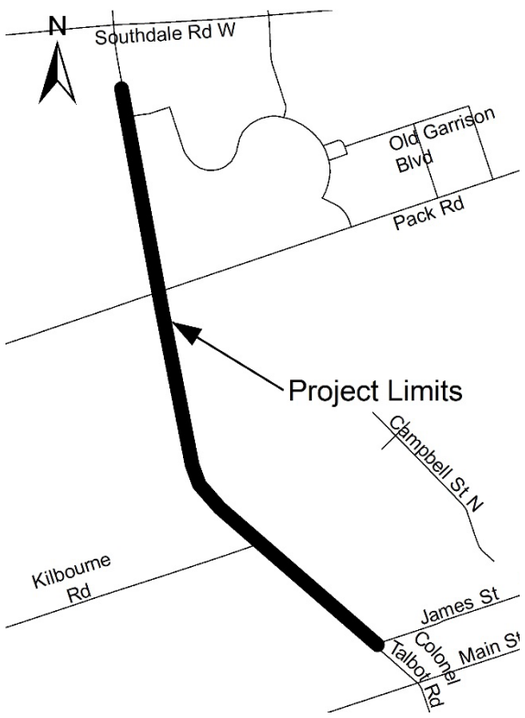

Figure 1. Project Location

1.2 Network Improvements in Southwest London

There are a number of planned improvements to the transportation network and municipal infrastructure in southwest London. Nearby projects include:

- Southdale Road West Improvements from Bostwick Road to Pine Valley Boulevard will start construction this year.

- A proposed roundabout at Colonel Talbot Road and Southdale Road has started the detailed design process. The design assignment described in this report will coordinate with the roundabout project to ensure both the design and construction impacts are planned holistically.

Other growth projects in the area, and their timing, will be considered as part of the Mobility Master Plan, the Growth Management Implementation Strategy and the next Development Charges Background Study.

3.0 Discussion and Considerations

3.1 Project Objectives

The key objectives of this design assignment include:

- Upgrading the corridor to a complete street standard including sidewalks, cycling facilities, streetlights, and curb and gutter;
- Reviewing existing illumination levels from Southdale Road West to Main Street to be consistent with the recently improved Main Street intersection
- Reviewing existing and projected traffic demand and recommending solutions for intersection types and layout;
- Developing a stormwater management strategy including assessing existing culverts and designing upgrades as required;
- Installing a local watermain on Colonel Talbot Road between Kilbourne Road and James Street;
- Preparing an Environmental Impact Study, Tree Protection Plan and Landscape Plan; and,
- Obtaining approvals from external agencies, coordinating utility relocations and preparing the tender documents.

3.2 Construction Considerations

As per the Development Charges Background Study Update, construction of the Colonel Talbot Road two-lane upgrade is recommended to begin in 2023. The construction will likely be phased over two construction seasons, with the placement of the final lift of asphalt and completion of any remaining minor works in the subsequent construction season. Construction scheduling will be coordinated with the planned roundabout at Southdale Road West currently planned for construction in 2024 to minimize road user impacts.

3.3 Consultant Procurement Process

The consultant selection process for this assignment (RFP-2022-008) has been undertaken in accordance with the City's Procurement of Goods and Services Policy. The procurement process followed the two stage process with the first stage being an open, publicly advertised pre-qualification stage (RFQUAL). Subsequently, a consultant shortlist comprising five engineering consulting firms was developed and these consultants were invited to submit detailed proposals and work plans. Proposals were received from three consultants: AECOM Canada Ltd., BT Engineering Inc., and Dillon Consulting Limited on March 15, 2022. The selection committee evaluated the proposals against an established evaluation criteria which included an understanding of project objectives, team member's qualifications and experience on directly related projects. The consultant's price was also factored into the evaluation.

The evaluation process determined that the submission from AECOM Canada Ltd. provides the best value for the City. AECOM Canada Ltd. has experienced project team members with the required qualifications. Their proven experience on similar projects

combined with a project proposal that demonstrated a thorough understanding of the project goals and objectives determined their suitability for this assignment. The consultant will be considered for future project phases subject to performance.

Conclusion

This project will provide necessary upgrades that will serve all mobility needs and provide the municipal services required for a growing area. The AECOM Canada Ltd. proposal demonstrates a comprehensive understanding of the requirements for this project. Based on the competitive consultant procurement process, it is recommended that AECOM Canada Ltd. be appointed to undertake the detailed design and tendering for the Colonel Talbot Road Two-lane Upgrades from 300m south of Southdale Road to Main Street in the amount of $756,192 (excluding HST).

There are no anticipated additional annual operating costs to the Environment and Infrastructure budget associated with this consulting assignment.

Prepared by:	**Garfield Dales, P.Eng., Division Manager, Transportation Planning and Design**
Submitted by:	**Doug MacRae, P.Eng., MPA, Director, Transportation and Mobililty**
Recommended by:	**Kelly Scherr, P.Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure**
Attach:	Appendix A: Source of Financing
c:	Daniel Hall, City of London John Bos, City of London Jeff Kelso, AECOM Canada Ltd.

Appendix "A"

#22061
May 10, 2022
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: Request for Proposal 2022-008 - Colonel Talbot Road 2 - Lane Upgrades
(Subledger RD220008)
Capital Project TS1329 - Colonel Talbot Road - 300m South of Southdale to James Street
AECOM Canada Ltd. - $756,192.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	This Submission	Balance for Future Work
Engineering	769,501	769,501	0
Land Acquisition	130,499	0	130,499
Utilities	648,750	0	648,750
Total Expenditures	$1,548,750	$769,501	$779,249
Sources of Financing			
Debenture Quota (Note 2)	221,471	110,039	111,432
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	1,327,279	659,462	667,817
Total Financing	$1,548,750	$769,501	$779,249

Financial Note:	Total
Contract Price	$756,192
Add: HST @13%	98,305
Total Contract Price Including Taxes	854,497
Less: HST Rebate	-84,996
Net Contract Price	$769,501

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

Note 2: Note to City Clerk: Administration hereby certifies that the estimated amounts payable in respect of this projected does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary by-laws.

An authorizing by-law should be drafted to secure debenture financing for project TS1329 - Colonel Talbot Road 2 Lane Upgrade for the net amount to be debentured of $221,471.

Jason Davies
Manager of Financial Planning & Policy

km

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**
Subject: **2022 New Traffic and Pedestrian Signals and Pedestrian Crossovers**
Date: **May 10, 2022**

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the planned pedestrian signal and pedestrian crossover installations:

(a) The installation of the following pedestrian signals **BE APPROVED**:

i. King Street at Burwell Street and

ii. Tecumseh Avenue and Wharncliffe Road South.

(b) The attached proposed by-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on May 24, 2022, for the purpose of amending the Traffic and Parking By-law (PS-114) related to the new pedestrian crossovers planned to be installed in 2022.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of "Building a Sustainable City". Traffic, pedestrian and cyclists signals along with pedestrian crossovers enable Londoners to move around the city safely and easily in a manner that meets their needs by improving safety for all modes of transportation.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – April 15, 2016 – Pedestrian Crossover Program; and
- Civic Works Committee – May 19, 2019 – Traffic Signal Warrant Process.

2.0 Discussion and Considerations

2.1 Pedestrian and Cyclist Signal Assessment

Pedestrian signals are implemented based on pedestrian crossing volumes, pedestrian demand in the area and delay experienced by pedestrians. In 2019, Municipal Council approved a new warrant for pedestrian signals that provides a comprehensive decision matrix for the implementation of pedestrian signal and pedestrian crossovers and accounts for desire lines and suppressed pedestrian volumes where safe crossings do not exist.

2.1.1 Near Term Pedestrian Signals

2.2.1.1 King Street at Burwell Street

This pedestrian signal is part of the 2022 Rapid Transit project and provides controlled access to and from the new transit station.

2.2.1.2 Tecumseh Avenue at Wharncliffe Road South

The Tecumseh Avenue pedestrian signal is recommended at this location to provide an additional controlled crossing of Wharncliffe Road South.

2.2 Pedestrian Crossover Assessment

The OTM contains three types of pedestrian crossovers (PXOs). All PXOs have pavement markings and signage. To distinguish the different types:

- PXO Type D also has boulevard signs;
- PXO Type C also has boulevard signs and pedestrian activated flashers;
- PXO Type B also has boulevard and overhead signs with pedestrian activated flashers.

The warrant process for a PXO considers the volume of pedestrians and the desire lines of pedestrians. The OTM provides additional guidance for the selection of the appropriate PXO type based on traffic volumes and the posted speed limit of the road.

2.2.1 Near-term Pedestrian Crossovers

The following tables list PXOs recommended for construction in 2022:

Type B PXOs

Street Name	Location
Egerton Street	A point 150 m south of Homan Street
Pond Mills Road	A point 150 m east of Scenic Drive
Pond Mills Road	South side of intersection with Cleveland Avenue
Pond Mills Road	South side of intersection with Pond View Road
Riverside Drive	East side of intersection with Pinetree Drive
Talbot Street	South side of intersection with Kent St
Trafalgar Street	West side of intersection with Bancroft Road

Type D PXOs

Street Name	Location
Aldersbrook Road	A point 79 m east of Fox Hollow Crescent (east intersection)
Aldersbrook Road	A point 95 m east of Aldersbrook Crescent
Blackacres Boulevard	West side of intersection with Winding Woods Crescent (east intersection)
Chelton Road	North side of intersection with Cardigan Dr

Churchill Avenue	West side of intersection with Manitoba Street
Coronation Drive	West side of intersection with Healy Road
Darnley Boulevard	West side of intersection with Cardigan Drive
Empress Avenue	West side of intersection with St Andrews Street
Fiddlers Green Road	A point 158 m east of Hyde Park Road
Fuller Street	West side of intersection with Regal Drive
Fuller Street	West side of intersection with Vesta Road
Griffith Street	South side of intersection with Wayne Road
Hawthorne Road	West side of intersection with Tanoak Drive
Hickson Avenue	A point 175 m east of Ridout Street North
Langley Street	East side of intersection with Windsor Avenue
Skyline Avenue	East side of intersection with Elderberry Avenue
St Andrews Street	South side of intersection with St Patrick Street
Tokala Trail	West side of intersection with Couldridge Way
Tokala Trail	West side of intersection with Foxridge Cres (west intersection)
Windsor Avenue	East side of intersection with Langley Street

2.3 Traffic Signal Assessment

Traffic signals are designed to ensure a safe and orderly flow of traffic, provide safety for pedestrians, bicyclists and/or motor vehicle drivers when crossing a busy intersection. Traffic signals also mitigate the severity and frequency of collisions with vehicles entering intersections from different directions; however, the frequency of the less severe rear-end collisions may increase with the installation of a traffic signal. Traffic signals can be detrimental to the operational efficiency of a roadway system, leading to driver frustration and increased vehicle emissions; it is therefore important to ensure they are only used at appropriate locations consistent with warrant justification.

The Ontario Traffic Manual (OTM) specifies a warrant process that is followed in London and it is consistent with the warrant process used across North America, which assists with creating consistent driver expectation. The process takes into consideration:

- The volume of traffic/pedestrians using the intersection;
- The delay experienced by side street traffic/pedestrians; and,
- The collision history of the intersection.

A warrant-based approach is important as unneeded signalized intersections can be detrimental to the operational efficiency of the roadway network. Adherence to consistent warrants also helps foster consistent driver expectations and minimizes liability for municipalities.

No new traffic signals are identified for approval at this time; however, there are several previously approved locations scheduled to be constructed this year as identified in Section 2.4.

Proactive monitoring of potential future locations is important for planning purposes. Appendix B includes a list of intersections where a traffic signal is being monitored and considered for future implementation.2.4 Previously Approved Traffic Control Devices

The following traffic control devices were previously approved and scheduled to be constructed in 2022:

Street	Location	Traffic Control Type
Commissioners Rd West	West Springbank Park Entrance	Pedestrian Signal
Edgevalley Rd	Highbury Avenue North	Traffic Signal
Hamilton Road	Inkerman Street	Pedestrian Signal
Hamilton Road	Pine Lane Avenue	Pedestrian Signal
North Routledge Parkway	Hyde Park Road	Traffic Signal
Oxford Street East	William Street	Pedestrian and Cyclist Signal
Southdale Road East	Millbank Drive (west intersection)	Pedestrian Signal
Springbank Drive	Quinella Drive	Pedestrian Signal

3.0 Financial Impact/Considerations

3.1 Operating Budget

The annual cost starting in 2023, to maintain the two new recommended new pedestrian signals is $25,500 including electricity consumption.

The annual cost to maintain the recommended new PXOs is $21,000 starting in 2023.

3.1 Capital Budget

The estimated cost to construct the two new recommended pedestrian signals is $430,000. There are sufficient funds available in the approved Growth Capital budget for these new signals.

The estimated cost to install the recommended PXOs is $500,000. There is no dedicated budget for pedestrian crossovers; however, the installation of the recommended PXOs can be accommodated within the approved Capital budget.

Conclusion

The traffic and pedestrian signals and pedestrian crossovers described herein, are recommended to create a more accessible and safe transportation system. Traffic control assessment balances the needs of all road users and optimizes safety. Signals are design to accommodate all users and in accordance with AODA requirements. The warrant approach used is standardized across Ontario and fosters consistent road user expectation and manages municipal liability.

If approved, construction of the pedestrian signals and pedestrian crossovers are scheduled for 2022. Current supply chain constraints have delayed some of the materials required for this type of infrastructure and that risk will be managed in the delivery of the programs.

Prepared by:	**Shane Maguire, P. Eng., Division Manager, Traffic Engineering**
Submitted by:	**Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**

May 2, 2022/

Attach: Appendix A: By-law to amend the Traffic and Parking By-law (PS-114)
Appendix B: Future Signal Monitoring

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

Bill No.

By-law No. PS-114

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

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

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

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

1. **Pedestrian Crossovers**

Schedule 23 of By-law PS-114 is hereby amended by **adding** the following rows:

1-Street	2-Location
Aldersbrook Road	A point 79 m east of Fox Hollow Crescent (east intersection)
Aldersbrook Road	A point 95 m east of Aldersbrook Crescent
Blackacres Boulevard	West side of intersection with Winding Woods Crescent (east intersection)
Chelton Road	North side of intersection with Cardigan Drive
Churchill Avenue	West side of intersection with Manitoba Street
Coronation Drive	West side of intersection with Healy Road
Darnley Boulevard	West side of intersection with Cardigan Drive
Egerton Street	A point 150 m south of Homan Street
Empress Avenue	West side of intersection with St Andrews Street
Fiddlers Green Road	A point 158 m east of Hyde Park Road
Fuller Street	West side of intersection with Regal Drive
Fuller Street	West side of intersection with Vesta Road
Griffith Street	South side of intersection with Wayne Road
Hawthorne Road	West side of intersection with Tanoak Drive
Hickson Avenue	A point 175 m east of Ridout Street North
Langley Street	East side of intersection with Windsor Avenue
Pond Mills Road	A point 150 m east of Scenic Drive
Pond Mills Road	South side of intersection with Cleveland Avenue
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Riverside Drive	East side of intersection with Pinetree Drive
Skyline Avenue	East side of intersection with Elderberry Avenue
St Andrews Street	South side of intersection with St Patrick Street
Talbot Street	South side of intersection with Kent Street
Tokala Trail	West side of intersection with Couldridge Way
Tokala Trail	West side of intersection with Foxridge Cres (west intersection)
Trafalgar Street	West side of intersection with Bancroft Road
Windsor Avenue	East side of intersection with Langley Street

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

PASSED in Open Council on May 24, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – May 24, 2022
Second Reading – May 24, 2022
Third Reading – May 24, 2022

APPENDIX B: Future Traffic Signal Monitoring

East-West Street	North-South Street	Minimum Volume Warrant (1)	Delay Warrant (1)	Comment
Commissioners Road East	Chelton Road	53%	95%	Construction is planned for 2023(2).
Fanshawe Park Road East	Stackhouse Avenue	45%	68%	Continue to monitor as development north of Fanshawe Park Road East increases.
Gainsborough Road	Sherwood Forest Mall	88%	100%	Currently an intersection pedestrian signal. Construction is planned for 2023(2).
Hamilton Road	Clarke Road	79%	79%	Design is complete. Construction is planned for 2023(2).
Sunningdale Road East	Clarke Road	81%	56%	Continue to monitor as development in the area increases. Construction is tentatively planned for 2025(2).

Notes:

(1) Warrants should be met for justification and infrastructure consistency. For traffic signals the warrant considers volume and delay. Warrant is met when
   a. Either the volume or delay warrant measures 100%, or
   b. Both the volume and delay warrants measure at least 80%.

(2) Construction dates are tentative and are dependent on sufficient Capital budget funds.

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

Bill No.

By-law No. PS-114

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

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

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Fuller Street	West side of intersection with Regal Drive
Fuller Street	West side of intersection with Vesta Road
Griffith Street	South side of intersection with Wayne Road
Hawthorne Road	West side of intersection with Tanoak Drive
Hickson Avenue	A point 175 m east of Ridout Street North
King Street	West side of intersection with Burwell Street
Langley Street	East side of intersection with Windsor Avenue
Pond Mills Road	A point 150 m east of Scenic Drive
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Pond Mills Road	South side of intersection with Pond View Road
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Tokala Trail	West side of intersection with Foxridge Cres (west intersection)
Trafalgar Street	West side of intersection with Bancroft Road
Windsor Avenue	East side of intersection with Langley Street

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

PASSED in Open Council on May 24, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – May 24, 2022
Second Reading – May 24, 2022
Third Reading – May 24, 2022

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure
Subject: **London Psychiatric Hospital Lands Stormwater Management Facility: Engineering Consultant Award**
Date: **May 10, 2022**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to RFP2022-017 London Psychiatric Hospital Stormwater Management Facility Consulting Engineering Services:

(a) Stantec Consulting Ltd. **BE APPOINTED** Consulting Engineers to complete the functional design, detailed design, inspection, and general construction administration for the London Psychiatric Hospital Lands Stormwater Management Facility with the estimate, on file, at an upset amount of $558,376.44 including 15% contingency and provisional items, 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 this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A'.

(c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this work.

(d) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the project; and,

(e) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

Purpose

This report seeks Council approval for Stantec Consulting Ltd. to complete the functional design, detailed design, inspection, and general construction administration for the London Psychiatric Hospital (LPH) Stormwater Management Facility (SWMF) in accordance with the City's Procurement of Goods and Services policy and the City of London's 'Just-In-Time' policy within the subdivision development process.

Context

The LPH SWMF is a 100% Development Charges funded project that will be built in accordance with the Growth Management Implementation Strategy and Just-in-Time policy to provide stormwater servicing to the LPH lands Secondary Plan in east London. The SWMF is an essential component and the preferred option identified in the London Psychiatric Hospital Lands Stormwater Servicing Municipal Class Environmental Assessment (Stantec, 2011) (EA), which will service approximately 61.4 hectares of future residential, commercial, and institutional development lands.

Linkage to the Corporate Strategic Plan

This project supports the 2019-2023 Strategic Plan through the following: Building a Sustainable City, build infrastructure to support future development and protect the environment, Improve London's resiliency to respond to future challenges, and maintain or increase current levels of service; manage the infrastructure gap for all assets.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Built and Natural Environment Committee, October 3, 2011 – Notice of Completion and Acceptance of the Psychiatric Hospital Lands Municipal EA Study, Schedule 'B' for Storm/Drainage and SWM Servicing Works (Stantec, 2011)

2.0 Discussion and Considerations

2.1 Discussion

The LPH lands are situated east of Highbury Avenue, south of Oxford Street, and north of Dundas Street in the Pottersburg Creek sub-watershed. The area is bounded to the east corner by residential development and the Salvation Army Children's Village and bounded to the west by existing industrial development. The southern portion of the site is severed from the remainder of the site by a Canadian Pacific (CP) Rail Corridor and the Southeast corner of the site is adjacent to the Canadian National (CN) Railway (See Appendix 'B').

The recommended alternative resulting from the EA is a wet pond located at the southeast corner of the site. The SWMF is to receive runoff from 61.4 ha of new mixed use development area. The proposed SWMF is to be designed to meet the stormwater management control criteria presented in the Pottersburg Creek Subwatershed Study and in accordance with the EA (Stantec, 2011). Due to updates in provincial and City policies, additional stormwater management strategies will be considered which includes permanent private systems within medium and high-density blocks and a combination of dry pond and oil-grit-separators to provide stormwater management controls to the right-of-way and single-family lots.

The stormwater management pond outlet will convey water through an existing storm sewer that is located at the southeast corner of the former LPH lands and conveys runoff to Pottersburg Creek. The City has completed a critical erosion threshold analysis for Pottersburg Creek to ensure that post development design flows from the stormwater facility do not exacerbate erosion in the creek.

In addition, the alignment of the SWMF outlet traverses the CP Rail corridor and the CN rail corridor and will require consultation and possibly approvals from both rail lines. This assignment will also evaluate the need to safely conveyance (or control/attenuate) the 250-year storm event in accordance with all requirements of the CP and CN Railway due to proximity to the facility to rail tracks.

3.0 Financial Impact/Considerations

The engineering consultant selection procedure for this assignment utilized a competitive Request for Proposal 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 functional design, detailed design, inspection, and general construction administration for the LPH SWMF and two firms 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. The submitted fee includes a 15% contingency amount along with the following provisional items:

- $30,000 – Stage 3 Archaeological Assessment
- $50,000 – Stage 4 Archaeological Assessment
- $3,500 – Additional engagement with First Nations
- $15,082 – Additional 100 hours of Contract Administration

The provisional items add up to nearly $100,000; however, depending on the findings of the Stage 1 and 2 Archeological Assessment, it may not be necessary to spend $80,000 of this amount. Based on a review of the submitted proposals, it is recommended that Stantec Consulting Ltd. be authorized to carry out the to complete the functional design, detailed design, inspection, and general construction administration for the LPHSWMF.

Conclusion

The London Psychiatric Hospital Lands Stormwater Management Facility is an essential component of servicing the London Psychiatric Hospital Secondary Plan Subdivision Development. The timely construction of the facility will provide reliable stormwater management servicing to support growth in the City.

It is recommended to appoint Stantec Consulting Ltd. to complete the functional design, detailed design, inspection, and general construction administration for the LPH Stormwater Management Facility in accordance with Section 15.2(d) of the City's Procurement of Goods and Services Policy.

Prepared by:	**Shawna Chambers, DPA, P.Eng., Division Manager, Stormwater Engineering**
Submitted by:	**Aaron Rozentals, P.Eng., GDPA, Acting Director, Water, Wastewater, & Stormwater**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC** **Deputy City Manager, Environment & Infrastructure**
Attachments:	Appendix 'A' – Source of Financing Appendix 'B' **–** Location Map
CC:	John Freeman Gary MacDonald Alan Dunbar Jason Davies Aimal Shinwari Paul Titus

Appendix "A"

#22066
May 10, 2022
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: London Psychiatric Hospital Lands Stormwater Management Facility
(Subledger SWM22005)
Capital Project ESSWM-LPH - SWM Facility - London Psychiatric Hospital
Stantec Consulting Ltd. - $558,376.44 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	This Submission	Balance for Future Work
Engineering	568,204	568,204	0
Land Purchase	3,385,896	0	3,385,896
Total Expenditures	$3,954,100	$568,204	$3,385,896
Sources of Financing			
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	1,954,100	568,204	1,385,896
Debenture Quota (Serviced through City Services - Stormwater Reserve Fund (Development Charges))(Note 1 and 2)	2,000,000	0	2,000,000
Total Financing	$3,954,100	$568,204	$3,385,896

Financial Note:

Contract Price	$558,376
Add: HST @13%	72,589
Total Contract Price Including Taxes	630,965
Less: HST Rebate	-62,761
Net Contract Price	$568,204

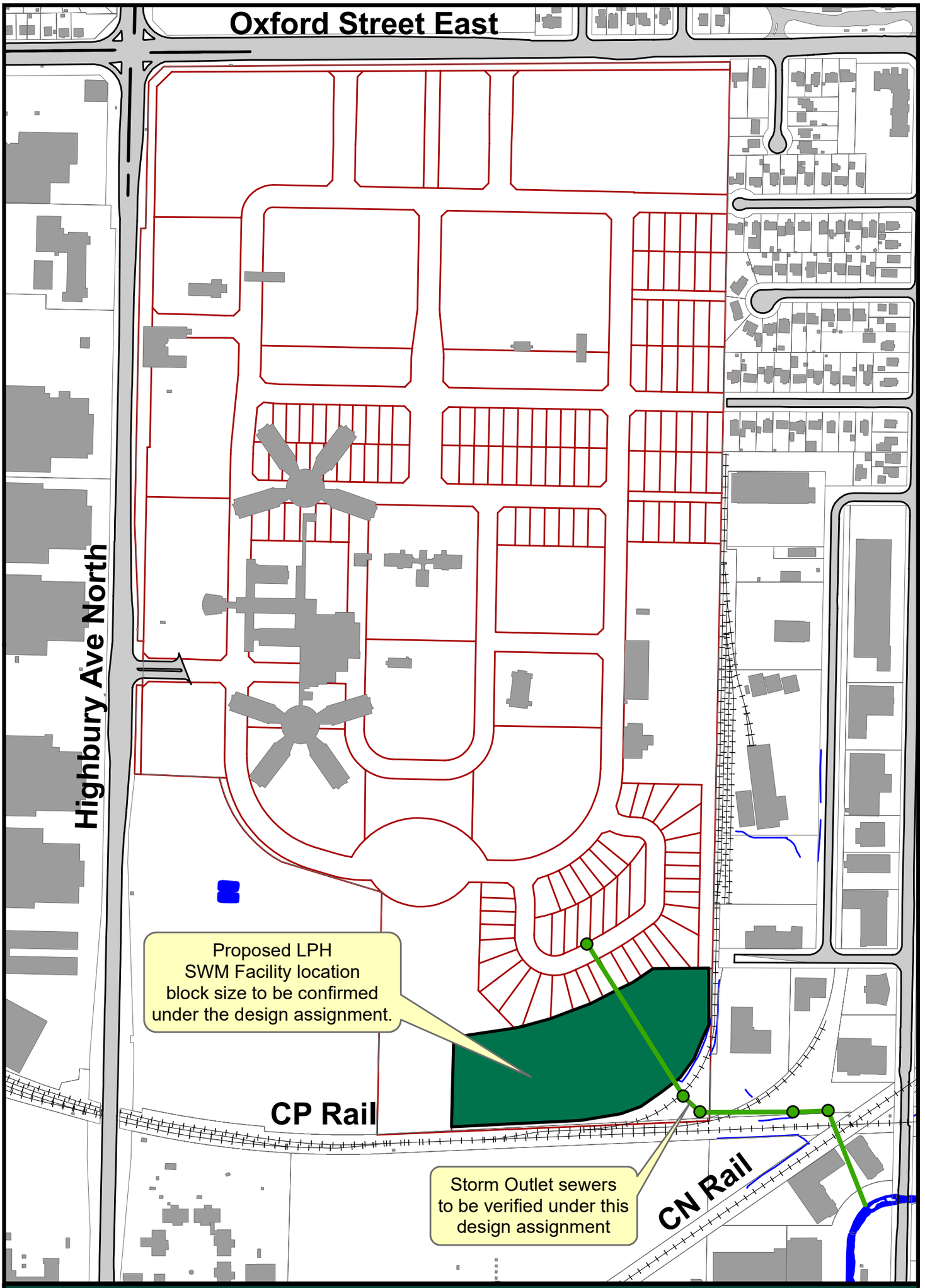
Note 1: Development Charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 2: Note to City Clerk: Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary by-laws.

An authorizing by-law should be drafted to secure debenture financing for project ESSWM-LPH - SWM Facility - London Psychiatric Hospital (LPH) for the net amount to be debentured of $2,000,000.

Jason Davies
Manager of Financial Planning & Policy

jg



APPENDIX 'B' - LOCATION MAP

1:4,500

0 0.05 0.1 0.2

Kilometers

Legend

- Proposed SWM Facility Location Draft Plan Approval Pending
- Subdivision Draft Plan - Under Review
- Storm Outlet - to be verified
- Land Parcel
- Road
- Railroad
- Water Body

London CANADA

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P. Eng., MBA, FEC**
Deputy City Manager, Environment, and Infrastructure
Subject: **Municipal Drain Petition – London Dairy Farms Ltd.**
Date: **May 10, 2022**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure:

a) the petition for the reconstruction of the Jenkins Municipal Drain located in the area of Wilton Grove Road and Old Victoria Road to benefit the drainage of Lot 6-8, Concession 2, 3700 Old Victoria Road, Township of Westminster **BE ACCEPTED** by the council of the Corporation of the City of London under section 5 of the *Drainage Act*; and,

b) Mike DeVos, P.Eng. of Spriet Associates London Limited **BE APPOINTED** under section 8 of the *Drainage Act* to complete a report for the new drains.

Executive Summary

Purpose

The purpose of this report is to seek the approval of Council of a petition for the reconstruction of a Municipal Drain on 3700 Old Victoria Road (Lot 6-8) and to appoint an Engineer to undertake the required drainage report in accordance with *Drainage Act*.

Context

The City of London received a petition for the reconstruction of the existing Jenkins Drain that connects to the Moore Drain located on rural property. Under section 5 of the Ontario Drainage Act RSO 1990, council must forthwith consider the petition and within 30 days give notice of its decision. Staff recommend that council accept the petition. Following which, staff will appoint an engineering consultant to assess the requested drainage improvements, file a report, and implement supportable drainage works, in accordance with the processes defined by the provincial Drainage Act.

Linkage to the Corporate Strategic Plan

- This project supports the 2019-2023 Strategic Plan through the following: Londoners experience exceptional and valued customer service, and Building a Sustainable City, infrastructure is built, maintained, and operated to meet the long-term needs of our community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

2.0 Discussion and Considerations

On April 14, 2022, Staff received a petition, Appendix A, for drainage from the registered owner of 3700 Old Victoria Road (Lots 6-8), former Geographical Township

of Westminster. The property is currently serviced by natural watercourses. The signee of the petition and owner of 3700 Old Victoria Road (Lot 6-8), Thomas Faulkner would like the current watercourse to be reconstructed and brought up to current design standards to relieve flooding on his agricultural property.

Under section 5 of the Drainage Act RSO 1990, council must forthwith consider the petition and within 30 days give notice of its decision. Staff recommend that council accept the petition.

Mike DeVos, P.Eng. of Spriet Associates London Limited is recommended to be appointed as the consultant to conduct a preliminary site visit and if suitable, prepare a report, and implement supportable drainage works, in accordance with Section 4 of the Ontario Drainage Act. This consultant assignment will be awarded to Spriet Associates London Ltd. in accordance with 15.2 c) of the City's Procurement of Goods and Services Policy, selection of Professional Consulting Services that are less than $100,000.

Conclusion

City Staff recommend accepting the petition to evaluate drainage concerns at 3700 Old Victoria Road (Lots 6-8) and for the named engineering consultant, Spriet Associates London Ltd. to pursue next steps and implementation, all in accordance with Ontario Drainage Act RSO 1990.

Prepared by:	**Shawna Chambers, DPA, P.Eng., Division Manager, Stormwater Engineering**
Submitted by:	**Aaron Rozentals, P.Eng., GDPA, Acting Director, Water, Wastewater, & Stormwater**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure**

Appendix 'A' – Thomas Faulkner Petition

c.c. Evelina Skalski, City Clerks Office
Paul Titus, Stormwater Engineering

Ontario

Ministry of Agriculture, Food and Rural Affairs

Petition for Drainage Works by Owners
Form 1
Drainage Act, R.S.O. 1990, c. D.17, clause 4(1)(a) or (b)

This form is to be used to petition municipal council for a new drainage works under the *Drainage Act*. It is not to be used to request the improvement or modification of an existing drainage works under the *Drainage Act*.

To: The Council of the Corporation of the City of London On

The area of land described below requires drainage (provide a description of the properties or the portions of properties that require drainage improvements)

The area of land includes the former 6, 7, 8 Con 2
It also takes water from lot 5 on Con 2
It also takes water from ~~lot~~ 4 con 3
The old Jenkins drain is approximetly 70 years old and is undersized and inadequet for todays standards

In accordance with section 9(2) of the *Drainage Act*, the description of the area requiring drainage will be confirmed or modified by an engineer at the on-site meeting.

As owners of land within the above described area requiring drainage, we hereby petition council under subsection 4(1) of the *Drainage Act* for a drainage works. In accordance with sections 10(4), 43 and 59(1) of the *Drainage Act*, if names are withdrawn from the petition to the point that it is no longer a valid petition, we acknowledge responsibility for costs.

Purpose of the Petition (To be completed by one of the petitioners. Please type/print)

Contact Person (Last Name)	(First Name)	Telephone Number ext.

Address

Road/Street Number	Road/Street Name

Location of Project

Lot	Concession	Municipality	Former Municipality (if applicable)
6/7/8	2	London On	Westminster

What work do you require? (Check all appropriate boxes)

- ☐ Construction of new open channel
- ☑ Construction of new tile drain
- ☐ Deepening or widening of existing watercourse (not currently a municipal drain)
- ☐ Enclosure of existing watercourse (not currently a municipal drain)
- ☐ Other (provide description ▼)

Old Jenkins drain / Moore Drain
Name of watercourse (if known)

5000 ft
Estimated length of project

Clay to clay loam
General description of soils in the area

What is the purpose of the proposed work? (Check appropriate box)

☐ Tile drainage only ☐ Surface water drainage only ☑ Both

Petition filed this 14th day of April, 2020

Name of Clerk (Last, first name)	Signature
City of London Clerk	

Property Owners Signing The Petition | Page of

- Your municipal property tax bill will provide the property description and parcel roll number.
- In rural areas, the property description should be in the form of (part) lot and concession and civic address.
- In urban areas, the property description should be in the form of street address and lot and plan number if available.
- If you have more than two properties, please take copy(ies) of this page and continue to list them all.

Number: | Property Description: Lot 6-8 Con 2 3700 Old Victoria Rd

Ward or Geographic Township: Westminster | Parcel Roll Number: 39360 800 3003 10200000

I hereby petition for drainage for the land described and acknowledge my financial obligations.

Ownership

☐ Sole Ownership

Owner Name (Last, First Name) (Type/Print)	Signature	Date (yyyy/mm/dd)

☐ Partnership (Each partner in the ownership of the property must sign the petition form)

Owner Name (Last, First Name) (Type/Print)	Signature	Date (yyyy/mm/dd)

☑ Corporation (The individual with authority to bind the corporation must sign the petition)

Name of Signing Officer (Last, First Name) (Type/Print): Thomas C Faulkner | Signature: [signature]

Name of Corporation: London Dairy Farms Ltd | ☑ I have the authority to bind the Corporation.

Position Title: Director | Date (yyyy/mm/dd): 2022/04/14

Number: | Property Description: Lot 6-8 Con C 3700 Old Victoria Rd

Ward or Geographic Township: Westminster | Parcel Roll Number: 39360 800 3003 10200000

I hereby petition for drainage for the land described and acknowledge my financial obligations.

Ownership

☐ Sole Ownership

Owner Name (Last, First Name) (Type/Print)	Signature	Date (yyyy/mm/dd)

☐ Partnership (Each partner in the ownership of the property must sign the petition form)

Owner Name (Last, First Name) (Type/Print)	Signature	Date (yyyy/mm/dd)

☐ Corporation (The individual with authority to bind the corporation must sign the petition)

Name of Signing Officer (Last, First Name) (Type/Print) | Signature

Name of Corporation | ☐ I have the authority to bind the Corporation.

Position Title | Date (yyyy/mm/dd)

☐ Check here if additional sheets are attached | Clerk initial

Petitioners become financially responsible as soon as they sign a petition.

- Once the petition is accepted by council, an engineer is appointed to respond to the petition. *Drainage Act*, R.S.O. 1990, c. D. 17 subs. 8(1)
- After the meeting to consider the preliminary report, if the petition does not comply with section 4, the project is terminated and the original petitioners are responsible in equal shares for the costs. *Drainage Act*, R.S.O. 1990, c. D. 17 subs. 10(4)
- After the meeting to consider the final report, if the petition does not comply with section 4, the project is terminated and the original petitioners are responsible for the costs in shares proportional to their assessment in the engineer's report. *Drainage Act*, R.S.O. 1990, c. D. 17 s. 43.
- If the project proceeds to completion, a share of the cost of the project will be assessed to the involved properties in relation to the assessment schedule in the engineer's report, as amended on appeal. *Drainage Act*, R.S.O. 1990, c. D. 17 s. 61.

Notice of Collection of Personal Information

Any personal information collected on this form is collected under the authority of the *Drainage Act*, R.S.O. 1990, c. D.17 and will be used for the purposes of administering the Act. Questions concerning the collection of personal information should be directed to:
where the form is addressed to a municipality *(municipality to complete)*

and where the form is addressed to a territory without municipal organization, the Drainage Coordinator, Ministry of Agriculture, Food and Rural Affairs, 1 Stone Rd W, Guelph ON N1G 4Y2, 519 826-3552.

Property Owners Signing The Petition | Page of

- Your municipal property tax bill will provide the property description and parcel roll number.
- In rural areas, the property description should be in the form of (part) lot and concession and civic address.
- In urban areas, the property description should be in the form of street address and lot and plan number if available.
- If you have more than two properties, please take copy(ies) of this page and continue to list them all.

Number	Property Description

Ward or Geographic Township	Parcel Roll Number

I hereby petition for drainage for the land described and acknowledge my financial obligations.

Ownership

☐ Sole Ownership

Owner Name (Last, First Name) (Type/Print)	Signature	Date (yyyy/mm/dd)

☐ Partnership (Each partner in the ownership of the property must sign the petition form)

Owner Name (Last, First Name) (Type/Print)	Signature	Date (yyyy/mm/dd)

☑ Corporation (The individual with authority to bind the corporation must sign the petition)

Name of Signing Officer (Last, First Name) (Type/Print)	Signature
Thomas C Faulkner	
Name of Corporation	
Mt. Elgin Dairy Farms Ltd	I have the authority to bind the Corporation.
Position Title	Date (yyyy/mm/dd)
Signing officer	2022/04/14

Number	Property Description
	2038 Wilton Grove Rd

Ward or Geographic Township	Parcel Roll Number
Westminister	39360 800 300 300000000

I hereby petition for drainage for the land described and acknowledge my financial obligations.

Ownership

☐ Sole Ownership

Owner Name (Last, First Name) (Type/Print)	Signature	Date (yyyy/mm/dd)

☐ Partnership (Each partner in the ownership of the property must sign the petition form)

Owner Name (Last, First Name) (Type/Print)	Signature	Date (yyyy/mm/dd)

☐ Corporation (The individual with authority to bind the corporation must sign the petition)

Name of Signing Officer (Last, First Name) (Type/Print)	Signature
Name of Corporation	
	I have the authority to bind the Corporation.
Position Title	Date (yyyy/mm/dd)

☐ Check here if additional sheets are attached | Clerk initial

Petitioners become financially responsible as soon as they sign a petition.

- Once the petition is accepted by council, an engineer is appointed to respond to the petition. *Drainage Act*, R.S.O. 1990, c. D. 17 subs. 8(1)
- After the meeting to consider the preliminary report, if the petition does not comply with section 4, the project is terminated and the original petitioners are responsible in equal shares for the costs. *Drainage Act*, R.S.O. 1990, c. D. 17 subs. 10(4).
- After the meeting to consider the final report, if the petition does not comply with section 4, the project is terminated and the original petitioners are responsible for the costs in shares proportional to their assessment in the engineer's report. *Drainage Act*, R.S.O. 1990, c. D. 17 s. 43.
- If the project proceeds to completion, a share of the cost of the project will be assessed to the involved properties in relation to the assessment schedule in the engineer's report, as amended on appeal. *Drainage Act*, R.S.O. 1990, c. D. 17 s. 61.

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and where the form is addressed to a territory without municipal organization, the Drainage Coordinator, Ministry of Agriculture, Food and Rural Affairs, 1 Stone Rd W, Guelph ON N1G 4Y2, 519 826-3552.

Report to Civic Works Committee

To: **Chair and Members**
Civic Works Committee
From: **Kelly Scherr, P.Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure
Subject: **Public Participation Meeting – Amendments to Consolidated Fees and Charges By-law**
Date: **May 10, 2022**

Recommendation

That, on the recommendation of the Deputy City Manager, the attached proposed by-law (Appendix "A") **BE INTRODUCED** at the Municipal Council meeting to be held on May 24, 2022 to amend By-law A-57, being "A by-law to provide for Various Fees and Charges" to remove the Bike Locker Pilot Project Fees timeframe.

Executive Summary

The purpose of this report is to remove the timeframe for the Pilot Project fees in the City of London's Fees and Charges By-law related to the Bike Locker Pilot Project to align with the extension of the pilot project timeframe.

Linkage to the Corporate Strategic Plan

Municipal Council's 2019-2023 Strategic Plan for the City of London continues to recognize the importance of active transportation, cycling, and the need for a more sustainable and resilient city.

On April 23, 2019, the following was approved by Municipal Council with respect to climate change:

> *Therefore, a climate emergency be declared by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change.*

Personal transportation is the largest source of greenhouse gas emissions in London. Cycling to replace vehicle trips has been a priority action for London's community energy planning activities since the mid-2000s and is a key part of London's Climate Emergency Action Plan. Testing higher-order bike parking is an important component of encouraging more trips to be made by bike.

Analysis

1.0 Background Information

1.1 Previous Report Related to this Matter

- Public Participation Meeting - Amendments to Consolidated Fees and Charges By-law (April 20, 2021 meeting of the Civic Works Committee - CWC, Agenda Item #3.2)
- Fees and Charges By-law A-57: https://london.ca/by-laws/fees-charges-law-57

1.2 Bike Locker Pilot Project

In the summer of 2021, the City of London launched a Pilot Project to provide secure bike parking in three locations downtown. There are 18 lockers in total. A bike locker is a large box in which up to two bicycles can be locked separately. They provide a higher

level of security and convenience for Londoners riding a bike. Bike lockers help prevent theft, provide weather protection, and deter casual vandalism.

Two types of rental lockers are available: hourly and monthly. The fees for the Pilot Project (August 2021 – December 31, 2022) are based on approximately half the price of vehicle parking rates.

Hourly Rental Rate
- Free for the first 2 hours; then $0.50/ per hour
- Maximum 24 hours. Then resets for new rental period.

Payment is available through the Bluetooth-based Movatic application on a smartphone, available through the Apple App Store and Google Play.

Monthly Rental Rate
- $20 per month
- $100 deposit to obtain key; refundable upon return.

Rental applications and payments are processed through the City Clerk's Office at City Hall, 300 Dufferin Avenue.

2.0 Discussion and Considerations

2.1 Locker Usage

The lockers became operational in late August 2021. The lockers were promoted when they first launched through social media and partners. However, because the pilot started late summer during the pandemic, promotion of their availability and locations was not fully implemented.

Due to the changes in work activities and the encouragement (often a requirement) to work from home, City staff anticipated that bike locker usage would be light until pandemic restrictions were reduced/removed and that the pilot project would need the equivalent of a re-launch. Usage information between late August 2021 through March 31, 2022 indicates:

- Dundas/Wellington location - Lockers were rented at this location 42 times;
- Clarence Street north location - Lockers were rented at this location 10 times; and
- Covent Garden Market (underground parking garage) - Lockers were rented at this location 48 times.

Informal, unsolicited feedback received to date (emails from Londoners) has been positive and has included some suggestions for service improvements.

2.2 Next Steps

This Spring, a campaign will be launched to promote the lockers and remind cyclists about them throughout the rest of the pilot. The campaign will include social media, posters, and messaging through partner organizations.

A feedback form will also be launched this summer to seek cyclists' experiences using the lockers. In addition, signage will be added to the locations to make it easier for cyclists to find the lockers.

An analysis of the Pilot Project will be completed in early Fall to determine how the lockers were used, if the locations were accessible, if the fees were a barrier to use, if the costs were sufficient to cover some of the locker purchase and maintenance costs, and if the program should be expanded to other locations outside downtown.

Pilot Project results will also help inform the City's Bike Parking Plan, currently under development.

3.0 Financial Impact/Considerations

To provide the Movatic App to cyclists, the City pays both a Movatic fee per transaction and a Stripe fee per transaction. Stripe is the credit card processor company.

A full assessment of the financial impact of the bike locker pilot will be included in the pilot project evaluation.

Conclusion

The Bike Locker Pilot Project has already brought about many learnings. Removing the approved rental fees timeframe allows cyclists to continue to expect and pay the same fees. It also allows City staff to promote the service over the remainder of the pilot project period and gauge their usefulness and future opportunities. After the Bike Locker Pilot Project is complete, City staff will assess the fee structure.

Prepared by:	**Allison Miller, MCP, MCIP, RPP, Senior Coordinator, Transportation Demand Management**
Submitted by:	**Jay Stanford, M.A., M.P.A. Director, Climate Change, Environment, & Waste Management**
Recommended by:	**Kelly Scherr, P.Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure**

Appendix A A by-law to amend By-law A-57 being “A by-law to provide for Various Fees and Charges” to remove the Bike Locker Pilot Project Fees timeframe.

Appendix A

Bill No.
2022

By-law No. A-____

A by-law to amend By-law A-57 being “A by-law to provide for Various Fees and Charges” to remove the Bike Locker Pilot Project Fees timeframe.

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

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

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

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

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

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

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

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

1. That “Schedule 1, 2022 Fees and Charges – Environmental Services: Services Grouping: Environmental Action Programs and Reporting – Pilot Project Ends April 30, 2022” of By-law A-57 be replaced with the attached “Schedule 1, 2022 Fees and Charges – Environmental Services: Services Grouping: Environmental Action Programs and Reporting”.

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

PASSED in Open Council on May 24, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – May 24, 2022
Second Reading – May 24, 2022
Third Reading – May 24, 2022

Schedule 1, 2022 Fees and Charges – Environmental Services

Service Grouping: Environmental Action Programs and Reporting – Pilot Project

Service/Activity	Unit of Measure	Status	2022 Proposed Effective Date	2022 Proposed Fee
London Hefty® EnergyBag® Pilot Project (purchase of bags ended April 20, 2022)	Roll of 20	Unchanged	Jan. 1/22	$4.43
Bike Lockers Pilot Project - Hourly Rental Rate - First 2 hours are free for every 24-hour rental period	Hour	Unchanged	Jan. 1/22	$0.50
Bike Lockers Pilot Project - Monthly Rental Rate	Month	Unchanged	Jan. 1/22	$20.00
Bike Lockers Pilot Project - Deposit to obtain key; refundable upon return	Each	Unchanged	Jan. 1/22	$100.00

DEFERRED MATTERS

CIVIC WORKS COMMITTEE

as of May 2, 2022

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
1.	**Rapid Transit Corridor Traffic Flow** 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.	December 12, 2016	Q4, 2022	K. Scherr J. Dann	
2.	**Garbage and Recycling Collection and Next Steps** 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: ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.	January 10, 2017	Q3, 2022	K. Scherr J. Stanford	
3.	**Bike Share System for London – Update and Next Steps** 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: 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.	August 12, 2019	Q2, 2022	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
4.	**MADD Canada Memorial Sign** 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: 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; it being noted that MADD will cover all sign manufacturing and installation costs; 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; it being further noted that MADD provides messages consistent with the London Road Safety Strategy; and, b) the Civic Administration BE DIRECTED to work with MADD Canada to find a single permanent location in London for the purpose of memorials.	July 14, 2020	Q3, 2022	D. MacRae A. Salton	
5.	**Updates - 60% Waste Diversion Action Plan Including Green Bin Program** 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, 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	November 17, 2020	Q2, 2022	K. Scherr J. Stanford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	garbage, mandatory recycling by-laws, reward and incentive systems, and additional user fees.				
6.	**Green Bin Program Design - Community Engagement Feedback** 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 March 30, 2021, related to the Green Bin Program Design and Community Engagement Feedback: e) the Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee on the outcome of the procurement processes and provide details on the preferred mix of materials to collect in the Green Bin and any final design adjustments based on new information; and, f) the Civic Administration BE DIRECTED to report back to the Civic Works Committee by September 2021 on municipal programs options, advantages, disadvantages and estimated costs to address bi-weekly garbage concerns.	March 30, 2021	Q2, 2022	K. Scherr J. Stanford	
7.	**3rd Report of the Cycling Advisory Committee** b) the following actions be taken with respect to a City of London PumpTrack: ii) the Civic Administration BE REQUESTED to report back on the process and fees associated with a feasibility study with respect to the establishment of a pumptrack facility in the City of London; it being noted that the communication, as appended to the agenda, from B. Cassell and the delegation from S. Nauman, with respect to this matter, was received	May 11, 2021	TBD	K. Scherr S. Stafford	
8.	**Blackfriars Bridge** That consideration of the Blackfriars Bridge remaining closed to vehicles indefinitely BE REFERRED to a future meeting of the Civic Works Committee in order for the Civic Administration to complete the required usage study as required in the Provincial EA, provide the related report to	November 2, 2021	Q2, 2023	K. Scherr D. MacRae	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	council, and allow for a more fulsome public engagement with respect to this matter.				
9.	**Speed Reduction Petition - Dingman Drive** That the following actions be taken with respect to the speed reduction petition for Dingman Drive dated March 31, 2022 and on file in the City Clerk's Office: b) the matter BE REFERRED to Civic Administration for a traffic study review with a future report, related to this matter, to be presented to the Civic Works Committee.	April 20, 2022	TBD	K. Scherr D. MacRae	