

Agenda Including Addeds

Civic Works Committee

The 3rd Meeting of the Civic Works Committee

January 31, 2023

12:00 PM

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

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

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

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

Members

Councillors C. Rahman (Chair), H. McAlister, P. Cuddy, S. Trosow, P. Van Meerbergen, Mayor J. Morgan

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

Pages

1. Disclosures of Pecuniary Interest

2. Consent

- | | | |
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| 2.6 | RFP-2022-279 Public Utility Locate Service Contract Award – Irregular Result | 66 |
| 2.7 | SS-2023-026 - Single Source Purchase of Ravo Street Sweepers | 71 |

3. Scheduled Items

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| 3.1 | Public Participation Meeting - Not to be Heard before 12:15 PM - Glen Cairn Neighbourhood Connectivity Plan | 76 |
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	<i>a. (ADDED) J. Menard, Chair and Members of Accessibility Community Advisory Committee</i>	108
4.2	REQUEST FOR DELEGATION STATUS – J. Preston, London Transit Commission Specialized Transit for Disabled Londoners	110
5.	Deferred Matters/Additional Business	
5.1	<i>(ADDED) 2nd Report of the Integrated Transportation Community Advisory Committee</i>	111
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Environmental Stewardship and Action Community Advisory Committee

Report

2nd Meeting of the Environmental Stewardship and Action Community Advisory Committee
January 11, 2023

Attendance PRESENT: B. Samuels (Chair), D. Allick, P. Almost, I. ElGhamrawy, A. Hames, C. Hunsberger, L. Paulger, N. Serour, L. Vuong and A. Wittingham and H. Lysynski (Committee Clerk)

ABSENT: M. Griffith, R. McGarry and C. Mettler

ALSO PRESENT: M. Fabro, J. Stanford and E. Skalski

The meeting was called to order at 3:32 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Cleaning up Contaminated Areas in London

That it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee (ESACAC) received the attached presentation from T. Cull, Antler River Rally, with respect to the clean up being undertaken of the contaminated areas in London; it being further noted that the ESACAC held a general discussion with respect to this matter.

3. Consent

3.1 1st Report of the Environmental Stewardship and Action Community Advisory Committee

That it BE NOTED that the 1st Report of the Environmental Stewardship and Action Community Advisory Committee, from its meeting held on December 7, 2022, was received.

3.2 Council Resolution - 4th Report of the Environmental Stewardship and Action Community Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on December 13, 2022, with respect to the 4th Report of the Environmental Stewardship and Action Community Advisory Committee, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 5:01 PM.



July 2002

1st
Antler
River
Rally



Thames has Facebook friend

RANDY RICHMOND, The London Free Press
Tuesday, July 24, 2012 7:11:15 EDT AM



Tom Cull is leading an effort to clean up the trash that litters the water and



160 Volunteers Westminster Ponds 2022



Cleanup in Partnership with London Mosque and First-St. Andrew's United Church



O-Week at Western



Children's International Summer Villages (CISV)



Clean up with The Antler River Guardians from the 4 Directions





Partnership with TVDSB

By the numbers

- 11 Seasons x 12 (plus) Cleanups per season = Over 130 cleanups=
Over 5000 volunteers engaged=
Over 130 piles of garbage diverted from waterways and green spaces.



So what are the specific challenges?

Challenges:
Litter/Garbage/
Plastics







140,000 Cigarette Butts Collected from Canadian beaches in 2021 (Huron Coastal Centre)



Transfer Stations Photo



Homelessness and the Housing Crisis



Opioid and Mental Health Crisis



Illegal Dumping (By-law enforcement?)

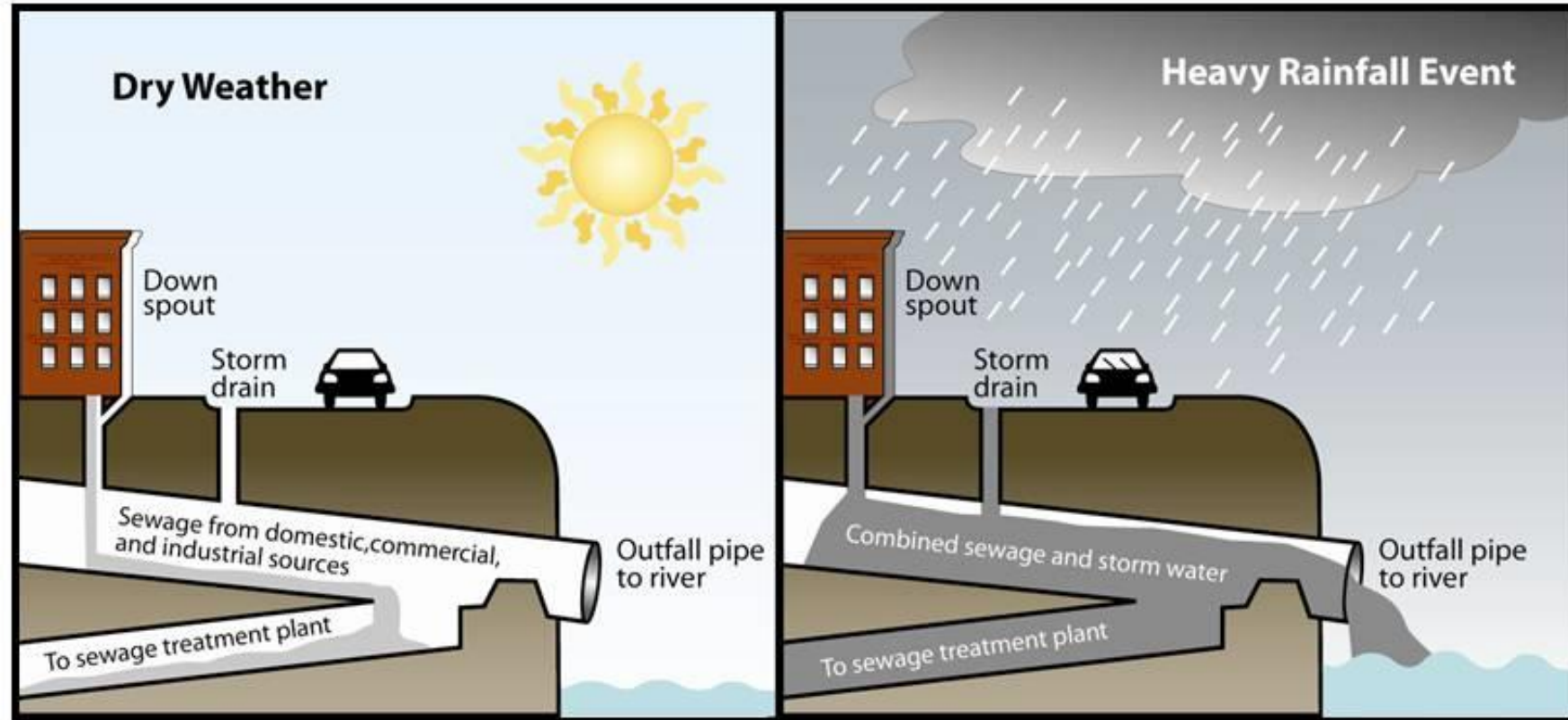




Obstructions: Springbank Dam

Raw Sewage in the River

- “Last year, 260 million litres of sewage — some treated, some not — hit the Thames River in about 32 incidents. They’re officially called “overflows” or “bypasses,” depending on whether the gunk had any treatment at a wastewater plant before it got to the river.”





©ESA 2013 - Processed by Earth Watching (ESA/ESRIN)



Phosphorus pollution contributes to algal blooms. Some algae can be toxic to fish, animals and people, such as the blue-green algal bloom off the southeast shore of Pelee Island, Ontario in 2011.

Photo credit: Tom Archer. Used with permission.

- Phosphorous and Algae Blooms

Habitat Loss, Deforestation, Wetland Loss



<https://www.londonenvironment.net/arrcreativitycontest>



10TH ANNIVERSARY:
**RIVER CLEAN UP
& CREATIVITY
CONTEST**

Participate in an Antler River Rally river clean-up and submit your river-inspired art to the following art contest categories:

- Photographs
- Words (poems, reflections, or stories), and
- Art (paintings, drawings, sculpture, etc.)

Cash prizes for first and second place in each category!



TO ENTER VISIT:

www.londonenvironment.net/arrcreativitycontest





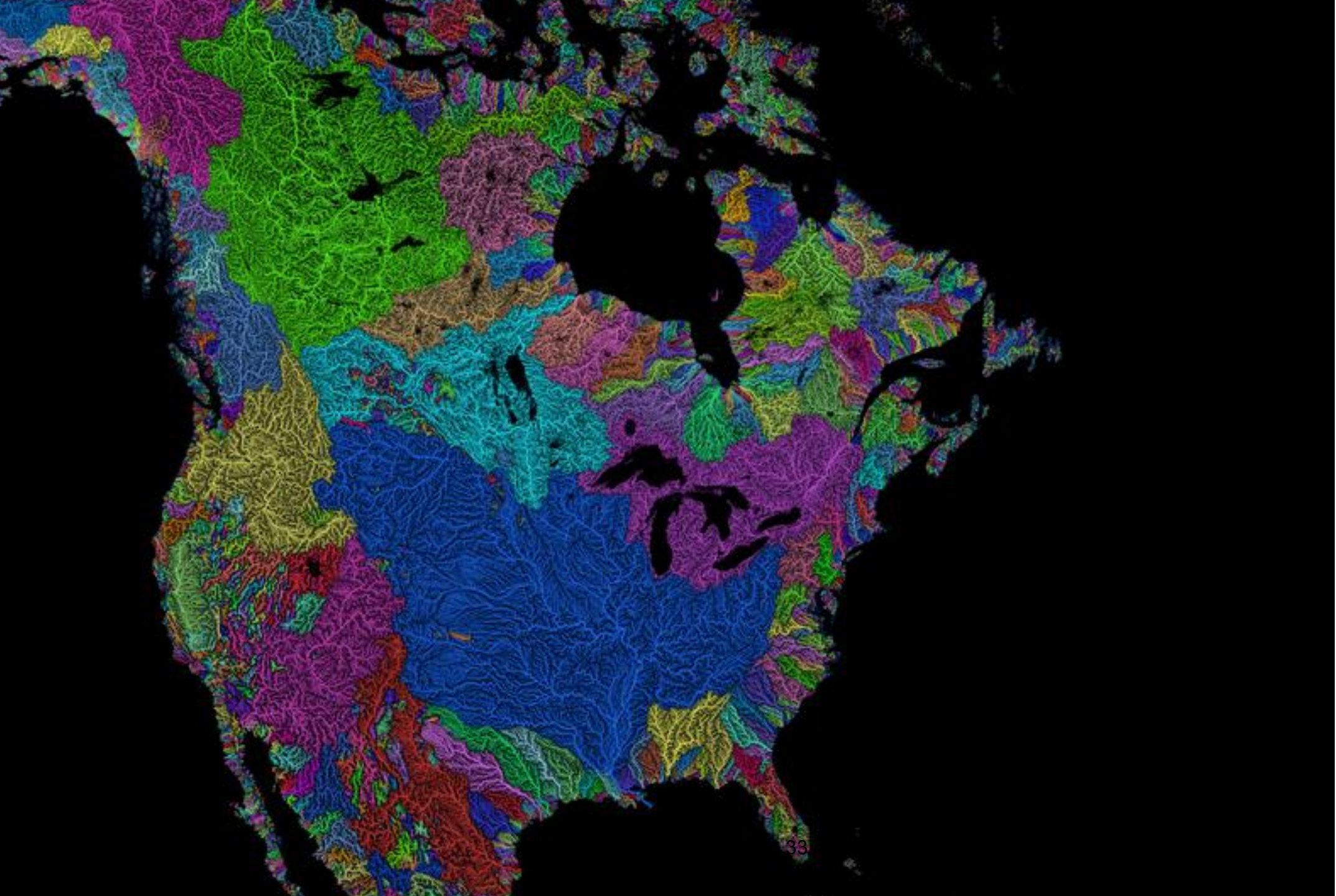
Tom Cull with Danielle Butters & Sruthi Ramanarayanan

UpStream/DownStream, (still), 2020-2021

UpStream/DownStream is a project that brings together art and activism to focus on the question of clean drinking water and healthy river ecology. The work is comprised of two video 'poems' that were composed from footage taken at a number of river cleanups held in London, Ontario, and at Oneida Nation of the Thames—two communities that are connected by one river: Deshkan Ziibi/Thames River. Oneida First Nation is currently on a boil-water advisory due, in part, to the ways that the city of London and other upstream communities pollute the river. Volunteers were invited to participate in the cleanups and share their thoughts about what water means to them.







Where do we go from here?

- Increase citizen engagement (lending library?)
- Advocate for more eyes on the problem, more feet on the ground
- Campaigns? Butt out? Sticker Bins? Drastic Plastic

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: Consultant Contract Services Increase for the Stanton Drain
Trunk Sewer Replacement Project

Date: January 31, 2023

Recommendation

That on the recommendation of Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the requested increase to the Consultant contract services for the Stanton Drain Trunk Sewer Replacement Project:

- (a) The engineering fees for Development Engineering (London) Limited **BE INCREASED** to recognize the additional scope of work for the project in accordance with the estimate on file, by \$29,913, excluding HST, from \$78,890 to a total upset amount of \$108,803, in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy,
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A'; and,
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

Executive Summary

Purpose

This report recommends increasing the previous administratively approved consultant award for Development Engineering (London) Limited (DELL) related to the contract administration and inspection services for the Stanton Drain Trunk Sewer Replacement project.

Context

The Stanton Drain trunk storm sewer replacement consultant assignment involved the detailed design and contract administration for the construction of the Stanton Drain trunk storm sewer. This section of trunk storm sewer from Mallard Road to the Stanton Drain via a Municipal easement located on 1984 Mallard Road, was the last section of storm sewer required to be upsized. The trunk storm sewer replacement provided the needed capacity to facilitate the future decommissioning of a private stormwater management facility located on the existing Smart Centers Commercial Development (Lowe's Site) in the Northwest corner of Fanshawe Park Road W and Hyde Park Road.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2019-2023 Strategic Plan areas of focus:

- Building a Sustainable City:
 - London's infrastructure is built, maintained, and operated to meet the long-term needs of our community by replacing aged and failing infrastructure with new materials and sizing new infrastructure to accommodate future development; and
 - London has a strong and healthy environment by incorporating stormwater management quantity and quantity controls to protect downstream waterways.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- None

1.2 Location

The Stanton Drain Trunk Storm Sewer is located on a Municipal Easement (PART 1 of Plan 33R-2248) at 1984 Mallard Road, which connects the trunk storm sewer from Mallard Road to the Stanton Drain. A project location map is provided in Appendix 'B'.

2.0 Discussion and Considerations

2.1 Discussion

In 2021, the City administratively awarded the detailed design and contract administration for the Stanton Drain trunk storm sewer replacement project to DELL. During the installation of the new storm trunk storm sewer, significant contamination issues were discovered within and on the peripheral of the City easement which required remediation. Although the project anticipated the possibility of some removal of contaminated soils due to the past and present use of the site, the extent of contamination encountered during construction was far more extensive than anticipated resulting in additional inspection and geotechnical services to remove the materials in accordance with all current environmental regulations.

The additional contractor cost for the removal of the contaminated materials was paid under the construction contract and forwarded to our Legal Department for recovery from the Owner of the parcel (1984 Mallard Road) via an issued order under Section 100.1(1) of the Ontario Environmental Protection Act.

3.0 Financial Impact/Considerations

3.1 Budget Impact Table

The budget required to complete the additional scope of work was as follows:

Original Administratively Approved Work Plan	\$78,890
Required Additional Contract Inspection Services for the Removal of the Contaminated Materials	\$39,913
Contingency Used	(\$10,000)
Total Additional Contract increase amount	29,913
Requested Budget Increase Total =	\$108,803

Conclusion

It is recommended that the increase consulting fees be approved for DELL for the additional contract administration and inspection costs that were required for the assessment, removal, and remediation of the contaminated materials.

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

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

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

Appendix 'A' – Sources of Financing

Appendix 'B' – Location Map

cc:

Paul Titus,
Steve Mollon,
Grace Smith,
Geoff Belch,
Robert Stolarz,
Chris Doering– DELL

Appendix "A"

#23009

January 31, 2023
 (Consulting Engineer Contract Increase)

Chair and Members
 Civic Works Committee

RE: Consultant Contract Services Increase for the Stanton Drain Trunk Sewer Replacement Project
 (Subledger WW200004)
 Capital Project ES552019 - Community Growth Trunk Storm Sewer Works
 Development Engineering (London) Limited - \$108,803 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
Engineering	110,719	80,279	30,440	0
Construction	1,797,571	1,138,470	0	659,101
City Related Expenses	1,420	1,420	0	0
Total Expenditures	\$1,909,710	\$1,220,169	\$30,440	\$659,101

Sources of Financing

Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	1,909,710	1,220,169	30,440	659,101
Total Financing	\$1,909,710	\$1,220,169	\$30,440	\$659,101

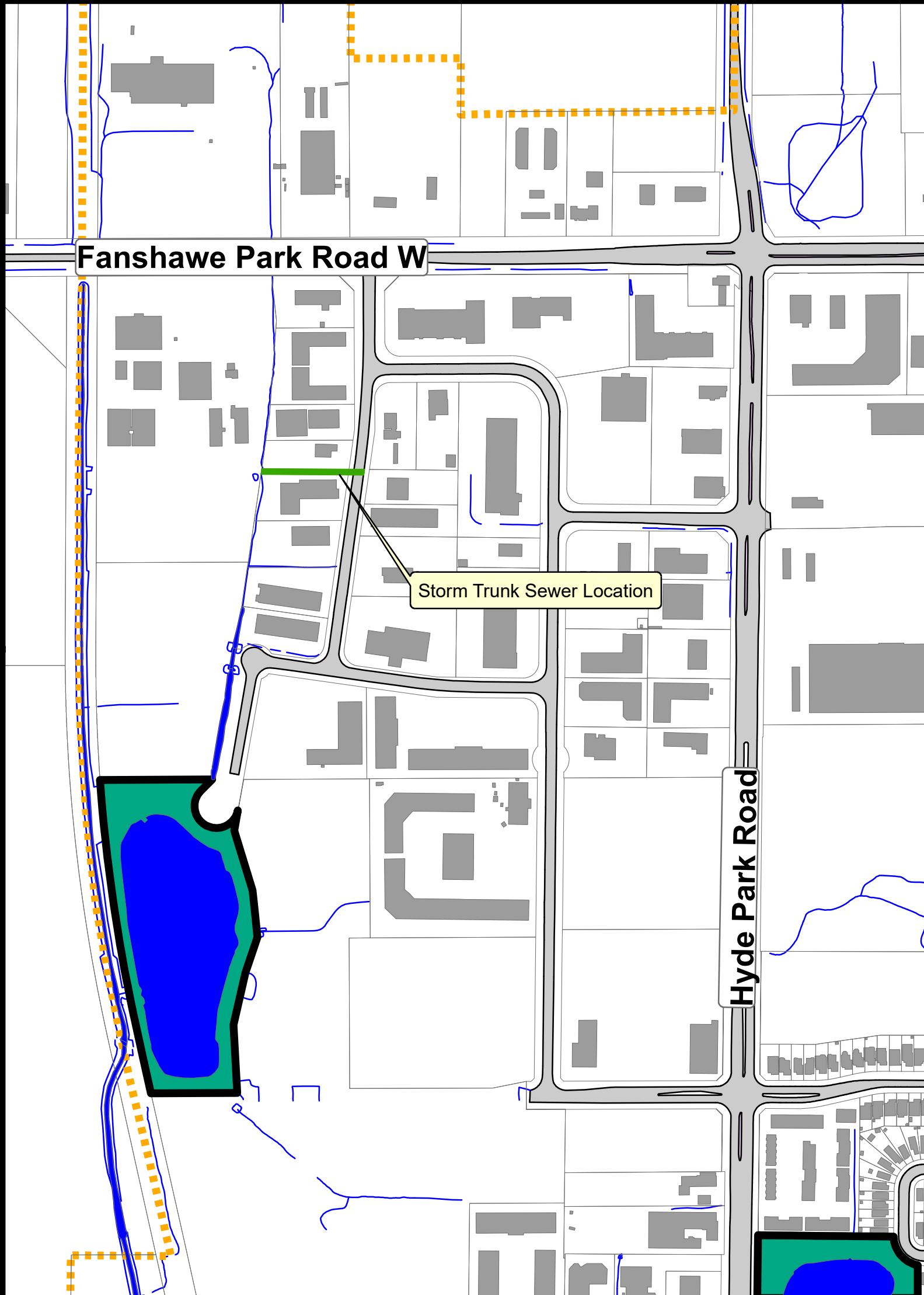
Financial Note:

Contract Price	\$108,803
Less amount previously approved	78,890
Contract Price	29,913
Add: HST @13%	3,889
Total Contract Price Including Taxes	33,802
Less: HST Rebate	-3,362
Net Contract Price	\$30,440

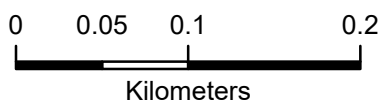
Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Jason Davies
 Manager of Financial Planning & Policy







jg



APPENDIX 'B' - PROJECT LOCATION MAP



Legend

-  Existing SWM Facilities
-  Storm Trunk Sewer
-  Urban Growth Boundary
-  Land Parcel
-  Road
-  Water Body

Map Produced by the Stormwater Engineering Division



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: 2022 External Audit of London's Drinking Water Quality
Management System and 2022 Management Review

Date: January 31, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following report on the 2022 External Audit of London's Drinking Water Quality Management System, and the 2022 Management Review, **BE RECEIVED** for information.

Executive Summary

Purpose

Ontario's Safe Drinking Water Act, 2002, requires that operators of municipal drinking water systems conduct annual Management Reviews of their Quality Management Systems. The results of these reviews are required to be reported to the system owner.

This report satisfies that regulatory requirement and provides a summary of the external audits that were completed on London's drinking water Quality Management System in 2022.

Context

Ontario's municipal drinking water systems may only be operated by accredited Operating Authorities. Accreditation is achieved and maintained through the implementation of Quality Management Systems that comply with Ontario's Drinking Water Quality Management Standard. Annual third-party external audits verify compliance, and annual Management Reviews are required to evaluate the continuing suitability, adequacy, and effectiveness of the Quality Management System.

Linkage to the Corporate Strategic Plan

This report supports the 2019 – 2023 Strategic Plan through the strategic focus area of Leading in Public Service, by demonstrating leadership and accountability in the management and provision of quality programs and services.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

2021 External Audit of London's Drinking Water Quality Management System and 2021 Management Review, Civic Works Committee, March 1, 2022.

1.2 Context

A Quality Management System (QMS) can be defined as a set of interrelated elements (e.g., policies and procedures) that directs and controls the way a facility operates with regard to quality. A QMS is a way of ensuring that an organization is consistently in

control of the quality of the product or services that it supplies. The QMS for London's drinking-water system is documented in its Operational Plan.

In May 2022, an off-site Systems Audit was conducted on London's drinking-water QMS by SAI Global Assurance Services. This was followed by an on-site Reaccreditation Audit in June 2022. As required by Ontario's Drinking Water Quality Management Standard, the Top Management of the Operating Authority for London's drinking-water system conducted the annual Management Review for the system in December 2022.

2.0 Discussion and Considerations

2.1 Audit Findings

If auditors discover instances where the water system is not being operated according to the approved Operational Plan, these are reported as either major or minor non-conformances. When non-conformances are identified in an audit report, the water system operators are required to submit Non-conformance Reports to the auditor, detailing the root cause of the non-conformance, the action(s) taken to correct the incident and contain the problem, and the systemic (long term) corrective action(s) planned or taken to eliminate the root cause and prevent recurrence.

No issues of non-conformance were identified in London's 2022 external audits.

In addition to instances of non-conformance, auditors also draw upon their expertise and experience to report Opportunities for Improvement, which are suggestions as to how the Operational Plan might be improved. Five (5) Opportunities for Improvement were identified in London's 2022 external audit, which were subsequently addressed.

2.2 Management Review

On December 19, 2022, the Top Management team for London's water system (the Director – Water, Wastewater, and Stormwater and the Division Managers of Water Engineering and Water Operations) conducted the annual Management Review for London's Drinking Water Quality Management System. The results of the Management Review are summarized in Appendix 'A'.

Conclusion

In June 2022, an on-site Reaccreditation Audit was completed by a third-party auditor for the quality management system of London's drinking-water system. No incidents of Non-conformance were identified in the audit report.

The Top Management team for London's water system conducted the annual Management Review for London's Drinking Water Quality Management System in December 2022 and have communicated the results of that review to Council in this report.

Prepared by: John Simon, P.Eng.
Division Manager, Water Operations

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

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

CC: Dan Huggins, Water Quality Manager
Aaron Rozentals - Division Manager, Water Engineering

Appendix A

RESULTS OF THE 2022 MANAGEMENT REVIEW	
Summary of Management Review	<p>The 2022 Management Review meeting was held on December 19, 2022. The meeting was attended by Ashley Rammeloo, Director – Water, Wastewater, and Stormwater, Aaron Rozentals, Division Manager – Water Engineering, John Simon, Division Manager – Water Operations, and Dan Huggins, Water Quality Manager and QMS Representative. The agenda items discussed were, a) Incidents of regulatory non-compliance, b) Incidents of adverse drinking water tests, c) Deviations from critical control point limits and response actions, d) Efficacy of the risk assessment process, e) Results of audits (internal and external), and effectiveness of recent corrective and preventive actions, f) Results of relevant emergency response testing, g) Operational performance, h) Drinking water quality trends, i) Follow-up action items from previous management reviews, j) Status of management action items identified between reviews, k) Changes that could affect the QMS, l) Summary of consumer feedback, m) Resources needed to maintain the QMS, n) Results of the infrastructure review, o) Operational Plan currency, content and updates, p) Summary of staff suggestions, and q) New Business.</p>
Action Items Identified	<ol style="list-style-type: none"> 1) Develop a testing matrix to ensure that all emergency situations identified within QMS-18, including actual emergencies, are tested at all locations. 2) Complete the installation of the second of two (2) Adjustable Speed Drives at the Southeast Pumping Station and evaluate the performance of these units. 3) Complete the installation of a new Bulk Water Filling Station at the site of the former White Oaks Pumping Station. 4) Water Operations to develop a Standard Operating Procedure for the replacement of lead water service pipes. 5) Complete the installation of a new reservoir inlet valve at the Southeast Pumping Station. 6) Make copies of London's Municipal Drinking Water Licence and Drinking Water Works Permit available on the City of London website for subdivision developers.

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: 2022 Ministry of the Environment, Conservation and Parks
Inspection of the City of London Drinking Water System

Date: January 31, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following report on the Ministry of the Environment, Conservation and Parks Inspection of the City of London Drinking Water System **BE RECEIVED** for information.

Executive Summary

Purpose

This purpose of this report is to inform Council regarding the outcome of the annual inspection of the City of London drinking water system performed by Ministry of the Environment, Conservation and Parks.

Context

The Ontario Ministry of the Environment, Conservation and Parks (MECP) performs annual inspections to ensure that municipalities are operating water systems in compliance with all applicable legal requirements.

The MECP recently completed the 2022 inspection of London's drinking water system, and outlined its findings in the *City of London Distribution System Inspection Report*.

No issues of regulatory non-compliance were identified during the inspection, and the City of London has received a 2022 Final Inspection Rating of 100.00%.

Linkage to the Corporate Strategic Plan

This report supports the 2019 – 2023 Strategic Plan through the strategic focus area of Leading in Public Service, by demonstrating leadership and accountability in the management and provision of quality programs and services.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – March 29, 2022 – 2021 Ministry of the Environment, Conservation and Parks Inspection of the City of London Water Distribution System

1.2 Overview

Municipal drinking water systems in Ontario are held to very high standards by the provincial government. To ensure that municipalities are operating their water systems in accordance with all applicable regulations and the conditions prescribed in MECP-issued Drinking Water Works Permits and Municipal Drinking Water Licences, the MECP performs rigorous annual inspections.

MECP inspections include staff interviews, facility inspections, reviews of operating procedures, water analysis reports, operational records, staff certification, and training records. If an Inspector finds that a system operator did not properly comply with an applicable requirement, it is recorded as an incident of non-compliance.

MECP Inspections are used to generate Drinking Water System Inspection Rating Records. Each incident of non-compliance results in a subtraction from a possible score of 100%. The annual rating records for all municipal drinking water systems in Ontario are made available to the public on the Government of Ontario website.

2.0 Discussion and Considerations

2.1 Inspection Findings

On December 22, 2022, the MECP issued the City of London Distribution System Inspection Report for the 2022 inspection. No incidents of non-compliance were identified and the City of London received a Final Inspection Rating of 100.00%.

The following summarizes London's Final Inspection Ratings for the last 5 years:

- 2018 – 100.00%
- 2019 – 100.00%
- 2020 – 100.00%
- 2021 – 100.00%
- 2022 – 100.00%

The complete 2022 City of London Distribution System Inspection Report is available to members of the public on the City of London website.

Conclusion

The Ministry of the Environment, Conservation and Parks recently completed the 2022 inspection of London's drinking water system, and outlined its findings in the City of London Distribution System Inspection Report. No issues of regulatory non-compliance were identified and the City of London received a Final Inspection Rating of 100.00%.

Prepared by: John Simon, P.Eng.
Division Manager, Water Operations

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

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

CC: Aaron Rozentals - Division Manager, Water Engineering
Dan Huggins, Water Quality Manager

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 No. RFT-2022-248
Rapid Transit Implementation – Wellington Street from
Queens Avenue to the Thames River (South Branch) –
Irregular Result

Date: January 31, 2023

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contracts for Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch) project; it being noted that in accordance with Section 13.2 of the City of London's Procurement of Goods and Services Policy Request for Tender (RFT) contract awards greater than \$6,000,000 require approval of City Council:

- (a) the bid submitted by Bre-Ex Construction Inc. at its tendered price of \$28,540,331.45 excluding HST, for the Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch) project, **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 for the Downtown Loop Phase 3 project; it also being noted that the bid submitted by Bre-Ex Construction Inc. was the lowest of three (3) bids received and meets the City's specifications and requirements in all areas;
- (b) AECOM Canada Ltd. **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of \$1,804,701 excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (c) the financing for this project **BE APPROVED** as set out in the "Sources of Financing Report" attached, hereto, as Appendix A;
- (d) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- (e) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender RFT-2022-248); and,
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report recommends award of a tender to a contractor and continuation of consulting services for construction inspection and contract administration for the Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch) project. This project combines Phase 3 of the Downtown Loop project and Phase 1 of Wellington Gateway project and will reconstruct Wellington Street from

the Queens Avenue intersection to just north of the Clark's Bridge Thames River crossing. Figure 1 below depicts the approximate limits of the works for the project.



Figure 1: Downtown Loop Phase 3 and Wellington Gateway Phase 1 Construction Limits

Context

On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the Public Transit Infrastructure Stream (PTIS) program, including the Downtown Loop and Wellington Gateway.

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

The Downtown Loop will implement side-running dedicated transit lanes with the goal of increasing transit reliability and frequency. Removing buses from mixed traffic will also improve capacity in general traffic lanes. Today there is, on average, a bus every 90 seconds running along the Downtown Loop.

The Wellington Gateway corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, and heavy industrial and commercial uses. The corridor is anchored by Downtown London at the northern end and McDonald-Cartier Freeway (Highway 401) at the southern end, and also provides service to London Health Sciences Foundation's Wellington campus and the White Oaks Mall. The project will widen and revitalize approximately seven (7) kilometers of Wellington Street/Road from Horton Street East to just north of Exeter Road, adding

continuous transit-only centre running and curbside lanes with the goal of improving traffic capacity and increasing transit efficiency.

In addition to being a planned rapid transit corridor, both the Downtown Loop and the Wellington Gateway contain aging municipal infrastructure. There is a need to replace water, sanitary and storm infrastructure in select areas, and update private utility services to support infrastructure renewal, population growth, re-development and revitalization along rapid transit corridors. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of “Building a Sustainable City” by implementing and enhancing safe and convenient mobility choices for transit riders, automobile users, pedestrians, and cyclists. This report also supports the Strategic Plan through the strategic focus area of “Growing Our Economy” by supporting revitalization of London’s downtown and urban areas.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan;
- Strategic Priorities and Policy Committee – July 24, 2017 – Rapid Transit Master Plan and Business Case;
- Strategic Priorities and Policy Committee – April 23, 2018 – Bus Rapid Transit Environmental Assessment Initiative;
- Civic Works Committee – March 14, 2019 – The History of London’s Rapid Transit Initiative;
- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – January 7, 2020 – Downtown Loop and Municipal Infrastructure Improvements Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – East London Link Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Vendor of Record Contract Award – November 29, 2022 – Rapid Transit Shelter Infrastructure.

2.0 Discussion and Considerations

2.1 Downtown Loop and Wellington Gateway Corridors

The Wellington Gateway is a mixed-use corridor, with existing land uses including historic sites, residential neighborhoods, medical facilities, and heavy commercial uses and captures Wellington Street and Wellington Road which transitions over the Thames River (south branch) crossing. The corridor provides a thoroughfare for traffic to and

from the Downtown Core and provides swift access to Highway 401 and today supports several local transit routes.

Constructing the Wellington Gateway will widen the existing corridor to introduce centre running rapid transit operations along Wellington Street/Road. The realignment of corridor sections, most notably the “S-Curve” between Weston Street and Moore Street, will be undertaken to enhance both the safety and capacity of the roadway. While rebuilding the roadway, the project will address necessary underground work, including replacing aging sewers and watermains in addition to revitalizing approximately seven (7) kilometers of roadway from Downtown through south London. The municipal underground works within this project have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

The first two phases of Downtown Loop were constructed in 2021 and 2022. Phase 2 of the Downtown Loop covering Ridout Street North from King Street to Fullarton Street, and Queens Avenue from west of Ridout Street North to Wellington Street will require carryover works in the spring/summer of 2023 that will be coordinated with this contract.

This contract will be the first phase of Wellington Gateway to be constructed. Subject to obtaining all necessary permits,

the Clark’s Bridge Widening and Rehabilitation phase of Wellington Gateway is scheduled to start construction on June 1, 2023 and be completed by December 2024. The Contractor for the bridge project must coordinate all traffic control provisions with the adjacent, concurrent Phase 1 Wellington Gateway construction project.

2.2 Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch) Contract

This is a large and complex project that involves significant reconstruction of Wellington Street from Queens Avenue to Thames River (south branch). This contract combines Phase 3 of Downtown Loop and Phase 1 of Wellington Gateway to take advantage of efficiencies with combining the works both from a construction staging and cost perspective.

The reconstruction will include the following improvements:

- Full road reconstruction to incorporate rapid transit dedicated lanes, including new asphalt, boulevard enhancements, curb and gutter, and sidewalks;
- Curbside bus-only lanes on Wellington Street north of Horton Street and centre running bus-only lanes on Wellington Street south of Horton Street with priority signals to improve traffic and safety;
- The addition of new rapid transit stops on Wellington Street at King Street, Horton Street and South Street totalling five (5) stations;
- New street lights and traffic signal upgrades;
- Repair and replacement of aging watermain, storm and sanitary sewers including private drain connections; and,
- Hydro and other private utility improvements.

2.3 Downtown Loop and Wellington Gateway Environmental Assessment Update

The rapid transit environmental assessment design concepts proposed centre-running dedicated transit lanes along the length of Wellington Gateway as far north as the CNR Underpass. A median stop was proposed at Horton Street East at which point transit operations transitioned to curbside bus lanes approaching the Downtown Loop. Upon further review and refinement during detailed design, the transition from centre running to curbside was shifted towards Gray Street with curbside stations at the Horton Street East intersection. This design update maintained overall transit operations while almost eliminating land purchase needs on this block of Wellington, avoiding grading challenges, significantly reducing property and business impacts and creating a more open pedestrian realm at the intersection.

Similarly with the Downtown Loop Phase 3, the southbound transit lanes approaching the CNR underpass were refined after further operational reviews to shift the transition to mixed traffic from York Street to midway through the King St and York Street block.

In accordance with provincial legislation, the design revisions were not deemed significant in relation to matters of provincial importance. As such, a note-to-file was sufficient to satisfy provincial environmental assessment addendum requirements.

2.4 Construction Considerations

Mitigation of construction impacts is a priority for this project to minimize the impacts on local businesses, residents and the public. Due to the large volume of work to be completed in a single construction season, multiple stages/substages may have to be constructed at the same time.

It will be the contractor's responsibility to manage business and local traffic through these areas as documented in the contractor's traffic management plan. The contract includes a pay item for a Construction Staging Workshop in which the City, LTC, Contractor and the Contract Administrator will collaboratively review opportunities to streamline construction staging and overall project schedule in an effort to reduce resident, business, and social impacts. The proposed construction limits are shown in **Figure 2**.

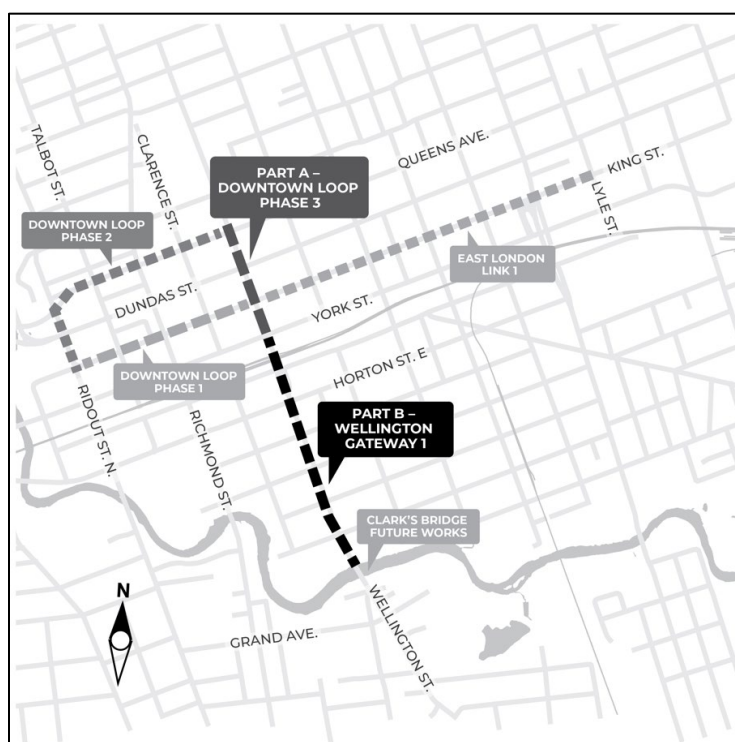


Figure 2: Approximate Limits of the Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch) Project

The Contractor will be required to develop an illustrated and written work plan outlining their proposed construction schedule and support the project communications team in updating the public on what to expect from the project.

Construction staging limits were identified in the Contract Documents for information and to support the tendering process understanding further staging refinements will come through the Contract Staging Workshop with the Contractor. However, some key requirements were identified in the contract to minimize inconvenience to the existing residents, institutions, and businesses. The limits of the construction staging and construction requirements are summarized below.

Contract Part A – Downtown Loop Phase 3 – Queens Avenue to York Street:

Downtown Loop Phase 3 has been broken down into three (3) stages of construction.

Stage 1 – west side of Wellington Street, from York Street to Queens Avenue

Stage 2 – east side of Wellington Street, from York Street to Queens Avenue

Stage 3 – median construction on Wellington Street, from York Street to Queens Avenue

- During all stages, pedestrian access is to be maintained at all times.
- The Contractor must always maintain one paved northbound and southbound traffic lane as well as paved southbound left turns lanes at King Street and Dundas Street and northbound left turn lanes at Queens Avenue.
- The Contractor will be required to coordinate with the Contract Administrator and Citi-Plaza management to maintain access to the parking garage and underground loading dock.
- The Contractor must maintain access to and from the loading entrance at the RBC Centre located on the east side of Wellington Street, except as directed and approved by the Contract Administrator and RBC staff.

Part B (Wellington Gateway Phase 1, York Street to Thames River)

Wellington Gateway Phase 2 has been broken down into four (4) stages of construction. The limits of the construction staging and construction requirements are summarized below:

Stage 1 – Wellington Street, from South Street to the north side of Clark's Bridge over the Thames River

Stage 2 - west side of Wellington Street, from York Street to South Street

Stage 3 – east side of Wellington Street, from York Street to South Street

Stage 4 – bus platforms and centre median construction, from York Street to South Street

- During all stages, pedestrian access is to be maintained at all times.
- During Stages 1, 2 and 3 of construction, the Contractor must maintain one paved lane of northbound and southbound traffic, and a left turn lane will be always maintained along Wellington Street.
- During Stage 4, construction of the bus platforms and centre medians between York Street and South Street will be undertaken once Stages 2 and 3 are completed. As with previous stages of construction, one paved lane of northbound, and southbound traffic, including a left turn lane will be always

maintained utilizing paved surface along Wellington Street. Pedestrian access will also be always maintained.

Core Construction Coordination

The Contractor has been advised through the tender of the requirement to coordinate their construction staging approach with other ongoing work in the immediate area. The 2022 rapid transit contracts, Downtown Loop Phase 2 and East London Link Phase 1, represent the largest core projects ever undertaken in a single construction season, covering 7 city blocks each. As a result, these projects provisioned for strategic carry-over work to spring of 2023. There is also some advanced utility relocation work to be completed in the early spring.

The Contractor is aware of the need to coordinate with:

- carry-over work associated with the Downtown Loop and Municipal Infrastructure Improvements Phase 2 contract to be undertaken on Queen's Avenue, between Clarence Steet and Wellington Street with a scheduled completion date of July 1, 2023
- carry-over work associated with the East Link and Municipal Infrastructure Improvements Phase 1 contract to be undertaken on King Street, between the east side of Wellington Street to Waterloo Street which is tentatively scheduled to be completed by July 1, 2023,
- general deficiency and spring cleanup work along the length of both 2022 rapid transit contracts; and
- Enbridge high-pressure gas main relocation on the east side of Wellington Street, between King Street and Dundas Street, tentatively scheduled to be completed by April 1, 2023.

Clark's Bridge Widening and Rehabilitation Contract coordination requirements

Subject to obtaining all necessary permits, the Clark's Bridge Widening and Rehabilitation project is scheduled to start construction on June 1, 2023 and be completed by December 2024. During this period, traffic across the bridge will be reduced to one northbound and southbound traffic lane and active transportation connections are to be maintained. The General Contractor who is awarded the Clark's Bridge project must coordinate all work with the Contract Administrator, the City of London and the General Contractor who is awarded the Wellington Rapid Transit Implementation Project. The future Clark's Bridge project and schedule shall ensure that all traffic control provisions are coordinated between the two adjacent, concurrent construction projects with measures in place to maintain the required separation from a constructor perspective.

2.5 Domestic Action Plan

One of the municipal actions identified in the City of London's Domestic Action Plan (DAP) for Phosphorus Reduction is combined sewer replacement. The DAP states, "The City of London will accelerate plans to separate combined sewers, including the design and construction of necessary stormwater outlets, with the target of separating 80 per cent (17 kilometres) of its combined sewer system by 2025."

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

2016 – 2025 Combined Sewer DAP Target (km)	Prior DAP Combined Sewer Removed/Separated (km)	This project – Combined Sewer Removed/Separated (km)	Remaining Combined Sewer (km) to achieve target
17 km	8.5 km	0.1 km	8.4 km

This project achieves the removal of approximately 100m of combined sewer, as the City continues to work towards achieving its DAP targets.

2.6 Public Engagement and Consultation

To share the near-final designs and information on project status and next steps, the City of London hosted a virtual Public Information Centre (PIC) and two-week consultation period between September 23, 2022 and October 7, 2022, with subsequent “Transit Tuesday” drop-in sessions available for the public to discuss the project in-person with the project team on Tuesday, September 27, 2022 and Tuesday, October 4, 2022, at the Major Project’s office. In addition, City representatives hosted an information booth at the Western Fair Farmer’s Market on Sunday, September 25, 2022, which is located along the East London Link Phase 2 area.

This engagement period was an opportunity for property owners, businesses and residents within and immediately bordering the project area to bring forward questions and concerns. It was also a chance for the general public to learn more about the project.

The project team also consulted directly with individual property owners and businesses throughout 2022. The proposed staging of construction was communicated to property and business owners to identify access needs and alternative entry and exit points, and outline potential impacts during construction, including – but not limited to – traffic, waste collection, and noise and vibrations.

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

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

3.0 Financial Impact/Considerations

3.1 Procurement Process

Tenders for the Wellington Street from Queens Ave to Thames River project were opened on January 20, 2022. Three (3) contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	Bre-Ex Construction Inc.	\$28,540,331.45
2	CH Excavating (2013)	\$31,820,215.13
3	J-AAR Excavating Limited	\$33,359,909.89

All tenders have been checked by the Construction & Infrastructure Services Department and AECOM Canada Ltd. No mathematical errors were found, and the results of the tendering process indicate a competitive process. The tender was advertised early and for an extended period of time to account for the larger scope of work, with an advanced tender posting notice completed. The tender estimate just prior to tender publication was \$27.9M excluding HST. This tender estimate also includes values for coordinated City and external utility works; see Source of Financing Appendix A for cost sharing details. This tender includes a total contingency allowance of \$2,600,000.

Part A of this tender represents the third and final civil construction contract for the Downtown Loop Project and, considering all previous budget commitments, the low tender for this contract exceeds the approved funds in the Downtown Loop Construction budget by \$399,197. This is 1.7% of the total construction budget of \$23.3 million (RT1430-7A) for the Downtown Loop.

It should be noted that shelters, TIMMS (smart signals) and land acquisition costs are funded through separate Downtown Loop budgets. The Wellington Gateway portion of this tender is also funded from its own construction budget which has sufficient budget to fund Part B of this contract.

Similar to other municipalities across the province, London has been observing industry-wide supply chain challenges and rapid rates of inflation for construction materials and labour. Based on the tender analysis of all three Downtown Loop construction contracts compared to the previous EA cost estimates that were used to establish the approved budget, the project exceedance is related to the following factors:

- Recent construction price escalations have been observed following approval of the EA cost estimates from 2018. Sharp construction cost increases are typified by the 12.5% increase in the last 12 months in the Statistics Canada Non-Residential Building Construction Price Index, much higher than the inflation projections of 2-3% accounted for in the EA.
- Labour shortages have resulted in increased costs for skilled labour and increased risk.
- Recent changes to provincial regulations regarding the management of excess soils requires more testing, reporting, and disposal during construction which has resulted in additional project costs.
- Traffic signals, landscaping and lighting are seeing cost increases related to rising aluminum and construction material costs.
- The Community Employment Benefits (CEB) program is a Federal requirement under ICIP. This program is covered through cash allowances in the construction contracts and provides invaluable opportunities to members of equity-seeking employment groups. Still, the program is an incremental cost not previously identified during the EA.
- In recognition of ongoing utility locate delays provincewide and their impacts on municipal construction projects, the City of London has started using a dedicated locator model for capital construction contracts. This model enables faster and more efficient location of underground utilities to streamline projects and minimize delays. Dedicated locate services come at a higher cost but help to avoid the greater cost risk associated with potential construction delays.
- The projects have seen increased costs associated with mitigating the social impacts of these major construction projects. Communications and wayfinding during construction are vitally important especially when working in the core.

- The Downtown Loop project has also seen increased costs related to security and safety for these job sites.

In an effort to offset these cost pressures, staff and the consultant design team continue to review value engineering design alternatives and seek budget efficiencies along all three of the Rapid Transit corridors.

In the case of the Downtown Loop, the project realized most of its savings through careful coordination for utility relocations. The EA conservatively assumed the relocation of all utilities located within the dedicated transit lanes. Working with utility partners, the team assessed operation and maintenance requirements and frequencies and, in many cases, determined that utility infrastructure could be managed in place through specific Traffic Control Plans and performing maintenance activities outside peak hours.

Each year, the rapid transit tenders have intentionally closed before year end. Not only is this essential to starting these large projects as early in the construction season as possible, earlier tendering and timely contract awards yield significant efficiencies and cost savings by creating a more competitive bidding environment.

At its core, the Downtown Loop is a road reconstruction and utility replacement project and that is something City staff have significant experience in planning and delivering successfully. London is also fortunate to have strong local construction and engineering industries that are committed to efficiently delivering these infrastructure projects from both a cost and schedule perspective. While the City and design team has been successful in limiting the budget over-run for the Downtown Loop project to a relatively small amount, the factors that are impacting the cost of this project will need to be closely monitored for their potential impacts on the other legs of the RT network scheduled for the coming years. The 2024-2027 Multi-Year Budget provides the opportunity to adjust those budgets as necessary.

3.2 Consulting Services

AECOM/Dillon Consulting Limited were awarded the detailed design of both the Downtown Loop and Wellington Gateway projects by Council on January 14, 2020 and August 25, 2020, respectively, as a partnership. The projects in terms of Consultant lead are broken up into design phases. AECOM is the lead design consultant for both:

- Phase 3 – Wellington Street from Queens Avenue to King Street – AECOM
- Phase 1 – Wellington Street/Road from King Street to Grand Avenue – AECOM

Due to the Consultant's knowledge and positive performance on the detailed design, a proposal for contract administration and construction observation was requested and the scope of fees were negotiated.

Staff have reviewed the fee submission for contract administration and construction observation of these projects, including the time allocated to each project task, along with hourly rates provided by each of the Consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other rapid transit and infrastructure renewal program assignments of similar scope, noting that these combined assignments are relatively greater in length and incorporates unique transit infrastructure elements including five (5) transit station platforms and related electrical and Information Technology Systems (ITS) support. It is also anticipated that greater consultant effort will be required to progress construction due to a number of site-specific issues, including property/parking access, multiple simultaneous construction work areas, extended working hours, etc. Fees also include a

provision to support proper management of on-site and excess soils as required under the new Ontario Regulation 406/19.

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

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, which states 'A consulting firm which has satisfactorily partially completed a project may be recommended for award of the balance of a project without competition subject to satisfying all financial, reporting and other conditions contained within this Policy. This should be to the financial advantage of the City due to the fact that such a consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected. Civic Administration is recommending that AECOM be authorized to carry out the remainder of engineering services, as contract administrators and construction observers, and complete this project for a fee estimate of \$1,804,701 excluding HST. These fees are associated with the aforementioned services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services to date for the entire Downtown Loop and Wellington Gateway projects to \$6,555,751 and \$7,467,401 respectively, excluding HST, as of August 2020.

3.3 Downtown Loop Capital Funding

The approved Downtown Loop construction budget (RT1430-7A) reflects the council approved amount of \$23.3 million. The total costs to complete the project exceed the available budget by \$399,197, after additional funding provided by Water, Sewer Engineering, Stormwater Engineering, Parks, and Utilities to their respective portions of the additional costs.

A portion of the project costs are being funded through the Investing in Canada Infrastructure Program (ICIP) Public Stream via the Rapid Transit approved EA. Under this program, the Federal and Provincial governments have committed \$8.6M and \$7.2M respectively towards this project's construction (RT1430-7A) and requires the program to be completed by 2027.

The construction project will be managed carefully to take advantage of any cost efficiencies and potential surpluses from the contingency amounts that are identified in both the construction and engineering contracts for all three phases of Downtown Loop.

The funding deficit of \$399,197 is proposed to be funded by proportionate share from Capital Levy (current year funding directed to support the capital plan) and Development Charges, which is outlined in the RT1430-7A section of the Source of Financing document attached as Appendix A.

A Source of Financing is a document produced by Financial Planning & Policy that accompanies external and internal City of London procurement documents. A Source of Financing represents the City of London Finance department's attestation to the availability of funding and illustrates what portion of the available funding is being committed to the capital works in question. This document is a key support for the approving party (whether Council or Civic Administration under the approval limits of the Procurement of Goods and Services Policy) during procurement of goods and services. Sources of Financing are also occasionally used to accompany Standing Committee reports seeking approval of new capital projects that need to establish a budget or

existing capital projects that require a budget increase outside of the traditional budget development cycles.

3.4 Operating Budget Impacts

Phase 3 of the Downtown Loop and Phase 1 of the Wellington Gateway will revitalize Wellington Street within the proposed right-of-way from Queens Avenue to just north of Clark’s Bridge resulting in marginal annual operating budget impacts to transportation, and sewer operations. No water or parks operational cost increases are expected. The following table summarizes anticipated additional increases from this Rapid Transit contract.

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Sewer Operations	Cleaning and flushing of additional sewers, manholes, and catchbasins.	\$750
Transportation Operations	Additional lane km summer and winter maintenance	\$15,292
Parks Operations	Maintaining planters and irrigated median.	\$194,500
Traffic Engineering	Maintaining new signal at Wellington St and South St.	\$11,681

The new bus shelters for the rapid transit program will follow a separate procurement process which is currently underway. More detailed information on the operational budget impact of the shelters will come through that process.

Any property tax supported operational budget impacts will be addressed as part of the annual assessment growth process where appropriate, while the additional Water, Sewer Engineering, and Stormwater Engineering costs will be addressed in future budget processes.

Conclusion

Civic Administration has reviewed the tender bids and recommends Bre-Ex Construction Inc. be awarded the construction contract for the Rapid Transit Implementation, Wellington Street from Queens Avenue to the Thames River (South Branch) which includes both Downtown Loop Phase 3 and Wellington Gateway Phase 1, respectively at the submitted tender price of \$28,540,331.45.

AECOM has demonstrated an understanding of the City’s requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and construction observation services, as it is in the best financial and technical interests of the City. The contract administration assignment is valued at an upset amount of \$1,804,701 excluding HST.

Civic Administration has reviewed the tender submissions, created a financing plan, and further recommends reallocation of fees to complete these projects.

Prepared by: Ted Koza, P.Eng., Division Manager, Major Projects

Submitted by: Jennie Dann, P.Eng., Director, Construction & Infrastructure Services

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

Appendix A – Sources of Financing report

Appendix "A"

#23008

January 31, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: RFT-2022-248 Rapid Transit Implementation
Wellington Street from Queens Avenue to the Thames River (South Branch) - Irregular Result
(Subledger RD220011)
Capital Project ES241422 - Infrastructure Renewal Program - Sanitary Sewer
Capital Project ES254022 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
Capital Project EW376522 - Infrastructure Renewal Program - Watermains
Capital Project RT1430-7A - Downtown Loop - Construction
Capital Project RT1430-1A - Wellington Gateway (South)
Capital Project RT1430-7D - Downtown Loop - Stops
Capital Project RT1430-1D - Wellington Gateway - Stops
Capital Project TS180519 - TIMMS-PTIS - Transportation
Capital Project RT1430-7C - Downtown Loop - Timms
Capital Project RT1430-1C - Wellington Gateway - Timms
Bre-Ex Construction Inc. - \$28,540,331.45 (excluding HST)
AECOM Canada Ltd. - \$1,804,701.00 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	Additional Requirement (Note 1)	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241422 - Infrastructure Renewal Program - Sanitary Sewer						
Engineering	2,000,000	0	2,000,000	1,029,695	104,326	865,979
Construction	10,409,529	0	10,409,529	2,935,357	1,677,842	5,796,330
City Related Expenses	25,000	0	25,000	630	0	24,370
ES241422 Total	12,434,529	0	12,434,529	3,965,682	1,782,168	6,686,679
ES254022 - Infrastructure Renewal Program - Stormwater Sewers and Treatment						
Engineering	892,483	0	892,483	846,714	45,769	0
Construction	11,884,492	0	11,884,492	11,133,434	751,058	0
City Related Expenses	100,000	0	100,000	3,168	0	96,832
ES254022 Total	12,876,975	0	12,876,975	11,983,316	796,827	96,832
EW376522 - Infrastructure Renewal Program - Watermains						
Engineering	2,665,658	0	2,665,658	1,230,697	205,881	1,229,080
Construction	16,442,609	0	16,442,609	11,130,250	3,334,818	1,977,541
City Related Expenses	391,708	0	391,708	391,708	0	0
EW376522 Total	19,499,975	0	19,499,975	12,752,655	3,540,699	3,206,621
RT1430-7A - Downtown Loop - Construction						
Engineering	2,012,197	0	2,012,197	1,671,714	340,483	0
Engineering (Utilities Share)(note 3)	0	0	30,726	0	30,726	0
Construction	17,837,035	399,197	18,236,232	12,648,146	5,588,086	0
Construction (Utilities Share)(note 3)	0	0	504,512	0	504,512	0
Utilities	902,218	0	902,218	773,570	128,648	0
City Related Expenses	2,578,261	0	2,578,261	2,578,261	0	0
RT1430-7A Total	23,329,711	399,197	24,264,146	17,671,691	6,592,455	0
RT1430-1A - Wellington Gateway (South)						
Engineering	8,437,640	0	8,437,640	3,957,193	848,388	3,632,059
Engineering (Utilities Share)(note 3)	0	0	56,149	0	56,149	0
Construction	49,828,605	0	49,828,605	1,605	13,132,685	36,694,315
Construction (Utilities Share)(note 3)	0	0	859,757	0	859,757	0
Utilities	7,066,000	0	7,066,000	362,046	533,422	6,170,532
City Related Expenses	3,761,000	0	3,761,000	4,348	0	3,756,652
RT1430-1A Total	69,093,245	0	70,009,151	4,325,192	15,430,401	50,253,558

Appendix "A"

#23008
January 31, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: RFT-2022-248 Rapid Transit Implementation
Wellington Street from Queens Avenue to the Thames River (South Branch) - Irregular Result
(Subledger RD220011)

RT1430-7D - Downtown Loop - Stops

Engineering	140,579	0	140,579	122,628	17,951	0
Construction	4,302,220	0	4,302,220	557,940	295,050	3,449,230
City Related Expenses	201	0	201	201	0	0
RT1430-7D Total	4,443,000	0	4,443,000	680,769	313,001	3,449,230

RT1430-1D - Wellington Gateway - Stops

Engineering	349,894	0	349,894	265,729	84,165	0
Construction	10,282,106	0	10,282,106	0	1,288,462	8,993,644
RT1430-1D Total	10,632,000	0	10,632,000	265,729	1,372,627	8,993,644

TS180519 - TIMMS-PTIS - Transportation

Engineering	1,890,278	0	1,890,278	1,829,481	15,422	45,375
Construction	791,854	0	791,854	257,333	253,040	281,481
Traffic Signals	6,731,194	0	6,731,194	3,797,234	0	2,933,960
Other Expenditures	11,474	0	11,474	11,474	0	0
TS180519 Total	9,424,800	0	9,424,800	5,895,522	268,462	3,260,816

RT1430-7C - Downtown Loop - TIMMS

Engineering	147,600	0	147,600	137,824	9,776	0
Construction	1,602,400	0	1,602,400	939,744	160,153	502,503
RT1430-7C Total	1,750,000	0	1,750,000	1,077,568	169,929	502,503

RT1430-1C - Wellington Gateway - TIMMS

Engineering	24,067	0	24,067	0	35,693	-11,626
Construction	2,975,933	0	2,975,933	0	551,303	2,424,630
RT1430-1C Total	3,000,000	0	3,000,000	0	586,996	2,413,004

Total Expenditures

Total Expenditures	\$166,484,235	\$399,197	\$168,334,576	\$58,618,124	\$30,853,565	\$78,862,887
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Sources of Financing

	Approved Budget	Additional Requirement (Note 1)	Revised Budget	Committed To Date	This Submission	Balance for Future Work
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ES241422 - Infrastructure Renewal Program - Sanitary Sewer

Capital Sewer Rates	7,934,529	0	7,934,529	3,965,682	1,782,168	2,186,679
Drawdown from Sewage Works Renewal Reserve Fund	2,250,000	0	2,250,000	0	0	2,250,000
Canada Community-Building Fund	2,250,000	0	2,250,000	0	0	2,250,000
ES241422 Total	12,434,529	0	12,434,529	3,965,682	1,782,168	6,686,679

ES254022 - Infrastructure Renewal Program - Stormwater Sewers and Treatment

Capital Sewer Rates	1,269,668	0	1,269,668	1,269,668	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,351,280	0	9,351,280	8,457,621	796,827	96,832
Canada Community-Building Fund	2,250,000	0	2,250,000	2,250,000	0	0
Other Contributions (note 3)	6,027	0	6,027	6,027	0	0
ES254022 Total	12,876,975	0	12,876,975	11,983,316	796,827	96,832

Appendix "A"

#23008

January 31, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: RFT-2022-248 Rapid Transit Implementation
Wellington Street from Queens Avenue to the Thames River (South Branch) - Irregular Result
(Subledger RD220011)

EW376522 - Infrastructure Renewal Program - Watermains

Capital Water Rates	12,175,544	0	12,175,544	12,175,544	0	0
Drawdown from Water Works Renewal Reserve Fund	6,581,005	0	6,581,005	0	3,374,384	3,206,621
Canada Community-Building Fund	743,426	0	743,426	577,111	166,315	0
EW376522 Total	19,499,975	0	19,499,975	12,752,655	3,540,699	3,206,621

RT1430-7A - Downtown Loop - Construction

Capital Levy	434,894	30,339	465,233	336,293	128,940	0
Public Transit Infrastructure Stream (PTIS) - Federal Funding	8,582,437	0	8,582,437	6,203,805	2,378,632	0
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	7,151,364	0	7,151,364	5,169,356	1,982,008	0
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	5,287,397	368,858	5,656,255	4,088,618	1,567,637	0
Other Contributions (note 3)	1,873,619	0	2,408,857	1,873,619	535,238	0
RT1430-7A Total	23,329,711	399,197	24,264,146	17,671,691	6,592,455	0

RT1430-1A - Wellington Gateway (South)

Capital Levy	1,950,756	0	1,950,756	122,116	409,797	1,418,842
Public Transit Infrastructure Stream (PTIS) - Federal Funding	27,637,298	0	27,637,298	1,730,077	5,805,798	20,101,423
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	23,028,811	0	23,028,811	1,441,589	4,837,688	16,749,534
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	16,476,380	0	16,476,380	1,031,411	3,461,212	11,983,758
Other Contributions (note 3)	0	0	915,906	0	915,906	0
RT1430-1A Total	69,093,245	0	70,009,151	4,325,192	15,430,401	50,253,558

RT1430-7D - Downtown Loop - Stops

Capital Levy	675,420	0	675,420	103,490	47,582	524,348
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,777,200	0	1,777,200	272,308	125,200	1,379,692
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	1,480,852	0	1,480,852	226,900	104,323	1,149,628
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	509,528	0	509,528	78,071	35,895	395,561
RT1430-7D Total	4,443,000	0	4,443,000	680,769	313,001	3,449,230

RT1430-1D - Wellington Gateway - Stops

Capital Levy	1,616,266	0	1,616,266	40,396	208,665	1,367,205
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,252,800	0	4,252,800	106,292	549,051	3,597,458
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,543,646	0	3,543,646	88,567	457,497	2,997,582
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	1,219,288	0	1,219,288	30,474	157,414	1,031,400
RT1430-1D Total	10,632,000	0	10,632,000	265,729	1,372,627	8,993,644

Appendix "A"

#23008

January 31, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: RFT-2022-248 Rapid Transit Implementation
Wellington Street from Queens Avenue to the Thames River (South Branch) - Irregular Result
(Subledger RD220011)

TS180519 - TIMMS-PTIS - Transportation

Debenture By-law No. W.-5660-92	251,360	0	251,360	157,234	7,160	86,966
Public Transit Infrastructure Stream (PTIS) - Federal Funding	3,769,920	0	3,769,920	2,358,209	107,385	1,304,326
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,141,284	0	3,141,284	1,964,976	89,478	1,086,829
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	2,262,236	0	2,262,236	1,415,103	64,439	782,694
TS180519 Total	9,424,800	0	9,424,800	5,895,522	268,462	3,260,816

RT1430-7C - Downtown Loop - TIMMS

Capital Levy	35,471	0	35,471	21,841	3,444	10,185
Public Transit Infrastructure Stream (PTIS) - Federal Funding	700,000	0	700,000	431,027	67,972	201,001
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	583,275	0	583,275	359,153	56,637	167,484
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	431,254	0	431,254	265,546	41,876	123,832
RT1430-7C Total	1,750,000	0	1,750,000	1,077,568	169,929	502,503

RT1430-1C - Wellington Gateway - TIMMS

Capital Levy	84,811	0	84,811	0	16,595	68,216
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,200,000	0	1,200,000	0	234,798	965,202
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	999,900	0	999,900	0	195,646	804,254
Drawdown from City Services - Roads Reserve Fund (Development Charges) (note 2)	715,289	0	715,289	0	139,957	575,332
RT1430-1C Total	3,000,000	0	3,000,000	0	586,996	2,413,004

Total Financing

\$166,484,235	\$399,197	\$168,334,576	\$58,618,124	\$30,853,565	\$78,862,887
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Financial Note (Engineering)

	ES241422	ES254022	EW376522	RT1430-7A	RT1430-7A Utilities	RT1430-1A
Contract Price	\$102,521	\$44,978	\$202,320	\$334,594	\$7,288	\$833,714
Add: HST @13%	13,328	5,847	26,302	43,497	947	108,383
Total Contract Price Including Taxes	115,849	50,825	228,622	378,091	8,235	942,097
Less: HST Rebate	-11,523	-5,056	-22,741	-37,608	-819	-93,709
Net Contract Price	\$104,326	\$45,769	\$205,881	\$340,483	\$7,416	\$848,388

	RT1430-1A Utilities	London Hydro	Start Communications	Bell Canada	Rogers	Telus
Contract Price	\$32,224	\$41,561	\$6,738	\$13,191	\$17,628	\$3,616
Add: HST @13%	4,189	5,403	876	1,715	2,292	470
Total Contract Price Including Taxes	36,413	46,964	7,614	14,906	19,920	4,086
Less: HST Rebate	-3,622	-5,403	-876	-1,715	-2,292	-470
Net Contract Price	\$32,791	\$41,561	\$6,738	\$13,191	\$17,628	\$3,616

	Enwave	RT1430-7D	RT1430-1D	TS180519	RT1430-7C	RT1430-1C
Contract Price	\$4,141	\$17,641	\$82,709	\$15,156	\$9,607	\$35,075
Add: HST @13%	538	2,293	10,752	1,970	1,249	4,560
Total Contract Price Including Taxes	4,679	19,934	93,461	17,126	10,856	39,635
Less: HST Rebate	-538	-1,983	-9,296	-1,704	-1,080	-3,942
Net Contract Price	\$4,141	\$17,951	\$84,165	\$15,422	\$9,776	\$35,693

Total Engineering

Contract Price	\$1,804,702
Add: HST @13%	\$234,611
Total Contract Price Including Taxes	2,039,313
Less: HST Rebate	-\$204,377
Net Contract Price	\$1,834,936

Appendix "A"

#23008

January 31, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: Contract Award: RFT-2022-248 Rapid Transit Implementation
Wellington Street from Queens Avenue to the Thames River (South Branch) - Irregular Result
(Subledger RD220011)

Financial Note (Construction):	RT1430-7A					
	ES241422	ES254022	EW376522	RT1430-7A	Utilities	RT1430-1A
Contract Price	\$1,648,823	\$738,068	\$3,277,141	\$5,491,436	\$119,135	\$12,905,547
Add: HST @13%	214,347	95,949	426,028	713,887	15,488	1,677,721
Total Contract Price Including Taxes	1,863,170	834,017	3,703,169	6,205,323	134,623	14,583,268
Less: HST Rebate	-185,328	-82,959	-368,351	-617,237	-13,391	-1,450,583
Net Contract Price	\$1,677,842	\$751,058	\$3,334,818	\$5,588,086	\$121,232	\$13,132,685

	RT1430-1A	London	Start			
	Utilities	Hydro	Communications	Bell Canada	Rogers	Telus
Contract Price	\$491,973	\$650,228	\$103,358	\$202,375	\$284,179	\$56,838
Add: HST @13%	63,956	84,530	13,437	26,309	36,943	7,389
Total Contract Price Including Taxes	555,929	734,758	116,795	228,684	321,122	64,227
Less: HST Rebate	-55,298	-84,530	-13,437	-26,309	-36,943	-7,389
Net Contract Price	\$500,631	\$650,228	\$103,358	\$202,375	\$284,179	\$56,838

	Enwave	RT1430-7D	RT1430-1D	TS180519	RT1430-7C	RT1430-1C
Contract Price	\$67,291	\$289,947	\$1,266,177	\$248,664	\$157,383	\$541,768
Add: HST @13%	8,748	37,693	164,603	32,326	20,460	70,430
Total Contract Price Including Taxes	76,039	327,640	1,430,780	280,990	177,843	612,198
Less: HST Rebate	-8,748	-32,590	-142,318	-27,950	-17,690	-60,895
Net Contract Price	\$67,291	\$295,050	\$1,288,462	\$253,040	\$160,153	\$551,303

	Total Construction
Contract Price	\$28,540,331
Add: HST @13%	3,710,244
Total Contract Price Including Taxes	32,250,575
Less: HST Rebate	-3,231,946
Net Contract Price	\$29,018,629

Financial Note Total Award:	Other Works (including utilities)		
	Rapid Transit Total	Total	Total
Contract Price	\$21,965,598	\$8,379,435	\$30,345,033
Add: HST @13%	2,855,528	1,089,327	3,944,855
Total Contract Price Including Taxes	24,821,126	9,468,762	34,289,888
Less: HST Rebate	-2,468,931	-967,392	-3,436,323
Net Contract Price	\$22,352,195	\$8,501,370	\$30,853,565

Note 1: The additional requirement for RT1430-7A - Downtown Loop - Construction, can be accommodated by adding available Capital Levy and an additional drawdown from the City Services - Roads Reserve Fund (Development Charges).

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

Note 3: Negotiations with London Hydro, Start Communications, Bell Canada, Rogers Communication, Telus, and Enwave confirming their contributions towards this project are ongoing. The cost allocations among the projects will be adjusted accordingly when negotiations are complete. The expenditures have increased to accommodate their anticipated contributions.

Note 4: There will be annual operating costs of \$750 to Sewer Operations, \$15,292 to Transportation Operations, \$194,500 to Parks Operations and \$11,681 for Traffic Engineering.

Jason Davies
Manager of Financial Planning & Policy

hb

A

RT1430-7A

Financial Note (Engineering)

Contract Price
 Add: HST @13%
 Total Contract Price Including Taxes
 Less: HST Rebate
 Net Contract Price

	Start		
London Hydro	Communi cations	Bell Canada	Rogers
\$12,754		\$497	\$12,257
1,658	0	65	1,593
14,412	0	562	13,850
-1,658	0	-65	-1,593
<u>\$12,754</u>	<u>\$0</u>	<u>\$497</u>	<u>\$12,257</u>

Financial Note (Construction):

Contract Price
 Add: HST @13%
 Total Contract Price Including Taxes
 Less: HST Rebate
 Net Contract Price

	Start		
London Hydro	Communi cations	Bell Canada	Rogers
\$209,798		\$8,505	\$201,504
27,274	0	1,106	26,196
237,072	0	9,611	227,700
-27,274	0	-1,106	-26,196
<u>\$209,798</u>	<u>\$0</u>	<u>\$8,505</u>	<u>\$201,504</u>

B

RT1430-1A

		Start				
		London	Communic	Bell		
Telus	Enwave	Hydro	ations	Canada	Rogers	Telus
\$1,077	\$4,141	\$28,807	\$6,738	\$12,694	\$5,371	\$2,539
140	538	3,745	876	1,650	698	330
1,217	4,679	32,552	7,614	14,344	6,069	2,869
-140	-538	-3,745	-876	-1,650	-698	-330
\$1,077	\$4,141	\$28,807	\$6,738	\$12,694	\$5,371	\$2,539

		Start				
		London	Communic	Bell		
Telus	Enwave	Hydro	ations	Canada	Rogers	Telus
\$17,414	\$67,291	\$440,430	\$103,358	\$193,870	\$82,675	\$39,424
2,264	8,748	57,256	13,437	25,203	10,748	5,125
19,678	76,039	497,686	116,795	219,073	93,423	44,549
-2,264	-8,748	-57,256	-13,437	-25,203	-10,748	-5,125
\$17,414	\$67,291	\$440,430	\$103,358	\$193,870	\$82,675	\$39,424

Total			
Enwave	Contributions	SOF23008	Variance
	\$86,875	86,875.00	-
0	11,293	11,294.00	(1.00)
0	98,168	98,169.00	(1.00)
0	-11,293	(11,294.00)	1.00
\$0	\$86,875	86,875.00	-
Total			
Enwave	Contributions		
	\$1,364,269	1,364,269.00	-
0	177,357	177,356.00	1.00
0	1,541,626	1,541,625.00	1.00
0	-177,357	(177,356.00)	(1.00)
\$0	\$1,364,269	1,364,269.00	-

Report to >Committee Name<

To: Chair and Members
Civic Works Committee
From: Kelly Scherr, P.Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure
Subject: RFP-2022-279 Public Utility Locate Service Contract Award –
Irregular Result
Date: January 31, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to Request for Proposal RFP-2022-279 for Public Utility Locate Service:

- (a) The bid submitted by GTel Engineering of \$4,534,124.85 (excluding HST), to provide public utility locate services for two (2) years as the initial term, and three (3) optional terms of one (1) year each, **BE ACCEPTED** in accordance with the Procurement of Goods and Services Policy, it being noted that the bid submitted by GTel Engineering was the only bid that met the technical criteria and the City's specifications and requirements;
- (b) Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this purchase;
- (c) Approval herein **BE CONDITIONAL** upon the Corporation entering into a formal contract relating to the subject matter of this approval; and
- (d) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract, statement, or other documents, if required, to give effect to these recommendations.

Executive Summary

As the owner of underground infrastructure, the City is required to provide utility locates for anyone planning an excavation in accordance with the *Ontario Underground Infrastructure Notification System Act, 2012, as amended*. The City's current utility locates services contract expires February 28, 2023 and needs to be replaced with a new, updated contract that reflects new legislative requirements. This report recommends contract approval resulting from RFP 2022-279 for the provision of public utility locate services on behalf of 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 efficiently managing water, wastewater and transportation infrastructure while supporting utility locates for both public and private construction activities across the City.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Civic Works Committee – January 7, 2020 – Request for Proposal 19-57 Utility Locate Service Contract Award
- Civic Works Committee – October 4, 2022 – Dedicated Locator Model Agreement

1.2 Ontario Underground Infrastructure Notification System (One Call Act)

The *Ontario Underground Infrastructure Notification System Act, 2012, as amended* governs the notification process and establishes timelines for the provision of utility locates for underground services in Ontario. All owners of underground infrastructure including municipalities and private utilities such as Enbridge, Bell Canada and Rogers Communications are mandatory members of Ontario One Call. In Ontario, anyone who “breaks ground” must first call Ontario One Call for utility locates. Under the normal notification process Ontario One Call notifies the affected members of the planned excavation enabling them to provide utility locates to protect to their underground infrastructure from being damaged and prevent injury to workers.

1.3 Context

As the owner of underground infrastructure, the City is required to provide utility locates for anyone planning an excavation in accordance with the *One Call Act*. For efficiency reasons, the City has contracted utility locate services for over 15 years.

The City’s current 3-year utility locate services contract held by G-Tel expires February 28, 2023. Although there is an option to extend the contract, changes effected by new legislation necessitate the development of a new contract to reflect current legislation and address observed industry pressures.

Expiry of the current contract, the new legislation requirements, and the need to ensure the provision of this critical public services made it necessary to bring an updated competitive bid to market via RFP 2022-271. The intent is to hire a private utility locate service provider that can satisfy the City’s legislated requirements for the next two years during which time the City intends to reassess the future delivery models for utility locate services.

Bill 93: Getting Ontario Connected Act 2022

The *Getting Ontario Connected Act, 2022* received Royal Assent on April 14, 2022. Among other things, the Act amends the *One Call Act* to address immediate pressure points in the utility locate delivery system.

The legislative changes provide Ontario One Call with authority to issue administrative penalties against non-compliant members in the industry for specified contraventions. A new regulation outlining the details of the administrative penalty regime has yet to be finalized, however the legislation is in full force and effect.

2.0 Discussion and Considerations

2.1 Current Locate Service Provider Contract

The City’s current Public Utility Locate Services contract is based on the requirements of the *One Call Act* prior to being amended by Bill 93 *Getting Ontario Connected Act, 2022* in April 2022. Prior to being amended, the legislation required the owner of underground infrastructure to complete standard utility locates within 5 business days of receiving notice from Ontario One Call on a “best efforts” basis or on a schedule agreed upon by the utility owner and the excavator. The City’s current contract reflected this requirement but also included a cap which required all standard locates to be completed within 10-business days of notice being received from Ontario One Call.

London has a long history of contracting utility locate services to the private sector and has generally experienced acceptable levels of service. Over the past five years or so, municipalities across the province have been seeing a decline in service levels and Ontario One Call compliance, particularly during the busy construction season.

In spite of industry efforts to improve performance, the pandemic led to an unprecedented labour market shortage in the utility locate services industry. As a result, utility locate completion times shot up across the province. Last year, nearly 30% of the approximately 7 million tickets processed annually by Ontario One Call were more than 15 days late.

London was not immune to the industry challenges. In 2022, London implemented a trial dedicated locator model that redirects utility locate tickets for capital construction projects through an enhanced service stream with outside the current contract. Dedicated utility locate services came at a higher cost but help to avoid the greater cost risk associated with potential construction delays. However, while this helped buffer construction contracts from potential utility locate delays, 2022 utility locate completion times for standard tickets under the One Call System were very challenged during the spring peak with some improvement later in the season. It was clear the current utility locate services contract model needed to be revisited and the cost of maintaining Ontario One Call compliance was increasing rapidly.

2.2 Bill 93 – Getting Ontario Connected Act

In response to widespread and ongoing systemic utility locate delays, Industry Ontario through the Ministry of Government and Consumer Services introduced significant amendments to the *One Call Act*, by way of Bill 93 *Getting Ontario Connected Act 2022*.

The amending legislation retained the 5-business day utility locate completion requirement but removed the “on a best efforts” clause which provided some modest protection to infrastructure owners. More importantly, Bill 93 introduced administrative penalties for non-compliant infrastructure owner. The regulations outlining the implementation of this legislation by Ontario One Call are in the process of being finalized. The current draft regulations contain significant penalties for non-performance including a \$500 per utility locate ticket per day late penalty capped at \$10,000 per individual late ticket. This could result in significant risk to the City considering it receives approximately 30,000 utility locate ticket notifications annually.

2.3 Ontario One Call Act Compliance

The City must maintain compliance with the *One Call Act* and is required to continue to use Ontario One Call mandatory one-call services to utility owners in Ontario. The successful proponent will interface with Ontario One Call’s communication system and fully comply with all aspects of the *One Call Act* and associated regulations as updated by Bill 93 in 2022. As such, it was necessary to include indemnity language in the RFP to ensure the contractor is responsible for any administrative penalties incurred as a result of the contractor’s failure to adhere to the *One Call Act* and the forthcoming regulations and Ontario One Call policies.

A key provision of the RFP is the inclusion of full compliance protection that requires the utility locate service provider to fully satisfy the legislative requirements and protect the City from any potential fines or penalties resulting from non-compliant utility locate performance.

3.0 Financial Impact/Considerations

3.1 Procurement Process

Following public posting of Public Utility Locate RFP2022-279, three proposal submissions were received and evaluated by the Environment and Infrastructure Department which included a technical and cost component. Two of the three submissions did not meet the technical score required therefore the cost proposals were not considered for evaluation. At the end of the process, the proponent with the highest technical score, demonstrating their ability to fully meet with the City's requirements was GTel Engineering. The proposal submitted by GTel Engineering has been checked by staff to confirm no mathematical errors and the results of the tendering process indicate a competitive process.

The approximate annual cost of the service provided in this contract is \$\$4,534,124.85 (excluding HST). This is a fee for service unit rate contract and the estimate is based on 2021 utility locate volumes. The actual cost of the service will be based on future volume. The RFP bid submission represents a the maximum (or upset limit) value and the team will continue to work with the proponent to find consolidation efficiencies and savings in the service delivery.

As noted above, the previous contract was developed under a different regime and the current legislation has applied more stringent compliance requirements and introduced monetary penalties as well as the possibility of litigation. To reduce the City's liability exposure under the Act, it was necessary to transfer the risk of fines to service providers through the RFP process which significantly increased costs. At the same time, the industry experienced extreme pressures related to labour shortages. GTel Engineering's proposal committed to increasing their resources to meet the demand and mitigate the potential for penalties

These combined pressures resulted in a significant increase in the cost of these services compared to previous contract. However, given the current uncertain climate of the utility locate industry, the award of this two-year contract to GTel Engineering does represent good value for the City. The proposal from GTel Engineering recognizes the potential to incur penalty costs outlined by Bill 93 and has committed the increased resources necessary to improve current compliance metrics and mitigate financial liabilities. The new utility locate service rates reflect an enhanced level of service and significantly shortened utility locate timelines which will benefit homeowners, contractors, and project owners that all rely on utility locate services to support everything from property improvements to major construction projects.

3.1 Public Utility Locate Operational Funding

Funding for this service contract is provided through the Water Operations, Sewer Operations, Traffic Engineering (traffic signals and streetlights) operating budgets, and is subject to annual budget approval. The current annual operating budget for these services is \$1,118,843.00. Based on estimated volumes, the compliant low bid submitted by GTel Engineering exceeds the approved operational budgets of the contributing service areas.

As per Section 8.10 of the Procurement of Goods & Services Policy, the client Service Area, in conjunction with Purchasing and Supply, shall submit a report to Committee and City Council and receive their approval for the award of a competitive bid greater than \$100,000 if the value of the lowest compliant bid is in excess of the City Council approved budget including any contingency allowance.

The costs of these services will be accommodated within existing approved operating budgets for these service areas for 2023, it being noted that the budget for these services will be right-sized as part of the 2024-2027 Multi-Year Budget process. Any material budget pressures resulting from locate services will be reported through the City's semi-annual budget monitoring process.

Conclusion

The *Ontario Underground Infrastructure Notification System Act, 2022* obligates the City to provide utility locates of its buried infrastructure to anyone who "breaks ground", both to protect the City's infrastructure from being damaged during excavation and to support safe excavating. The City's current utility locates services contract expires February 28, 2023 and needs to be replaced with a new, updated contract that reflects new legislative requirements. Upon completion of a request for proposal procurement process with established service providers, civic administration recommends that the, G-Tel Engineering, be awarded the service contract.

Prepared by: Gary Irwin, O.L.S., O.L.I.P. Division Manager, Geomatics and City Surveyor

Submitted by: Jennie Dann, P.Eng., Director, Construction and Infrastructure Services

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

Cc: Steve Mollon, Senior Manager, Procurement & Supply
John Simon, Division Manager, Water Operations
Brad Weber, Division Manager, Sewer Operations
Shane Maguire, Division Manager, Traffic Engineering
John Millson, Sr. Financial Business Administrator

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

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

Subject: SS-2023-026 - Single Source Purchase of Ravo Street Sweepers

Date: January 31, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Finance Supports, the following actions **BE TAKEN** with respect to the purchase of six (6) Ravo Street Sweepers:

- a) Approval **BE GIVEN** to execute a Single Source purchase as per section 14.4 (d) and (e) of the City of London's Procurement of Goods and Services Policy;
- b) Single Source negotiated price **BE ACCEPTED** to purchase six (6) 2023 Ravo 5 iSeries Vacuum Street Sweepers for a total estimated price of \$2,022,099.24 (excluding HST) from Cubex Ltd., 189 Garden Avenue, Brantford, Ontario N3S 0A7;
- c) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this purchase;
- d) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal purchase agreement relating to the subject matter of this approval in accordance with Sections 14.4(d)(e) and 14.5(a)(ii) of the Procurement of Goods and Services Policy; and
- e) That the funding for this purchase **BE APPROVED** as set out in the Source of Financing Report attached, hereto, as Appendix A.

Executive Summary

Currently, the City owns and operates six (6) Ravo 5 iSeries vacuum street sweepers. Since purchasing the first group of Ravo street sweepers in 2016, they have proven to meet the operational needs of Transportation and Mobility Division in terms of performance, maintenance, comfort, and versatility. This report recommends approving the purchase of six 2023 Ravo 5 iSeries vacuum street sweepers using the single source provisions found in section 14.4 (d) & (e) of the Procurement of Goods and Services Policy.

Fleet Services is scheduled to replace four in-service Ravo sweepers that have been identified for life cycle replacement in the 2023 Fleet capital replacement schedule. Furthermore, Transportation & Mobility Division has identified the need for two additional street sweepers to support their Road Operations maintenance program including spring clean up services on roads and increased service level requirements for sweeping in specialized areas like bike lanes and the City's core. These two additional units would bring the total number of City owned units to eight.

The single source process is recommended given the operational efficiencies of managing a standardized street sweeper fleet and that Cubex Ltd. is the nearest and only authorized Ravo dealer in Ontario. The recommendation will provide good value,

efficiencies and enhanced services to the citizens and businesses of London with a cost effective and timely method of addressing the operational requirements of the service area.

Linkage to the Corporate Strategic Plan

Building a Sustainable City

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

- Manage assets to prevent future infrastructure gaps

Leading in Public Service

Londoners experience exceptional and valued customer service

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

Analysis

1.0 Background Information

Street sweeping roads, bike lanes and downtown sidewalks falls within the Roadside Operations maintenance program. The street sweeping service is a critical piece of road infrastructure maintenance and a service that is appreciated and visible to many Londoners. Currently the City owns and operates six Ravo vacuum street sweepers. The program functions primarily during the spring, summer and fall and is double shifted daily for the length of the seasonal (7-8 month) program. In addition to the safety and aesthetic benefits of the road sweeping program by removing road debris and sand/salt, it also contributes significantly to reducing storm water contamination and infrastructure maintenance. The technologically advanced vacuum collection systems on these sweepers also plays an important role in improving urban air quality.

Four of the six existing City owned street sweeping assets were purchased in 2016 through the life cycle maintenance program with two more units being added to the fleet compliment in 2017 and 2021. The purchase of these street sweepers was awarded to Cubex Inc. for their Ravo 5 iSeries Vacuum Street Sweeper as they provided the best solution for the City's operational needs including performance, maintenance, comfort and flexibility. From a versatility perspective, the Ravo street sweeper includes a third broom that can reach uncollectable areas. Based on past specific field testing, maintenance inspections and operational experience we now have, the Ravo street sweeper is an effective and financially responsible choice.

In 2022, Transportation & Mobility Division established a requirement for two more additional street sweepers to be added to their fleet. The need for additional sweepers is due to a few factors:

- 1) Growth – increase in linear assets (roads/bike lanes) over the past 5-10 years,
- 2) Non-Availability of 3rd party (contracted) sweepers during peak times, and
- 3) Higher sweeping frequency required for bike lanes to reduce risks and liability.

The additional two units would bring the total fleet compliment of street sweepers to eight. The recommended single source purchase of similar model Ravo street sweepers provide operational efficiencies by:

- Reducing the need for additional operator training
- Reducing the need for additional maintenance technician training
- Eliminating the need to stock additional parts in the stores inventory.

1.1 Previous Reports Related to this Matter

Relevant reports and previous Committee meetings can be found at the links below:

- Replacement of Street Sweepers – Single Source Procurement

(November 3, 2015 meeting of the Civic Works Committee, Item #9)
[Civic Works Committee - November 03, 2015 \(escribemeetings.com\)](#)
CWC Report: [filestream.ashx \(escribemeetings.com\)](#)

- Single Source Procurements - Street Sweeper and Sidewalk Sweeper
(May 9, 2017 meeting of the Civic Works Committee, Item #10)
[Civic Works Committee - May 09, 2017 \(escribemeetings.com\)](#)
CWC Report: [filestream.ashx \(escribemeetings.com\)](#)
- Single Source Additional Ravo Street Sweeper
(June 22, 2021 meeting of the Civic Works Committee, Item #2.12)
[Civic Works Committee - June 22, 2021 \(escribemeetings.com\)](#)
CWC Report: [filestream.ashx \(escribemeetings.com\)](#)

2.0 Discussion and Considerations

2.1 Procurement Process

Ravo street sweepers can only be sourced through a certified dealer and Cubex Ltd. is Ontario's only authorized Ravo dealer. A formal quote was received from Cubex Ltd. for the purchase of six 2023 Ravo 5i Street Sweeper units with a total estimated price of \$2,022,099.24 (excluding HST). The estimated purchase price per unit is \$337,016.54 (excluding HST).

Fleet Services has determined that the purchase of these Ravo Street Sweeping units provides the best value to the City of London and intends to purchase this equipment as a single source transaction as per Section 14.4 of the procurement of Goods and Services Policy, specifically sections d and e:

- d. There is a need for compatibility with goods and/or services previously acquired or the required goods and/or services will be additional to similar goods and/or services being supplied under an existing contract (i.e. contract extension or renewal);
- e. The required goods and/or services are to be supplied by a particular supplier(s) having special knowledge, skills, expertise or experience;

2.2 Disposal of Decommissioned Units

Fleet Services' goal is to recover 15% of the original purchase price when an asset is decommissioned. The four in-service sweepers will be decommissioned after the new units arrive and will be sold at public auction with the proceeds being utilized to help offset the cost of purchasing new sweeper units.

3.0 Financial Impact

3.1 Project Budget

The Fleet and Operational Services approved 2023 capital replacement budget for this project (the four replacement sweeper units) was originally set in 2019 for the 2020-2023 multi-year budget. The estimated budget per unit was set at \$278,375 with a total budget of \$1,113,500. The quoted price per unit is \$337,016 totalling \$1,348,064. The \$234,564 total price increase and budget shortfall is due to continued market changes and challenges in the vehicle and equipment industry that include increased supply chain costs due to the pandemic, costs of raw materials, and inflationary increases across the manufacturing sector.

The \$234,564 shortfall can be supported within the Fleet and Operational Services approved 2023 capital replacement budget. The source of funding for the shortfall in this project will be funded from surpluses in the program from other projects that were deferred, retired, or will not be replaced.

Transportation & Mobility Division is responsible for providing the capital budget and funding source for the additional sweeper two units. The total funding required for the purchase of the two additional units is \$674,034. An application presented to the Senior Leadership Team (SLT) requesting funding from the Efficiency, Effectiveness, and Economy (EEE) Reserve Fund to purchase the two additional units was supported through the SLT. With the addition of two new City owned sweepers, it is anticipated the need for contracted sweepers will be reduced by an estimated 20%. These savings will be used to pay back the EEE Reserve over a period of up to 8 years.

3.2 Project Funding

Funding details for this purchase are outlined in the Source of Financing attached as Appendix A.

Funding for the purchase of six Ravo street sweepers will be provided through the appropriate Fleet Services approved 2023 capital replacement account which will be supplemented with the additional funding from the Efficiency, Effectiveness, and Economy (EEE) Reserve Fund for the two additional units.

The ongoing operating costs for fuel, maintenance, inspection, service, overhead and future capital replacement of the two additional sweepers will be funded through the Fleet internal rental rate process and charged back to the respective service area. There will be operational, maintenance and future capital funding impacts associated with the purchase of the two additional sweeper units going forward which will be included as part of the 2024-2027 Multi-Year Budget process.

Conclusion

Fleet Services in conjunction with Transportation & Mobility Division recommend approval for the single source purchase of six 2023 Ravo 5 iSeries Vacuum Street Sweepers for a total estimated price of \$2,022,099.24 (excluding HST) from Cubex Ltd.

The recommendation provides the best overall value to the City of London that meet operational requirements and the needs of a growing community.

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

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

Concurred by: Doug MacRae, P.Eng, MPA
Director, Transportation and Mobility
Environment & Infrastructure

Attached: Appendix A – Source of Finance

Appendix "A"

#23018

January 31, 2023
 (Appointment of Services)

Chair and Members
 Civic Works Committee

RE: SS-2023-026 - Single Source – Purchase of Ravo Street Sweepers
 (Work Order W2563319) 11-150
 (Work Order W2563320) 11-151
 (Work Order W2563321) 11-152
 (Work Order W2563322) 11-153
 (Work Order W2563323) Additional #1
 (Work Order W2563324) Additional #2
 Capital Project ME202301 - Vehicle & Equipment Replacement - TCA
 Cubex Ltd. - \$2,022,099.24 (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, Finance Supports, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
Vehicle and Equipment	6,132,598	0	2,057,688	4,074,910
Total Expenditures	6,132,598	0	2,057,688	4,074,910

Sources of Financing

Capital Levy	342,190	0	342,190	0
Drawdown from Fleet Renewal Reserve Fund	5,104,511	0	1,029,601	4,074,910
Drawdown from Operating EEE Reserve	685,897	0	685,897	0
Total Financing	\$6,132,598	\$0	\$2,057,688	\$4,074,910

Financial Note:

Contract Price	\$2,022,099
Add: HST @13%	262,873
Total Contract Price Including Taxes	2,284,972
Less: HST Rebate	-227,284
Net Contract Price	<u>\$2,057,688</u>

Alan Dunbar
 Manager of Financial Planning & Policy

hb/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: Glen Cairn Neighbourhood Connectivity Plan
Public Participation Meeting

Date: January 31, 2023

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure the Glen Cairn Neighbourhood Connectivity Plan, attached as Appendix A, **BE APPROVED** to inform the annual Renew London Construction Program.

Executive Summary

Neighbourhood Connectivity Plans (NCP) establish a guide for the installation of new sidewalks in legacy areas of the City with limited sidewalk connectivity. Staff have developed a community engagement strategy to guide communities in thinking holistically about pedestrian connectivity in their neighbourhood.

This report provides a summary of NCP engagement completed for the Glen Cairn community and recommends an NCP to provide a blueprint for where to add sidewalk infrastructure when the time comes to reconstruct a given neighbourhood street.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – September 25, 2018 – Byron South Neighbourhood Sidewalk Connectivity Plan
- Civic Works Committee – February 9, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects
- Civic Works Committee – March 15, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects – Special meeting to hear public delegations
- Civic Works Committee – November 23, 2021 – New Sidewalks in Established Neighbourhoods.

1.2 Background

The Glen Cairn area was identified as one of the first neighbourhoods to undertake NCP engagement as several streets have been identified for lifecycle renewal over the next 5-10 years and beyond.

Last year's 2022 Renew Construction program included two IRLP projects in Glen Cairn on streets with no existing sidewalk. Staff recommended proceeding with Chesterfield Avenue and Westlake Street in 2022 due to critical infrastructure needs while also establishing an NCP in parallel to inform future projects planned in the area. The Glen Cairn NCP review area is shown in Figure 1.

Given the lengths of Chesterfield Avenue and Westlake Streets and their direct connections to parks, paths and schools, these streets were both reconstructed with a sidewalk on one side.

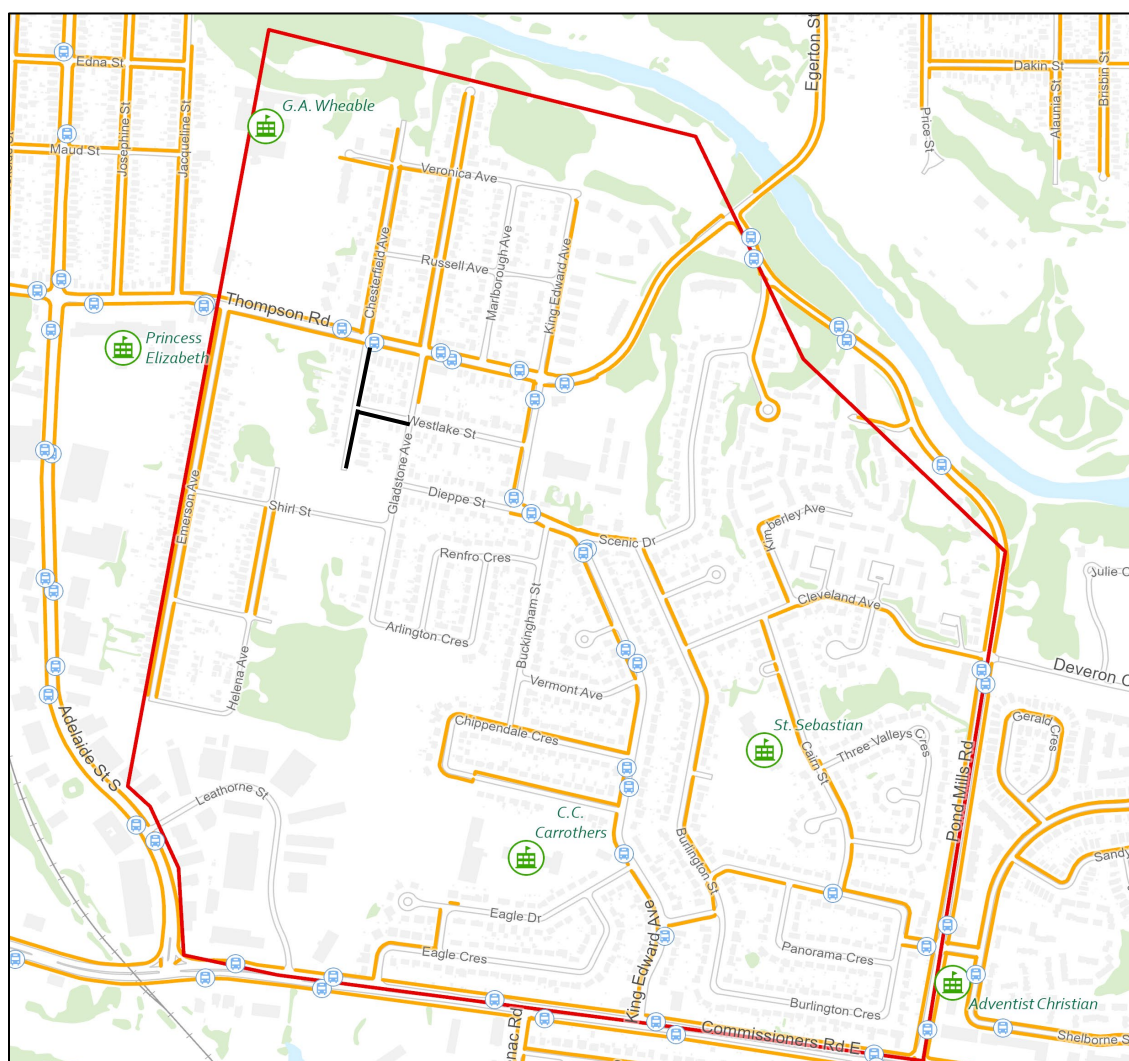


Figure 1 - Glen Cairn Neighbourhood Connectivity Plan Review Area

1.3 The Glen Cairn Neighbourhood

The Glen Cairn neighbourhood was constructed from approximately 1948 to 1960. Figure 1 above illustrates how neighbourhood design transitioned over this period. Just west of the Glen Cairn NCP boundary is a clear grid pattern with sidewalks on both sides of all streets. The grid pattern carried over into Glen Cairn but started to drop the sidewalks. By the time the south and east portions of this neighbourhood were built, street design had transitioned to winding crescents with less connectivity and no sidewalks.

Other than a few busier streets, most of Glen Cairn does not have sidewalk infrastructure. However, the neighbourhood does display elements of a traditional grid structure.

Residents: There are more than 5200 residents within the boundary area identified for the Glen Cairn NCP with a little more than half of those people living in homes, while the others live in some combination of apartments or condos. There are 2,388 households of which 52.4% are houses and 47.6% are other forms of housing.

Schools: Schools within the NCP area include C.C. Carrothers and St. Sebastian elementary schools with Princess Elizabeth elementary school and Wheable Adult Continuing Education schools close by.

Businesses: There are lots of businesses nearby, especially along Commissioners and near the intersection of Adelaide and Commissioners, but also on Thompson.

Parks: This neighbourhood has several local parks and connecting trails. Neighbourhood amenities include Glen Cairn Park, Thompson Ravine Park and Community Gardens, Glen Cairn Community Pool, and Caesars Dog Park nearby.

Streetlighting: Most streets are lit, with some exceptions that also have no sidewalks. Scenic Drive is to be assessed for the need to install new streetlights.

Traffic: Thompson Road sees over 10,000 vehicles per day (vpd) with King Edward Avenue being the next busiest street with 2,400 vpd south of Scenic Drive and 1,000 vpd north of Scenic Drive. The remaining streets in the neighbourhood all have 500 or less vpd.

Transit: For the Glen Carin area, Routes 16 and 24 operate along Commissioners Road, Route 16 also provides service along Adelaide Street and Route 1 operates along Thompson, King Edward, Burlington Crescent and Pond Mills.

2.0 Discussion and Considerations

2.1 Glen Cairn NCP Engagement

NCP engagement for Glen Cairn offered a variety of options for residents to provide feedback over the month of June 2022.

Project Website: Residents were able to visit a project website for the neighbourhood (getinvolved.london.ca/glencairn) to submit comments, answer survey questions or use a community map tool to provide input. The website also contained detailed information about the rationale, process and timelines for developing a Neighbourhood Connectivity Plan.

Virtual Webinar: The City hosted a virtual community meeting on June 22, 2022 via Zoom webinar, to outline the process for developing a Neighbourhood Connectivity Plan and how to contribute feedback followed by a Q&A session. The recorded presentation was then posted to the NCP website.

Drop-In Community Consultation: City staff hosted public drop-in session on Thursday, June 23 at the Pond Mills library for residents who wanted to drop in and provide feedback in person. There were hard copies of the online survey for those that prefer to submit a handwritten response.

The project team designed specific questions to solicit feedback to help define each neighbourhood's priorities around accessibility, connectivity and pedestrian infrastructure. Whether people were using the map or survey tools on the website or answering a paper survey in person at a pop-up consultation, the questions were the same. Residents were also welcomed to provide their own personal commentary about sidewalks and whether they should be considered within the neighbourhood.

Table 1 provides a summary of the various forms of feedback received through the community engagement for Glen Cairn.

Table 1: Summary of Glen Cairn Community Feedback

Total Get Involved website visits	199
Submitted a comment on the website	9
Filled out a survey on the website	21
Submitted pins on the map on the website	7
Approximate # of people who attended pop-up consultation	45-55
# of paper surveys received at pop-up consultation	11
# of unique viewers who attended webinar	6

What we heard

Some common themes in terms of what people considered important destinations were the schools and the Glen Cairn pool, and a lot of people noted they use the business plazas along Commissioners regularly. Many people commented on the large amount of children that walk in the area.

Feedback for sidewalks in the Glen Cairn area was fairly balanced, with some residents indicating support for more sidewalks being added, and others not in favour. Some residents highlighted the need for more sidewalks in their area overall, while simultaneously stating that sidewalks should not be considered for their street in particular.

Multiple residents noted concerns for pedestrian safety, especially during busy times around the schools, parks, the community centre and churches when cars park on both sides of the street and people are forced to walk down the middle of the road. Also, on streets like Scenic Drive with curved roads and hilly terrain, residents did not feel safe having to walk around the vehicles into the middle of the road.

It was noted that a lot of people walk from the bus stops on Commissioners Road and Adelaide Street to access the London Food Bank and a sidewalk would be safer for them.

Top rationales provided for why sidewalks should not be considered in the Glen Cairn area, or on a given street, were focused on concerns about potential loss of trees with some residents commenting that sidewalks are not necessary having observed people preferring to walk on the road in the locations where there are currently sidewalks. Comments from residents living on crescents, felt that there was not enough foot or car traffic on the street to warrant the addition of sidewalks, and expressed that walking on the road was acceptable and safe for themselves and their neighbours

Traffic Calming: Several residents expressed concerns with traffic speeds on King Edward Avenue and particularly on Scenic Drive as this street is curved, hilly and presently has no streetlights.

The Traffic Calming Program is currently focussed on proactively treating school zones to encourage active and safe travel to school and address recurring concerns. There will be speed cushions installed in the school zones of St. Sebastian, C.C. Carrothers and potentially Princess Elizabeth elementary schools. The City completes speed and volumes studies in school zones throughout the City to determine priority for the implementation of speed cushions.

For sections of streets outside of school zones (including Scenic Drive and King Edward Avenue), residents may submit a request to be considered for traffic calming measures following the Council Approved Traffic Calming Policy. The process includes submission of a 10-signature request followed by a speed and volume study and assessment to determine eligibility. The procedure provides an indication of community support, manages program resources and recognizes concerns received from others such as emergency service providers regarding impact on response times. If safety concerns are identified, measures are implemented proactively.

2.2 Recommended Glen Cairn NCP

A cross-functional working group was assembled to review input gathered through the NCP engagement process drawing upon expertise from Construction Administration, Transportation Planning & Design, the City's Active Transportation Manager, Communications, and the ARAO Office. The working group considered the distinct characteristics of each neighbourhood to identify gaps in connectivity that warrant new sidewalks. The group also reviewed other infrastructure options to aid in safe, active mobility and respond to things heard from the community – such as pedestrian crossings, pathway extensions or four-way stops.

The recommended infrastructure to improve connectivity for the Glen Cairn neighbourhood is summarized below, listed in Table 2 and illustrated in Figure 2 (Appendix A).

Sidewalk Recommendations: Having heard a general support for additional sidewalks in the community as well as concerns around safety, the Glen Cairn NCP works to re-establish a traditional pedestrian grid pattern, where possible, by recommending a sidewalk on one side of streets with strong cross connections. Also recognizing feedback around reducing impacts to trees, driveways and landscaping, exemptions to Mobility Policy 349 are recommended for shorter, low traffic crescents and courts with no other pedestrian connection.

Sidewalks are recommended for 15 streets in the Glen Cairn area to be constructed on one side at such time as the street is due for reconstruction. Of the 15 streets, four are tentatively scheduled within 10 years on the infrastructure renewal list with another 6 streets scheduled beyond 10 years. The remaining streets are not presently slated for reconstruction but sidewalks could possibly be installed under the New Sidewalk Program based on priority.

A total of six crescents and eight courts have been recommended for exemption from Mobility Policy 349 and as such would be reconstructed with no sidewalk when the time comes for infrastructure renewal. Sidewalks will be reconstructed on streets where they currently exist.

Pedestrian Crossing Recommendations: Crossings currently exist to connect pedestrians from Vermont Avenue to Cleveland Avenue across King Edward Avenue and Burlington Street. Based on community feedback, pedestrian crossings will be monitored for further consideration in locations where residents noted high pedestrian traffic and concerns around safety.

Residents noted challenges in crossing Pond Mills Road at Cleveland Avenue to access the bus stop on the other side of the street. To safely cross Pond Mills with a signal, residents must walk uphill to either Burlington Gate or Thompson Road. Concerns were also flagged around fast-moving vehicles at the curve in King Edward Avenue between Dieppe Crescent and Scenic Drive with pedestrian often trying to cross at this location. Cairn Street was reconstructed with a sidewalk on one side in 2020. Due to

grading challenges, the sidewalk switches from the west side of the road to the east side at Three Valleys Crescent north. Community feedback noted this is a busy crossing point with especially being located in front of St. Sebastian Catholic Elementary School.

2.3 Street level engagement

The NCP recommendations provided in this report are based on feedback gathered through Stage 1 Neighbourhood Consultation. For those streets where a sidewalk has been recommended. Residents who live on the street will have another opportunity to provide feedback on options to help refine the sidewalk design prior to construction. Stage 2 Street-level Engagement will consider factors such as trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting to develop a design that mitigates some of the impacts of adding a new sidewalk.

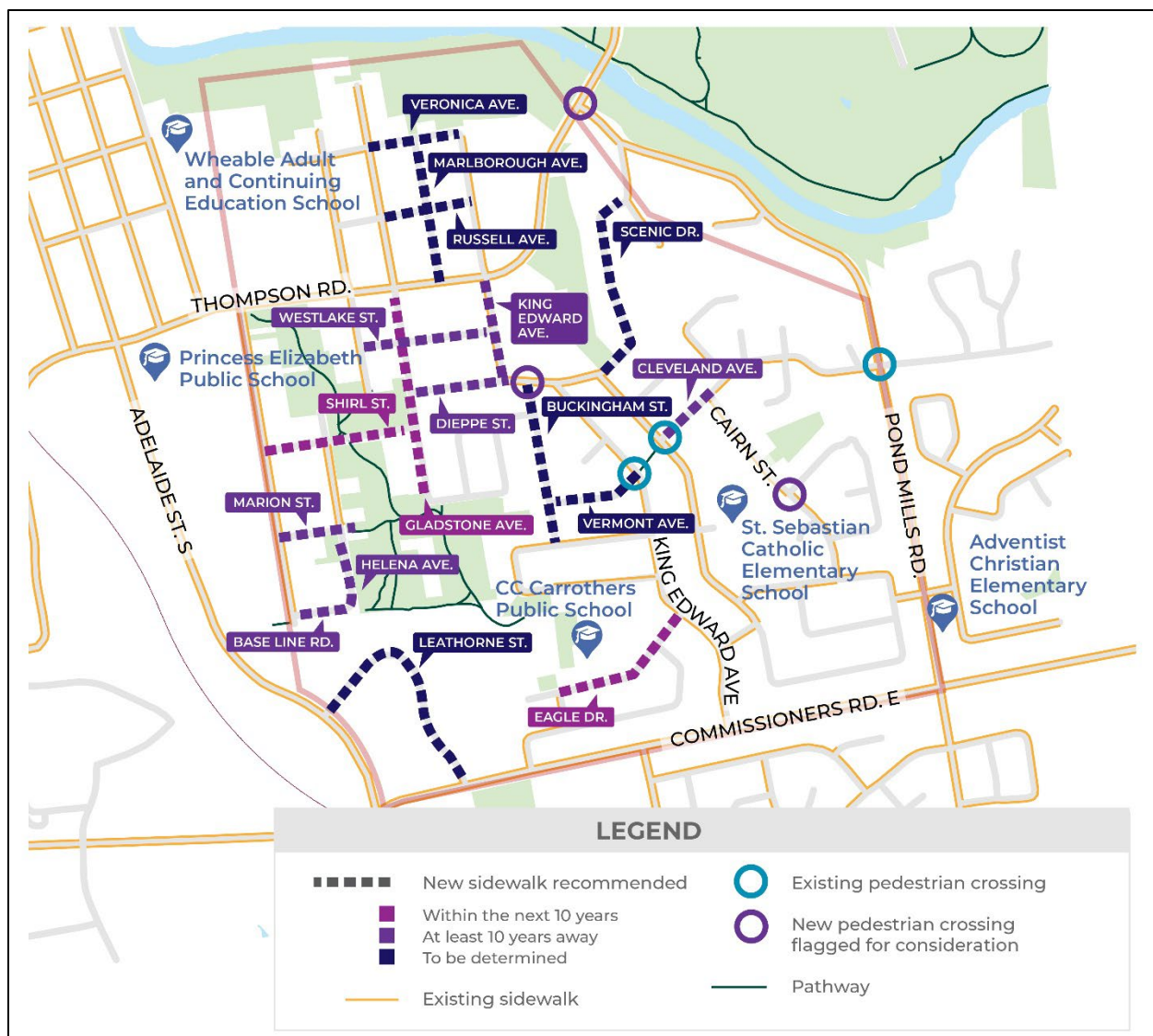


Figure 2: Glen Cairn Recommended Neighbourhood Connectivity Plan Map

Table 2: Glen Cairn Neighbourhood Connectivity Plan Recommendations

Street	Timing	Location	Program*
Sidewalk recommended on one side of the street:			
Veronica Avenue	TBD	Gladstone Avenue to King Edward Avenue	TBD
Marlborough	TBD	Gladstone Avenue to King Edward Avenue	TBD
Russell Avenue	TBD	Thompson Road to Veronica Avenue	TBD
King Edward Avenue	2029	Scenic Drive to King Edward Avenue N.	IRLP
King Edward Avenue	>10yrs	Thompson Road to Dieppe Street	IRLP
Scenic Drive	2029	Pond Mills Road to King Edward Avenue N.	IRLP
Westlake Street	>10yrs	Gladstone Avenue to King Edward Avenue	IRLP
Shirl Street	2026	Emerson Avenue to Gladstone Avenue	IRLP
Dieppe Street	>10yrs	Gladstone Avenue to King Edward Avenue	IRLP
Marion Street	>10yrs	Emerson Avenue to Helena Avenue	IRLP
Helena Avenue	>10yrs	Marion Street to Baseline Road	IRLP
Cleveland Avenue	>10yrs	Burlington Street to Cairn Street	IRLP
Vermont Avenue	TBD	Buckingham Street to King Edward Avenue	TBD
Buckingham Street	TBD	King Edward Avenue to Chippendale Crescent	NSP
Eagle Drive	2030	Eagle Drive to King Edward Avenue	IRLP
Leathorne Street	TBD	Adelaide Street to Commissioners Road	TBD
New Pedestrian Crossing for Consideration:			
Pond Mills Road	Monitor	New crossing at Cleveland Avenue	RSS
King Edward Avenue	Monitor	New Crossing between Dieppe and Burlington	RSS
Cairn Street	Monitor	New crossing at Three Valleys Crescent N.	RSS
Other Considerations:			
Consider opportunities to improve pedestrian connection over Thompson Road Bridge			
Consider opportunities to create pedestrian connection to Adelaide from Helena/Baseline.			

* Sidewalks and pedestrian supportive infrastructure are constructed under various programs:

- IRLP – Infrastructure Lifecycle Renewal Program
- LRRP – Local Road Reconstruction Program
- NSP – New Sidewalk Program
- RSS – Road Safety Strategy
- TBD – Program/Timeline is To Be Determined

Conclusion

The recommended Neighbourhood Connectivity Plan for Glen Cairn was informed by feedback collected through community engagement, available technical information, input from local agencies and partners and London Plan policy. Subject to Council approval, the Glen Cairn NCP will establish the streets where new sidewalk infrastructure will be built when the time comes for infrastructure renewal.

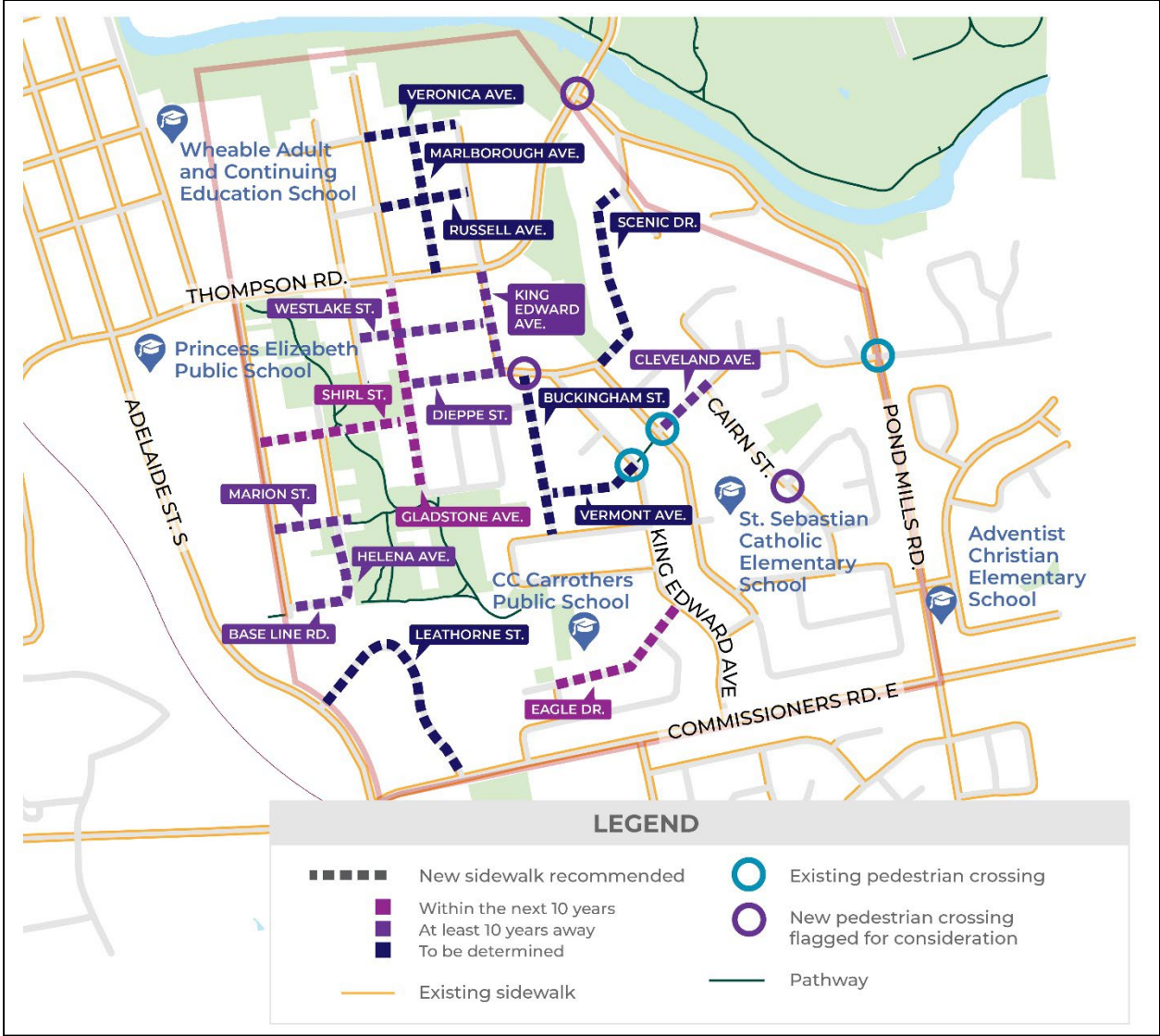
Prepared and Submitted by: **Jennie Dann, P.Eng., Director, Construction and Infrastructure Services**

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

Attachments: Appendix A: Glen Cairn Recommended Neighbourhood Connectivity Plan Map

cc. Paul Choma Construction Administration Engineer
Daniel Hall Program Manager, Active Transportation
Shane Maguire Division Manager, Traffic Engineering
Karl Grabowski Manager, Manager, Transportation Design
Sarah Grady Traffic and Transportation Engineer
Melanie Stone Accessibility and Inclusion Advisor

Appendix A: Glen Cairn Recommended Neighbourhood Connectivity Plan Map



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: Grenfell Neighbourhood Connectivity Plan
Public Participation Meeting

Date: January 31, 2023

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure the Grenfell Neighbourhood Connectivity Plan, attached as Appendix A, **BE APPROVED** to inform the annual Renew London Construction Program.

Executive Summary

Neighbourhood Connectivity Plans (NCP) establish a guide for the installation of new sidewalks in legacy areas of the City with limited sidewalk connectivity. Staff have developed a community engagement strategy to guide communities in thinking holistically about pedestrian connectivity in their neighbourhood.

This report provides a summary of NCP engagement completed for the Grenfell community and recommends an NCP to provide a blueprint for where to add sidewalk infrastructure when the time comes to reconstruct a given neighbourhood street.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – September 25, 2018 – Byron South Neighbourhood Sidewalk Connectivity Plan
- Civic Works Committee – February 9, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects
- Civic Works Committee – March 15, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects – Special meeting to hear public delegations
- Civic Works Committee – November 23, 2021 – New Sidewalks in Established Neighbourhoods.

1.2 Background

The reconstruction of Imperial and Balcarres Roads was originally planned for 2021. On April 13, 2021, Municipal Council directed Civic Administration to report back with the results of a photometric study of Imperial Road and an updated design for the proposed sidewalk on the east side of the street.

An updated design for Imperial Road was presented to Council on November 23, 2021 which included a reduced road width of 6.5m, a new 1.5m sidewalk on the east side with 1.0m meter boulevard and new streetlights 0.9m behind the sidewalk. The removal of nine trees would be necessary, noting only six of these were due to the proposed sidewalk. The other three were on the west side and needed to be removed due to health reasons. 12 trees were originally recommended to be removed when the sidewalk was proposed on the west side.

Following further resident concerns related to the east sidewalk design alternative, Council directed staff to apply the NCP process to complete community engagement at the neighbourhood level to determine the best approach for Imperial Road and other local streets without sidewalk infrastructure.

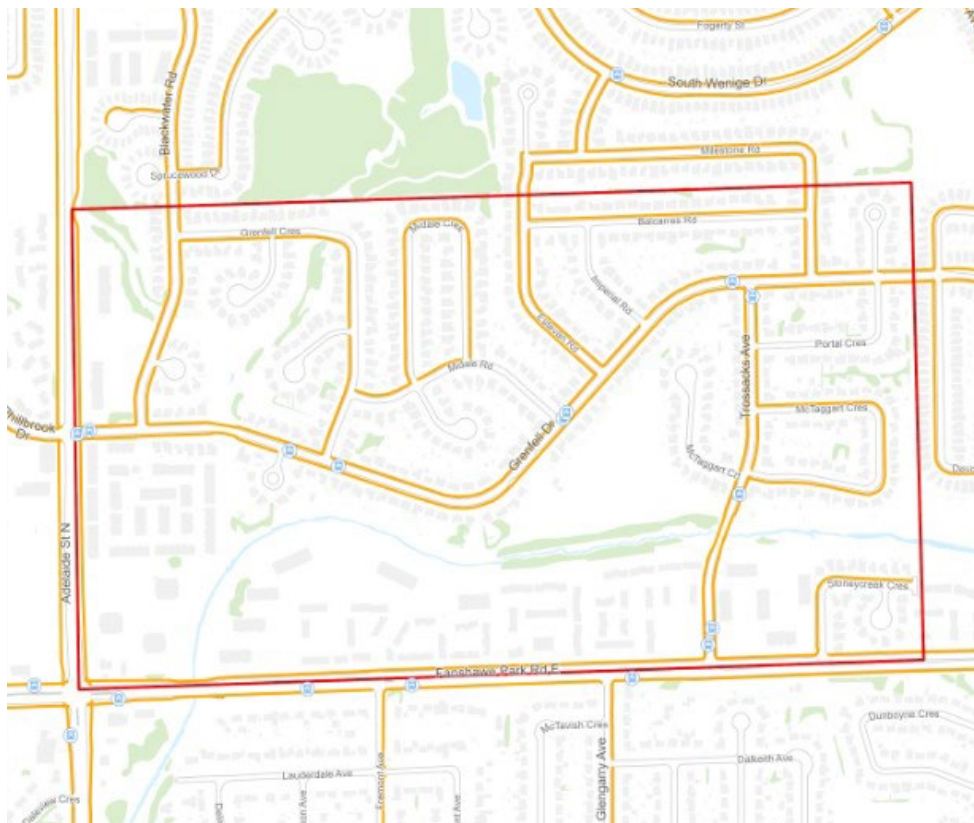


Figure 1 - Grenfell Neighbourhood Connectivity Plan Review Area

1.3 The Grenfell Neighbourhood

Most of the Glenfell neighbourhood was built in 1970 with the northwest portion registered as a plan of subdivision in 1979. The neighbourhood structure is made up of long winding roads, crescents and extended cul-de-sacs. Sidewalk infrastructure is included on one or both sides of most streets, with a few exceptions including Imperial Road, Portal Crescent, a portion of Midale Road and the cul-de-sacs. This approach to sidewalk and street design is reflective of subdivision planning during this era.

Residents: There are more than 4,700 residents within the boundary area identified for the Grenfell NCP with nearly half of those people living in homes, while the others live in some combination of apartments or condos. There are 2,126 households of which

44.4% are houses and 55.6% are other forms of housing.

Schools: The area includes Stoney Creek Public School which has a population of over 1000 students and is one of the largest elementary schools this side of Toronto. The 2 developmental needs classes include outside walking time as part of their daily curriculum further highlighting the importance of good sidewalk connection in this neighbourhood. Mother Teresa Catholic Secondary School nearby to the north.

Businesses: The Stoneybrook Shopping Plaza is a key business area nearby with more recent commercial development near the Adelaide Street North and Sunningdale Road intersection.

Parks: This neighbourhood's local parks include Constitution Park and Wenige Park with trails and pathways along the Stoney Creek and through Northdale Woods.

Streetlighting: Consistent with the age of the neighbourhood, all streets are lit.

Traffic: Trossacks Avenue sees over 3,300 vehicles per day (vpd) with Grenfell Drive the next busiest street with 3,000 vpd. Estevan Road and Milestone Road each have approximately 1,000 vpd and the remaining streets in the neighbourhood all have 500 or less vpd.

Transit: For the Grenfell Area, Route 25 operates along Fanshawe Park Road and Route 34 operates through the neighbourhood along Stackhouse Road and Grenfell Drive.

2.0 Discussion and Considerations

2.1 Grenfell NCP Engagement

NCP engagement for Grenfell offered a variety of options for residents to provide feedback over the month of June 2022.

Project Website: Residents were able to visit a project website for the neighbourhood (getinvolved.london.ca/grenfell) to submit comments, answer survey questions or use a community map tool to provide input. The website also contained detailed information about the rationale, process and timelines for developing a Neighbourhood Connectivity Plan.

Virtual Webinar: The City hosted a virtual community meeting on June 15, 2022 via Zoom webinar, to outline the process for developing a Neighbourhood Connectivity Plan and how to contribute feedback followed by a Q&A session. The recorded presentation was then posted to the NCP website.

Drop-In Community Consultation: City staff hosted public drop-in session on Tuesday, June 21 at the Stoney Creek Community Centre for residents who wanted to drop in and provide feedback in person. There were hard copies of the online survey for those that prefer to submit a handwritten response.

The project team designed specific questions to solicit feedback to help define each neighbourhood's priorities around accessibility, connectivity and pedestrian infrastructure. Whether people were using the map or survey tools on the website or answering a paper survey in person at a pop-up consultation, the questions were the same. Residents were also welcomed to provide their own personal commentary about sidewalks and whether they should be considered within the neighbourhood.

Table 1 provides a summary of the various forms of feedback received through the community engagement for Grenfell.

Table 1: Summary of Glenfell Community Feedback

Total Get Involved website visits	222
Submitted a comment on the website	8
Filled out a survey on the website	18
Submitted pins on the map on the website	5
Approximate # of people who attended pop-up consultation	25-30
# of paper surveys received at pop-up consultation	10
# of unique viewers who attended webinar	9

What we heard

Among the common themes in terms of what people consider important destinations, the parks and trails seemed to be a top priority, as well as Stoney Creek school. Also, a lot of people noted Grenfell Drive as an area where they like walking and where they also notice lots of other pedestrians.

While the Grenfell Neighbourhood is already quite well connected with sidewalk infrastructure, many residents provided strong opinions for why sidewalks should not be considered in a given area or on a given street. The top rationales provided for not adding new sidewalks consisted of the following:

- Residents felt that there was not enough foot or car traffic on the street to warrant the addition of sidewalks, and expressed that walking on the road was acceptable and safe for themselves and their neighbours
- Many residents indicated they were concerned about potential loss of trees
- Impacts to landscaping and driveways were key concerns
- Some residents expressed concern about sidewalks not being adequately maintained during the winter, believing it is hazardous to walk on a sidewalk than to walk on the road

Staff did speak to some people in the Grenfell area who voiced their support for the construction of new sidewalks, in particular along Midale Road where a sidewalk gap between Midale Crescent and Grenfell Drive forces pedestrians onto the road between cars parked on-street.

Traffic Calming Recommendations: There are currently no plans for any traffic calming in the Grenfell area. The Traffic Calming Program is currently focussed on proactively treating school zones to encourage active and safe travel to school and address recurring concerns. For sections of streets outside of school zones, residents may submit a request to be considered for traffic calming measures following the Council Approved Traffic Calming Policy.

2.2 Recommended Grenfell NCP

A cross-functional working group was assembled to review input gathered through the NCP engagement process drawing upon expertise from Construction Administration, Transportation Planning & Design, the City’s Active Transportation Manager, Communications, and the ARAO Office. The working group considered the distinct characteristics of each neighbourhood to identify gaps in connectivity that warrant new sidewalks. The group also reviewed other infrastructure options to aid in safe, active mobility and respond to things heard from the community – such as pedestrian

crossings, pathway extensions or four-way stops.

The recommended infrastructure to improve connectivity for the Grenfell neighbourhood is summarized below, listed in Table 2 and illustrated in Figure 2 (Appendix A).

Sidewalk Recommendations: The Grenfell NCP was unique in that only a few streets required sidewalk consideration and therefore, the working group looked to examples from the other two trial NCP communities to maintain a consistent approach.

A sidewalk is recommended on one side of Midale Road from Midale Crescent to Grenfell Drive. This section of Midale Road creates a clear gap in pedestrian connection. Events at nearby Constitution Park often result in cars parking along both sides of Midale further emphasizing the need to complete this sidewalk connection.

Recognizing feedback received around avoiding impacts to trees, driveways and landscaping, exemptions to Mobility Policy 349 are recommended for short, low traffic crescents and courts with no other pedestrian connection. Imperial Road is recommended for an exemption as it is a short street with no connections other than Balcarres Road to the north and Grenfell Drive to the South and does not provide a clear path to pedestrian destinations in the neighbourhood. Similar rationale was applied to Portal Crescent.

Two crescents and eight courts have been recommended for exemption from Mobility Policy 349 and as such would be reconstructed with no sidewalk when the time comes for infrastructure renewal. Sidewalks will be reconstructed on streets where they currently exist.

Pedestrian Crossing Recommendations: Crossings currently exist in three locations surrounding Stoney Creek Public School just outside the Grenfell NCP boundary. The multi-use pathway along Stoney Creek and connecting to Constitution Park crosses Trossacks Road at a busy entry point to the community. The need for a pedestrian crossing to improve connectivity in this location will be monitored for further consideration.

2.3 Street level engagement

The NCP recommendations provided in this report are based on feedback gathered through Stage 1 Neighbourhood Consultation. For those streets where a sidewalk has been recommended. Residents who live on the street will have another opportunity to provide feedback on options to help refine the sidewalk design prior to construction. Stage 2 Street-level Engagement will consider factors such as trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting to develop a design that mitigates some of the impacts of adding a new sidewalk.

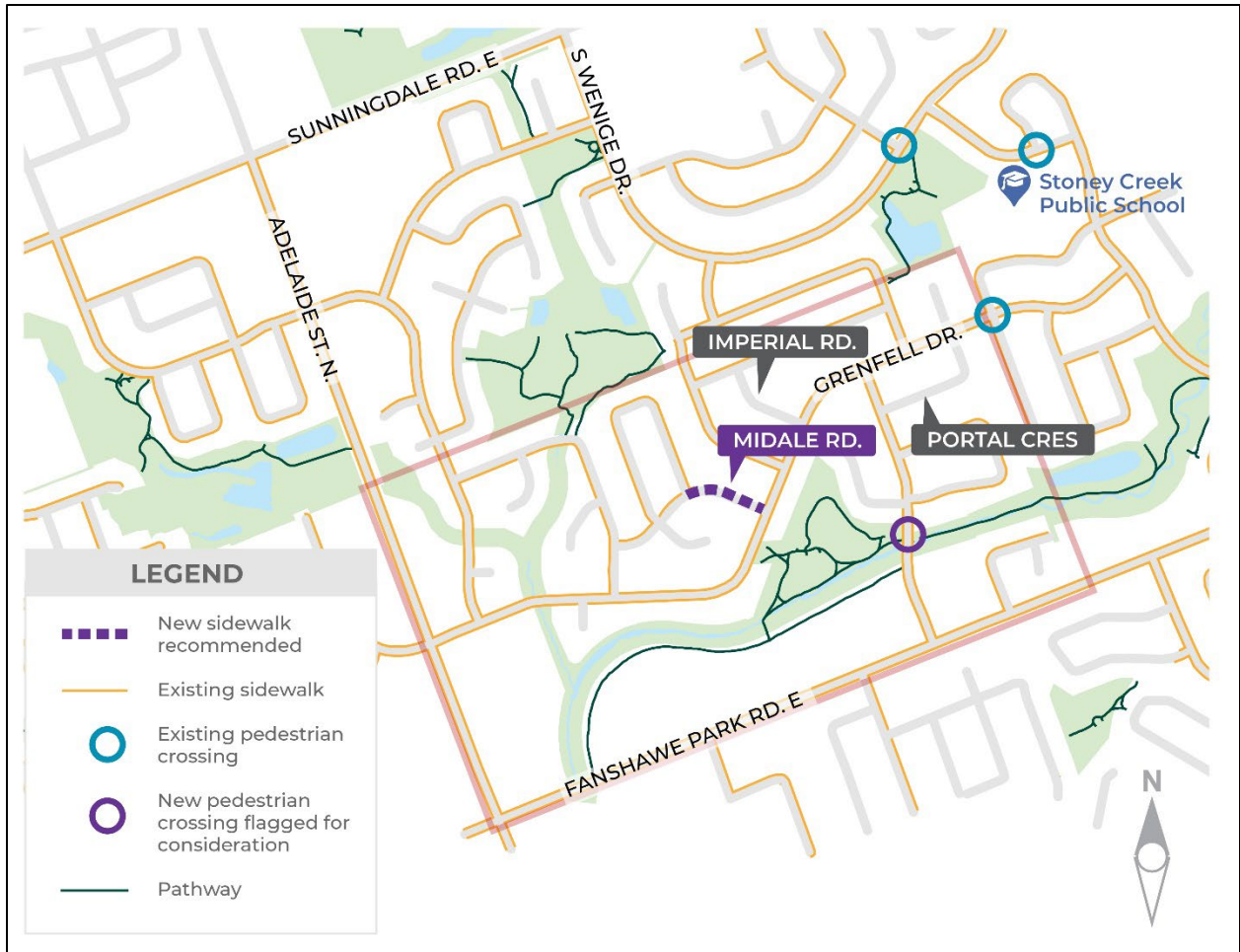


Figure 2: Glenfell Recommended Neighbourhood Connectivity Plan Map

Table 2: Glenfell Neighbourhood Connectivity Plan Recommendations

Street	Timing	Location	Program*
Sidewalk recommended on one side of the street:			
Midale	1-2yrs	Midale Crescent to Grenfell Drive	NSP
New pedestrian crossing to be considered:			
Trossacks Avenue	Monitor	crossing at the Stoney Creek Trail	RSS
Other recommendations:			
Engage with the Thames Valley District School Board to potentially extend dead end pathway in Wenige Park to Stoney Creek Public School.			
Consider options for “No U-Turn” or other signage on Nicole Avenue to encourage parents to use the robust “Kiss-n-drop” facility on school property zones rather than u-turns from the school bus bay or using private drives.			

* Sidewalks and pedestrian supportive infrastructure are constructed under various programs:

- ILRP – Infrastructure Renewal Program
- LRRP – Local Road Reconstruction Program
- NSP – New Sidewalk Program
- RSS – Road Safety Strategy

Conclusion

The recommended Neighbourhood Connectivity Plan for Grenfell was informed by feedback collected through community engagement, available technical information, input from local agencies and partners and London Plan policy. Subject to Council approval, the Grenfell NCP will establish the streets where new sidewalk infrastructure will be built when the time comes for infrastructure renewal.

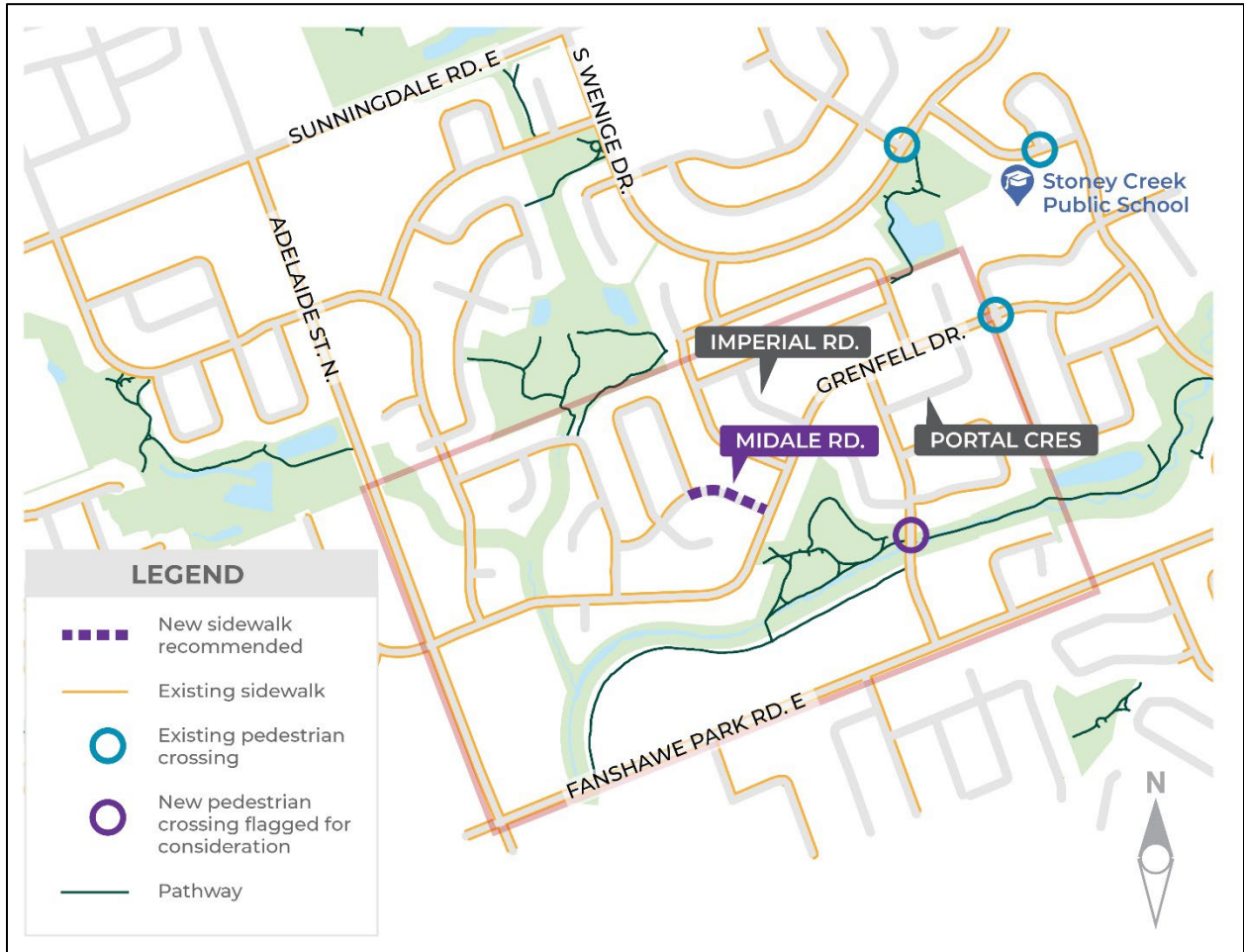
Prepared and Submitted by: **Jennie Dann, P.Eng., Director, Construction and Infrastructure Services**

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

Attachments: Appendix A: Grenfell Recommended Neighbourhood Connectivity Plan Map

cc. Paul Choma Construction Administration Engineer
Daniel Hall Program Manager, Active Transportation
Shane Maguire Division Manager, Traffic Engineering
Karl Grabowski Manager, Manager, Transportation Design
Sarah Grady Traffic and Transportation Engineer
Kyle Chambers Division Manager, Sewer Engineering
Melanie Stone Accessibility and Inclusion Advisor

Appendix A: Grenfell Recommended Neighbourhood Connectivity Plan Map



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: Whitehills Neighbourhood Connectivity Plan
Public Participation Meeting

Date: January 31, 2023

Recommendation

That on the recommendation of the Deputy City Manager, Environment and Infrastructure the Neighbourhood Connectivity Plan for Whitehills **BE APPROVED** to inform the annual Renew London Construction Program.

Executive Summary

Neighbourhood Connectivity Plans (NCP) establish a guide for the installation of new sidewalks in legacy areas of the City with limited sidewalk connectivity. Staff have developed a community engagement strategy to guide communities in thinking holistically about pedestrian connectivity in their neighbourhood.

This report provides a summary of NCP engagement completed for the Whitehills community and recommends an NCP to provide a blueprint for where to add sidewalk infrastructure when the time comes to reconstruct a given neighbourhood street.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – September 25, 2018 – Byron South Neighbourhood Sidewalk Connectivity Plan
- Civic Works Committee – February 9, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects
- Civic Works Committee – March 15, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects – Special meeting to hear public delegations
- Civic Works Committee – November 23, 2021 – New Sidewalks in Established Neighbourhoods.

1.2 Background

The south leg of Edgehill Crescent and Edgehill Road were initially scheduled for reconstruction in 2022. In November 2021, staff recommended deferring these projects to 2023 to allow time for community dialogue around neighbourhood connection and the Whitehills community was identified as one of the first neighbourhoods to undertake NCP engagement.

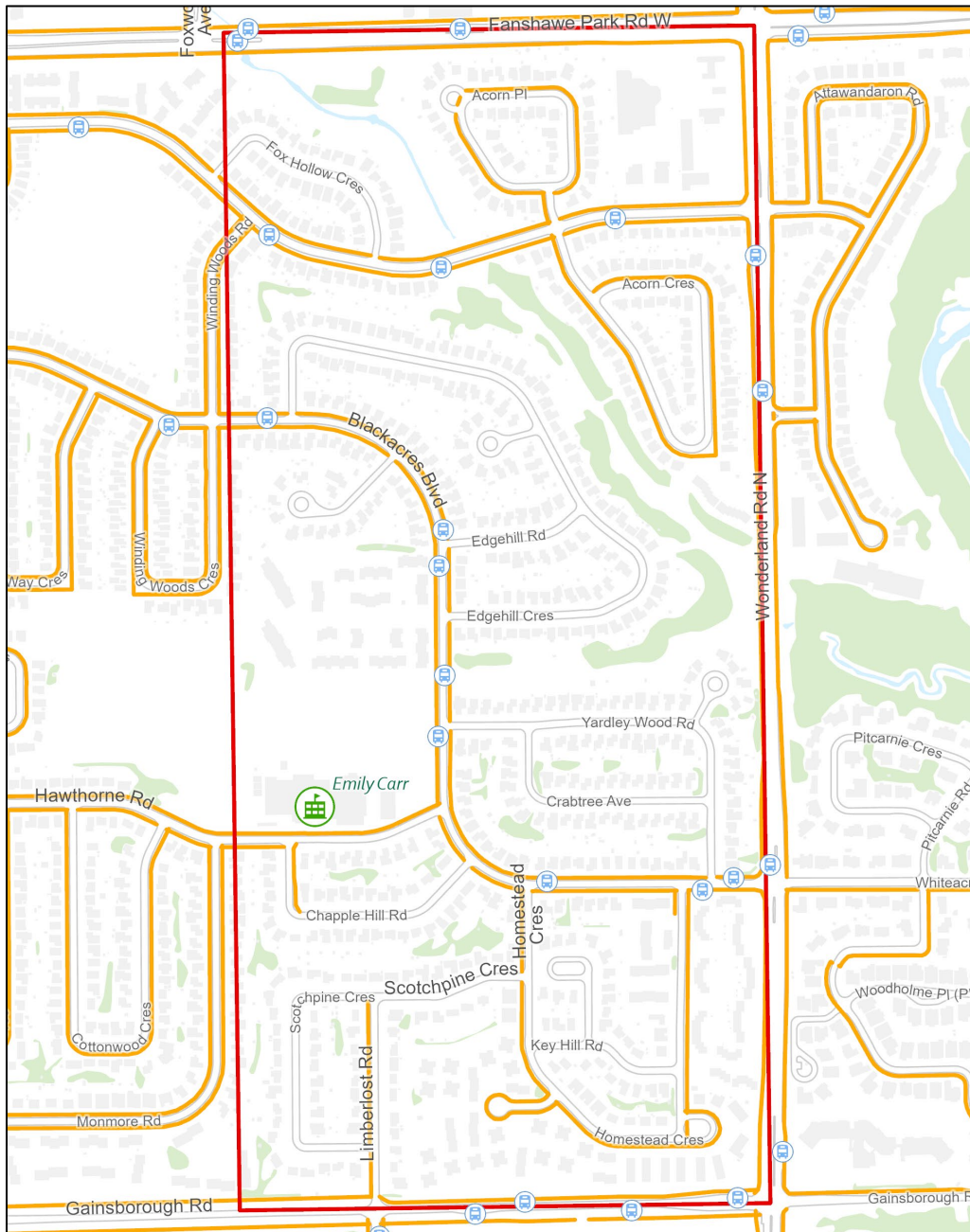


Figure 1 - Whitehills Neighbourhood Connectivity Plan Review Area

1.3 The Whitehills Neighbourhood

The Whitehills neighbourhood was constructed from approximately 1964 to 1981 and the road structure is reflective of the design principles common in that era. The uptake in personal vehicle ownership at the time had a huge influence on the way neighbourhoods were designed. In areas like Whitehills, you'll notice far fewer sidewalks, more meandering streets and wider roads.

The neighbourhood is made up of long winding crescents and deadend courts with little regard for pedestrian connection. The only streets with existing sidewalks are Blackacres Boulevard as the collector spine of the neighbourhood and those streets that

have already been rebuilt through an infrastructure renewal project.

Residents: More than 2,500 residents live within the boundary area identified for the Whitehills NCP and most people live in homes. There are 1,057 households of which 96.1% are houses and 3.9% are apartments or other forms of housing.

Schools: Elementary schools in the area include Emily Carr Public School and St. Marguerite d'Youville Catholic Elementary. Sir Frederick Banting Secondary School is nearby to the south.

Businesses: There are significant business areas nearby at Sherwood Forest Mall to the south and the Sunningdale Village Plaza to the north at Fanshawe Park Road and Wonderland Road North.

Parks: A popular pedestrian amenity within the Whitehills neighbourhood is the South Foxhollow Ravine with connections to Lawson Park and the Medway Valley trail systems. Just outside of the NCP boundary are Jaycee Park and Northwest Optimist Park adjacent to Emily Carr Public School.

Streetlighting: Most streets are lit, with a few exceptions in the neighbourhood's southeast corner for Homestead Crescent, Key Hill Road and Place and Limberlost Road.

Traffic: Blackacres Boulevard sees the highest traffic volumes in the community with over 4000 vehicles per day (vpd) with Aldersbrook Road the next busiest street at 3000 vpd. Limberlost, Scotchpine and Homestead Crescent all have approximately 1000 vpd. The remaining streets in the neighbourhood all have 500 or less vpd.

Transit: For the White Hills area, Route 9 operates along Gainsborough, Blackacres and Wonderland

2.0 Discussion and Considerations

2.1 Whitehills NCP Engagement

NCP engagement for Whitehills offered a variety of options for residents to provide feedback over the month of June 2022.

Project Website: Residents were able to visit a project website for the neighbourhood (getinvolved.london.ca/whitehills) to submit comments, answer survey questions or use a community map tool to provide input. The website also contained detailed information about the rationale, process and timelines for developing a Neighbourhood Connectivity Plan.

Virtual Webinar: The City hosted a virtual community meeting on June 13, 2022 via Zoom webinar, to outline the process for developing a Neighbourhood Connectivity Plan and how to contribute feedback followed by a Q&A session. The recorded presentation was then posted to the NCP website.

Drop-In Community Consultation: City staff hosted public drop-in session on Tuesday, June 21 at the Sherwood Library for residents who wanted to drop in and provide feedback in person. There were hard copies of the online survey for those that prefer to submit a handwritten response.

The project team designed specific questions to solicit feedback to help define each neighbourhood's priorities around accessibility, connectivity and pedestrian infrastructure. Whether people were using the map or survey tools on the website or answering a paper survey in person at a pop-up consultation, the questions were the same. Residents were also welcomed to provide their own personal commentary about sidewalks and whether they should be considered within the neighbourhood.

Table 1 provides a summary of the various forms of feedback received through the community engagement for Whitehills.

Table 1: Summary of Whitehills Community Feedback

Total Get Involved website visits	299
Submitted a comment on the website	17
Filled out a survey on the website	35
Submitted pins on the map on the website	19
Approximate # of people who attended pop-up consultation	50-60
# of paper surveys received at pop-up consultation	11
# of unique viewers who attended webinar	12
# of resident signatures on petition regarding Edgehill Crescent sidewalk	103

Many residents provided helpful, neighbourhood-level feedback based on the specific questions asked. As well, others provided more personal commentary about why a sidewalk should not be considered for their own specific street. This type of feedback came to us via in phone calls to the project team lead, as a “general comment” on the website, in person to staff at the pop-up consultations and in the case of White Hills, an organized group of residents attended the pop-up consultation at Sherwood Library and also prepared a petition signed by residents of Edgehill Crescent.

What we heard

Among the common themes in terms of what people consider important destinations, the schools, parks, trails and area businesses are definitely top priorities. As well, a lot of people identified Blackacres Boulevard and Hawthorne Road as areas where they like walking and where they notice lots of pedestrians.

In general, the top rationales provided for why sidewalks should not be considered in a given area or on a given street, consisted of the following:

- Residents felt that there was not enough foot or car traffic on the street to warrant the addition of sidewalks, and expressed that walking on the road was acceptable and safe for themselves and their neighbours
- Many residents indicated they were concerned about potential loss of trees
- Impacts to landscaping and driveways were key concerns
- Some residents expressed concern about sidewalks not being adequately maintained during the winter, believing it is hazardous to walk on a sidewalk than to walk on the road

Staff did speak to a handful of people who voiced their support for more sidewalks being added. Some residents highlighted the need for more sidewalks in their area overall, while simultaneously stating that sidewalks should not be considered for their street in particular.

Residents from Edgehill Crescent provided feedback in the form of a petition. There are 93 homes on Edgehill Crescent. The petition was signed by 103 residents with only one indicating a preference for adding a sidewalk. One resident offered their support for a sidewalk on Edgehill Crescent through a direct email to staff while another requested a sidewalk for this street via website feedback.

Traffic Calming: Additional traffic calming was installed in the Whitehills community in 2022. In addition to existing traffic calming measures on Blackacres Boulevard south of Edgehill Crescent, speed cushions were added on:

- Aldersbrook Road between Aldersbrook Gate and Wonderland Road North;
- Hawthorne Road at Emily Carr Public School; and
- Blackacres Boulevard east of Winding Woods Crescent.

The Traffic Calming Program is currently focussed on proactively treating school zones to encourage active and safe travel to school and address recurring concerns. For sections of streets outside of school zones, residents may submit a request to be considered for traffic calming measures following the Council Approved Traffic Calming Policy. Speed cushions were implemented on Hawthorne Road to support the school zone and on Aldersbrook Road and Blackacres Boulevard based on neighbourhood petitions.

2.2 Recommended Whitehills NCP

A cross-functional working group was assembled to review input gathered through the NCP engagement process drawing upon expertise from Construction Administration, Transportation Planning & Design, the City's Active Transportation Manager, Communications, and the ARAO Office. The working group considered the distinct characteristics of each neighbourhood to identify gaps in connectivity that warrant new sidewalks. The group also reviewed other infrastructure options to aid in safe, active mobility and respond to things heard from the community – such as pedestrian crossings, pathway extensions or four-way stops.

The recommended infrastructure to improve connectivity for the Whitehills neighbourhood is summarized below, listed in Table 2 and illustrated in Figure 3 (Appendix A).

Sidewalk Recommendations: The Whitehills area is not structured in a way that supports a pedestrian grid pattern so the working group focused on pedestrian destinations, desire lines and community feedback while also considering examples from the other two trial NCP communities to maintain a consistent approach in identifying locations where sidewalks can provide the most benefit.

With a few exceptions, feedback from residents on Edgehill Crescent was not supportive of a new sidewalk. The rationale provided was consistent with common themes concerning impacts to trees, landscaping, driveways, and the general feeling that traffic and pedestrian volumes do not warrant the need for a new sidewalk. Staff did receive two requests to include a sidewalk. Edgehill Crescent was noted by many residents as a desirable street for walking. It is 885m long, serves over 90 homes and offers direct connection to the South Foxhollow Ravine pathway. For these reasons, and consistent with recommendations in other neighbourhoods, a sidewalk was initially recommended by the working group to support an inclusive and accessible street for future generations.

Figure 2 shows an example of a curb-face sidewalk. While not suitable in all cases, building the sidewalk into the paved road width with no grass boulevard can sometimes help mitigate impacts to trees, driveways and landscaping. The trade-off of this design option is the loss of on-street parking on one side of the road to support winter maintenance and emergency services access. Edgehill Crescent South and Edgehill Road are scheduled for reconstruction in 2023 and as such the design has advanced to a point that staff could assess potential sidewalk options. In the case of Edgehill Crescent, staff have confirmed that even with a curbface design, the impacts to driveways, parking would be significant to the point of affecting the functionality of this neighbourhood street. There would also be considerable tree impacts.

The need remains to support pedestrian connection to the South Foxhollow Ravine access off Edgehill Crescent. As an alternative, a curbface sidewalk is recommended on Edgehill Road combined with a short sidewalk connection on the west side of Edgehill Crescent. This would provide more direct connection for pedestrians not comfortable walking on the road to access the ravine trail.



Figure 2: Example Curb-face Sidewalk Installation – Before and After

A sidewalk is recommended on one side of Scotchpine Crescent from the Chappie Hill Walkway to Homestead Crescent. This section of Scotchpine Crescent represents a gap in pedestrian connection from Northwest Optimist Park and the Chappie Hill walkway to the southeastern areas of neighbourhood and commercial areas beyond. This connection would also support pedestrian access to Sir Frederick Banting Secondary School. The continuation of Scotchpine Crescent to the south is a short street with no other pedestrian connection and so the sidewalk is not recommended to continue around the rest of the crescent

Yardley Wood Road and Yardley Wood Place provide direct connection to the South Fox Hollow Ravine pathway. The length of Yardley Wood Road is also consistent with other longer crescents where Mobility Policy 349 has been applied. Both these streets were reconstructed in 2004 will not be due for additional lifecycle renewal for some time. However, the NCP still recommends ultimately implementing a sidewalk either through the New Sidewalk Program or through a longer-term future construction project.

A total of four crescents, two roads and three courts have been recommended for exemption from Mobility Policy 349 and as such would be reconstructed with no sidewalk when the time comes for infrastructure renewal. Sidewalks will be reconstructed on streets where they currently exist.

Pedestrian Crossing Recommendations: NCP engagement received community feedback related to the high volumes of pedestrian crossings where the South Foxhollow ravine meets Aldersbrook Road and at Winding Woods Crescent. As traffic calming measures have recently been installed in these locations, staff will monitor conditions to further consider the need for a pedestrian crossing to improve connectivity.

A new pedestrian crossing will also be considered where Edgehill Road meets Blackacres Boulevard if warranted to support the new sidewalk recommendation for Edgehill Road.

Pedestrian Signal at Foxhollow Avenue and Fanshawe Park Road West: A recent traffic study of Foxwood Avenue at Fanshawe Park Road West determined that the intersection does not meet the traffic signal warrants for either volume, delay or collisions. While the study also fell short of the 100 pedestrian crossings needed to warrant a pedestrian signal, direct connection of the South Foxhollow Ravine pathway across Fanshawe Park Road would greatly improve connectivity for active mobility in the area. Staff will review options to advance a pedestrian signal at this location.

2.3 Street level engagement

The NCP recommendations provided in this report are based on feedback gathered through Stage 1 Neighbourhood Consultation. For those streets where a sidewalk has been recommended. Residents who live on the street will have another opportunity to provide feedback on options to help refine the sidewalk design prior to construction. Stage 2 Street-level Engagement will consider factors such as trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting to develop a design that mitigates some of the impacts of adding a new sidewalk.

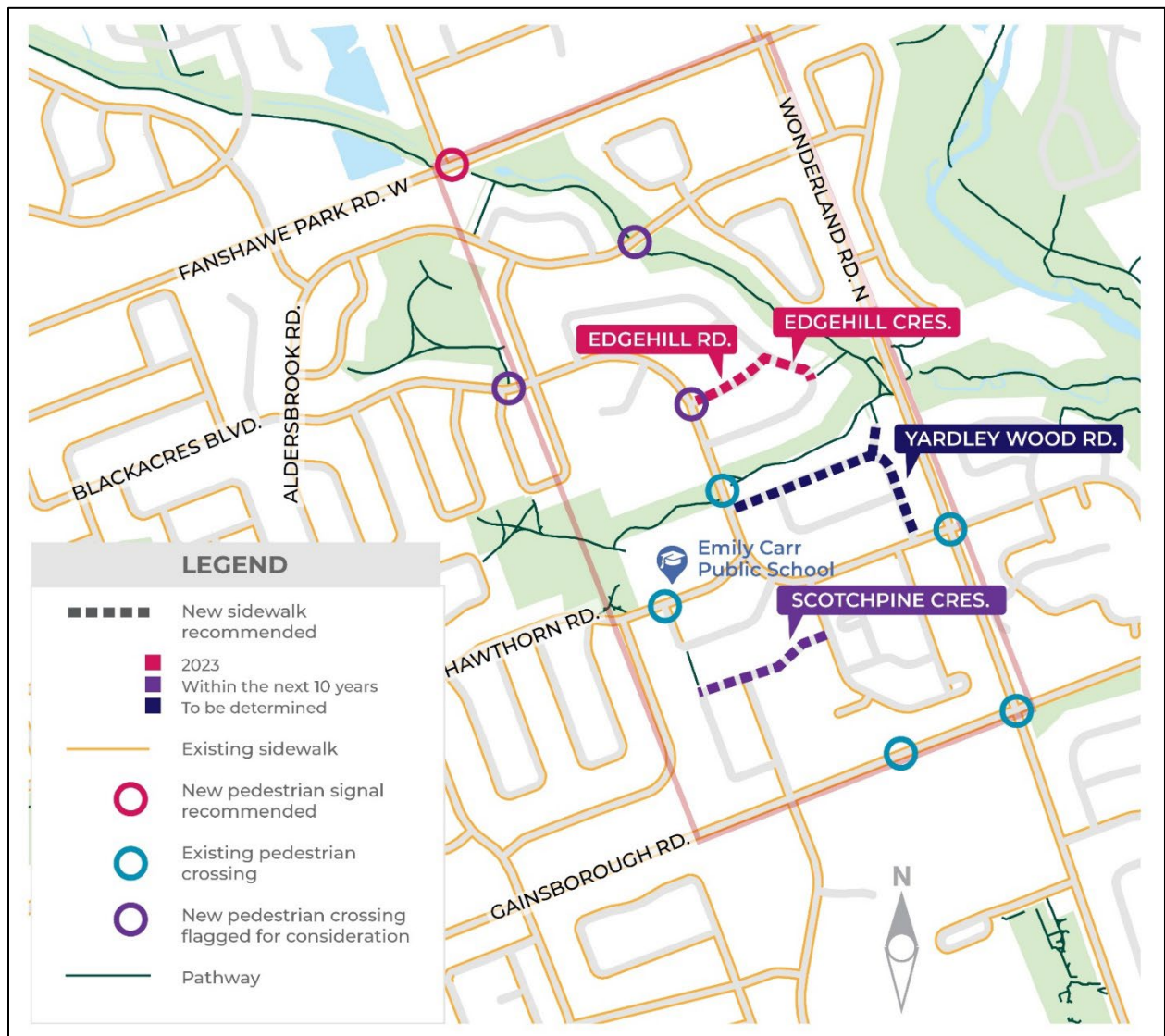


Figure 3: Whitehills Recommended Neighbourhood Connectivity Plan Map

Table 2: Whitehills Neighbourhood Connectivity Plan Recommendations

Street	Timing	Location	Program*
Sidewalk recommended on one side of the street:			
Edgehill Road	2023	Blackacres Crescent to Edgehill Crescent	LRRP
Edgehill Crescent	2023	Edgehill Road to Trail Connection	LRRP
Scotchpine Crescent	5-10yrs	Chappie Hill Walkway to Homestead Crescent	TBD
Yardley Wood Road	TBD	Full street length – Blackacres to Blackacres	NSP
Yardley Wood Place	TBD	Yardley Wood Road to Medway Valley Path	NSP
New pedestrian crossing to be considered:			
Blackacres Boulevard	Monitor	Crossing at Snake Creek multi-use trail	RSS
Blackacres Boulevard	Monitor	Crossing at Winding Woods Crescent W.	RSS
Blackacres Boulevard	Monitor	Crossing at Edghill Road	RSS
New pedestrian signal recommended:			
Fanshawe Park Road	1-3yrs	New pedestrian signal at Foxwood Avenue	RSS

* Sidewalks and pedestrian supportive infrastructure are constructed under various programs:

- IRLP – Infrastructure Lifecycle Renewal Program
- LRRP – Local Road Reconstruction Program
- NSP – New Sidewalk Program
- RSS – Road Safety Strategy
- TBD – Program/Timeline is To Be Determined

Conclusion

The recommended Neighbourhood Connectivity Plan for Whitehills was informed by feedback collected through community engagement, available technical information, input from local agencies and partners and London Plan policy. Subject to Council approval, the Whitehills NCP will establish the streets where new sidewalk infrastructure will be built when the time comes for infrastructure renewal.

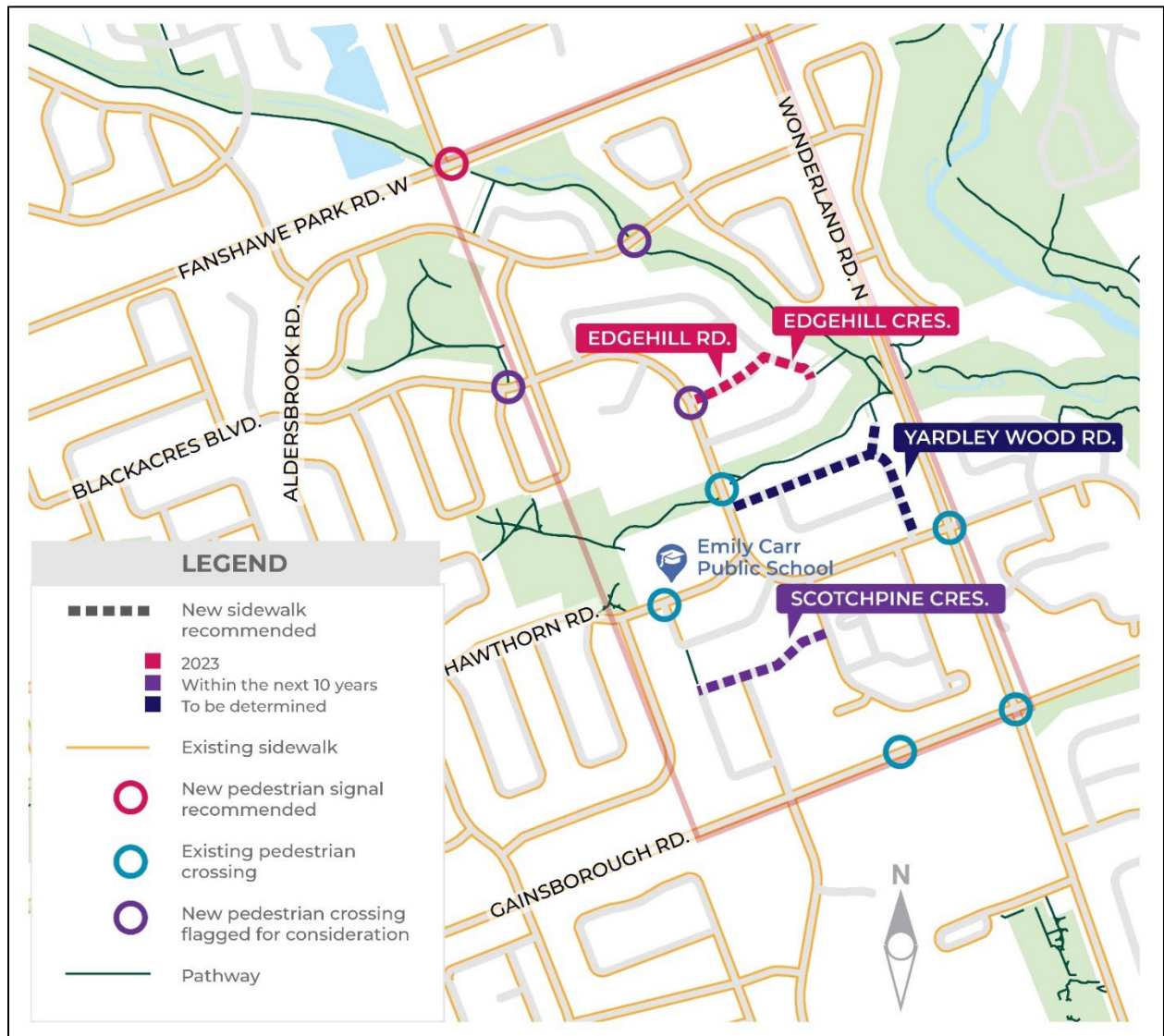
Prepared and Submitted by: **Jennie Dann, P.Eng., Director, Construction and Infrastructure Services**

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

Attachments: Appendix A: Whitehills Recommended Neighbourhood Connectivity Plan Map

cc. Paul Choma Construction Administration Engineer
 Daniel Hall Program Manager, Active Transportation
 Shane Maguire Division Manager, Traffic Engineering
 Karl Grabowski Manager, Manager, Transportation Design
 Sarah Grady Traffic and Transportation Engineer
 Melanie Stone Accessibility and Inclusion Advisor

Appendix A: Map of Connectivity Measures Recommended for Whitehills



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: New Sidewalk Project List 2023
Date: January 31, 2023

Recommendation

That, on the recommendation of the Managing Director, Environmental and Infrastructure the following report **BE RECEIVED** for information.

Executive Summary

New sidewalks are to be installed as part of road reconstruction projects in accordance with London Plan policy that sidewalks be included on both sides of most streets.

In advance of the 2023 Renew London Construction Program, this report provides a preview of the City of London streets planned for construction in 2023 and notes which projects will incorporate a new sidewalk as a result of the policy.

This serves as a companion report to the Civic Works Committee report titled Neighbourhood Connection Plan Engagement Strategy, January 10, 2023.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – September 25, 2018 – Byron South Neighbourhood Sidewalk Connectivity Plan
- Civic Works Committee – February 9, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects
- Civic Works Committee – March 15, 2021 – New Sidewalks in 2021 Infrastructure Reconstruction Projects – Special meeting to hear public delegations
- Civic Works Committee – November 23, 2021 – New Sidewalks in Established Neighbourhoods
- Civic Works Committee – November 23, 2021 – New Sidewalks Project List 2022

1.2 Context

This report serves as a companion report to the Neighbourhood Connectivity Plan (NCP) Engagement Strategy report presented on the January 10, 2023 Civic Works Committee agenda.

Mobility Policy 349 section of the London Plan City Building Policies recognizes that active mobility plays a positive role in improving quality of life. The policy specifically speaks to supporting walkability through the inclusion of sidewalks in street design as part of a balanced mobility system. The City builds new sidewalks based on Mobility Policy 349 under four distinct annual capital programs.

- Local Road Reconstruction Program (LRRP)
- Infrastructure Lifecycle Renewal Program (ILRP)
- New Sidewalk Program (NSP)
- Transportation and Cycling Projects

The purpose of this report is to provide a summary of City streets planned for construction as part the 2023 Renew London Construction Program that trigger the installation of a new sidewalk under Mobility Policy 349.

2.0 Discussion and Considerations

In accordance with the London Plan policy, sidewalks are to be included on both sides of most streets as part of road and underground infrastructure reconstruction projects. In the case of established neighbourhoods, installing a retrofit sidewalk on one side accomplishes the goal improving pedestrian connection and equitable mobility while mitigating impacts to the overall streetscape.

This retrofit approach does not apply to new developments where current standards for draft plans of subdivision provide strong neighbourhood connection and natural walkability. Streets within new subdivisions that do not meet the exemptions noted in Policy 349 will have sidewalks constructed on both sides.

Table 1 summarizes list of road reconstruction projects planned for 2023, highlighting specific projects that trigger Mobility Policy 349 and recommendations for how they should proceed.

2.1 Local Road Reconstruction Projects in 2023

Local Road Reconstruction Projects (LRRP) involve reconstructing neighbourhood streets with poor pavement conditions. The 2023 LRRP program will reconstruct 24 streets, most of which have existing sidewalks or meet the exemptions noted in the London Plan. Sidewalks will be reconstructed on streets where they currently exist. Additional context is provided below for the four 2023 LRRP projects where a new sidewalk is planned.

Edge Hill Crescent & Edge Hill Road: These streets were originally planned for construction in 2022 but were deferred to provide an opportunity to trial the Neighbourhood Connectivity Plan engagement strategy in the Whitehills neighbourhood. Subject to approval of the Whitehills NCP, included on this January 31, 2023 Civic Works agenda, a sidewalk is recommended for one side of Edgehill Road with a short sidewalk connection on the west side of Edgehill Crescent connecting pedestrians to the South Foxhollow Ravine trail. See the Whitehills NCP recommendation report for more details.

Windermere Road: This project was added to the Local Road Reconstruction Program following feedback from the community requesting improved road conditions, including improved connections due to proximity to parks, trails and the University. A sidewalk is proposed on the north side of Windermere from Corley Drive to just east of the existing culvert improving pedestrian connection while avoiding property, grading and drainage challenges.

Blakie Road and Enterprise Drive: These infrastructure renewal projects fall within industrial subdivisions. Installation of sidewalks is recommended for both streets where feasible to support mobility options in employment areas. The design team will also review opportunities for cycling infrastructure.

The following image shows an LRRP project from 2020. A new sidewalk was installed on one side of the street. In this case, trees on the west side had to be removed due to the installation of watermain, and so the sidewalk was built behind the curb on the same alignment, minimizing further impacts to the street.



Figure 1: Photo of a completed Local Road Reconstruction Program with a new sidewalk

Table 1: 2023 Sidewalk Project List

2023 Infrastructure Projects Introducing New Sidewalks						
Project Description	Ward	Street	From	To	Length (m)	Design
2023 Local Road Reconstruction Projects (LRRP)						
LRRP Contract #1	7	Edgehill Road	Blackacres Boulevard	Edgehill Road	170	Construct new sidewalk on one side
LRRP, Contract #2	14	Enterprise Drive	Pond Mills Road	End of Street	892	Construct new sidewalk on <u>both</u> sides
LRRP, Contract #3	7	Windermere Road	Corley Drive	Ryersie Road	500	Construct new sidewalk on one side
Blakie Road (Road Extension)	14	Blakie Road	Meadowbrook Drive	Breck Avenue	800	Construct new sidewalk on <u>both</u> sides
2023 Infrastructure Lifecycle Renewal Projects (ILRP)						
Elworthy Avenue	11	Elworthy Avenue	Edward Street	Base Line Road East	295	Construct new sidewalk on one side
Paardeberg Infrastructure Renewal Projects	4	Paardeberg Crescent	Rhine Avenue	Rhine Avenue	390	Construct new sidewalk on one side
	4	Flanders Row	Wistow Street	Paardeberg Crescent	360	
	4	Rhine Avenue	Flanders Row	Wistow Street	360	
2023 New Sidewalk Program Projects (NSP)						
New Sidewalk Program	1	Cleveland Avenue	Burlington Street	Cairn Street	135	Construct new sidewalk on one side
	12	Eden Avenue	Nixon Avenue	Eastern Limit	720	
	6	Regent Street	William Street	Adelaide Street	230	
	4	Ashland Avenue	CN tracks	Wilton Avenue	110	
	8	Royal York Road	Queen Mary Crescent	Hyde Park Road	70	
	11	Base Line Road	West Street	Beachwood Avenue	330	
	3	Vesta Rd	Fuller St	Hillcrest Ave	265	
	3	Hillcrest Avenue	Regal Drive	Highbury Avenue N	570	
	6	Regent Street	Wellington Street	Adelaide Street N.	850	Construct sidewalk gaps for both sides
2023 Transportation and Cycling Projects						
Bradley Avenue Extension	12	Bradley Avenue	Wharncliffe Road South	White Oak Road	1480	Construct new sidewalk on <u>both</u> sides
Dingman Drive	12 14	Dingman Drive	150m West of Wellington Road	Highway 401	1600	Construct new multi-use path on <u>both</u> sides
White Oak Road & Exeter Road Intersection	12	White Oak Road	Exeter Road	400m South of Exeter Road	400	Construct new sidewalks from intersection to south of Exeter Road to Blakie_
Summary of Additional 2023 Infrastructure Projects not introducing new sidewalks						
Local Road Reconstruction Projects	20 additional streets over three LRRP Contracts			Total Length: 6,220 m	Reconstruct Existing Sidewalks	
Infrastructure Renewal Projects	14 sewer and water driven projects			Total Length: 3,750m	Reconstruct Existing Sidewalks	
Transportation Projects	5 arterial road and cycling projects			Total Length: 7,315m	Reconstruct Existing Sidewalks	

2.2 Infrastructure Lifecycle Renewal Projects in 2023

The 2023 ILRP list includes 18 streets, four of which do not have existing sidewalk infrastructure and will trigger Policy 349. The timing of ILRP projects is typically driven by overarching lifecycle renewal needs related to aging underground infrastructure and is strategically linked to other planned projects, making scheduling less flexible. Additional context is provided below for the 2023 ILRP projects where a new sidewalk is planned.

Elworthy Avenue: Located the central neighbourhood of Old South, this street is an exception in an area where the streets form a traditional grid pattern with sidewalks on both sides of most streets. Elworthy Avenue connects to Baseline Road at its west end providing connection to commercial areas near Wharncliffe Road. The project will review opportunities to include a sidewalk on one side of the street, noting that grading may present an issue.

Flanders Area: Infrastructure renewal projects are planned for Flanders Row, Paardeberg Crescent and Rhine Avenue. This small corner within the Carling Planning District has no sidewalks, compared to the balance of the district which is predominantly a grid pattern with double sidewalks. Given the small size of the subject area, detailed design for these projects progressed in 2022 with regard for the principles being applied to the concurrent NCP trials. A sidewalk has been recommended for one side of these three streets.

2.3 Transportation and Cycling Projects in 2023

The 2023 transportation projects include eight streets, three of which do not have existing sidewalk infrastructure and will trigger Policy 349. Dingman Drive, Bradley Avenue and White Oak Road projects will improve or extend major south London roads and will provide complete corridors to support active transportation. These roads serve a mix of industrial, commercial and future residential uses and will be constructed with sidewalks on both sides in keeping with London Plan policy. Bradley Avenue Extension will construct sidewalks on both sides from Wharncliffe Road South to White Oak Road. The Dingman Drive project will add a new Multi-Use Path (MUP) on both sides plus 170m of new sidewalk on Wellington Road.

2.4 New Sidewalk Program in 2023

The New Sidewalk Program receives resident requests for new sidewalks and prioritizes based on exposure to traffic, distance to schools and transit, and access to trip generators such as community amenities, shopping centres, and higher density housing. The current list includes 160 requested streets.

The New Sidewalk Program list for 2023 currently includes eight streets where a sidewalk has been requested. Staff are actively designing these projects and working toward implementing them this year.

Going forward, the New Sidewalk Program will have the added opportunity to create noticeable improvement in a given area by working in tandem with other planned infrastructure projects within a neighbourhood once an NCP is established.

2.5 Public Engagement for 2023 Capital Projects

Residents are informed of upcoming Renew London projects through three standard letter notifications:

1. Notice of Land Surveying Activities (spring of the year before construction start)
2. Project/Pre-construction Notice (sent approx. 3 - 6 months ahead of construction)
3. Construction notice (sent approximately 2 weeks ahead of construction)

Where a new sidewalk is proposed, in most cases an additional engagement point will be introduced to provide those who live on the street an opportunity to provide feedback on the proposed sidewalk options in order to help refine the designs to add the sidewalk in a way that makes the most sense for the street.

This street-level engagement will consider factors such as trees and vegetation, existing driveways, on-street parking, emergency vehicle access, winter road maintenance and streetlighting to educate and engage residents the various design options available. Staff will strive to develop a design that mitigates some of the impacts of adding a new sidewalk noting that regardless, adding a new sidewalk in a neighbourhood will always have some impacts.

Conclusion

New sidewalks are to be installed as part of road reconstruction projects in accordance with London Plan policy that sidewalks be included on both sides of most streets. There are four different Renew London programs under which new sidewalks can be installed in established neighbourhoods. This report provided a summary of road reconstruction projects planned for 2023, highlighting those projects that will result in building a new sidewalk on an established street.

Prepared by:

**Ugo DeCandido, P.Eng., Division Manager,
Construction Administration**

Submitted by:

**Jennie Dann, P.Eng., Director, Construction
and Infrastructure Services**

Recommended by:

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

cc.	Paul Choma	Construction Administration Engineer
	Daniel Hall	Program Manager, Active Transportation
	Shane Maguire	Division Manager, Traffic Engineering
	Karl Grabowski	Manager, Manager, Transportation Design
	Sarah Grady	Traffic and Transportation Engineer
	Kyle Chambers	Division Manager, Sewer Engineering
	Melanie Stone	Accessibility and Inclusion Advisor

At its Jan. 12, 2023 meeting, the Accessibility Community Advisory Committee passed a motion authorizing its chair to pen a response on its behalf to the Neighbourhood Connectivity Plan Update, for submission to the Civic Works Committee. The committee took this action as it would not be able to reconvene to endorse a letter in advance of CWC's next meeting. The letter is as follows:

The Accessibility Community Advisory Committee would like to lend its support to the proposed Neighbourhood Connectivity Plan approach as it pertains to the 2023 Renew London Construction Program – with a few caveats.

We appreciate the desire to integrate the broader community into discussions and to take a broad-spectrum look at neighbourhoods as a whole. However, we would like to ensure that the burden of responsibility for all parties adheres to both the letter and the spirit of the Diversity and Inclusion Policy for the City of London, wherein “The Corporation of the City of London commits to... removing system barriers to accessibility and access as experienced by our community by listening and responding to the voices of those who are marginalised.”

We stand by our statement, which was submitted to CWC in March 2021, wherein we stated, “There is room for compromise. We don't need a sidewalk on both sides of every street. Some areas just don't make sense. But our stance is that unless there is a reason that puts people at significant critical risk for danger (e.g., adding a sidewalk would compromise the integrity of an area, resulting in residual damage), the expectation should be for universal accessibility.”

We would ask that council as a whole and staff in its engagements ensure that we are looking at any sidewalk request through the lens of anti-ableism and work to both remove existing unintentional and prevent the maintenance or creation of intentional barriers to access.

We would ask that, when referring to destinations, that participants realize that it's not just about getting through a community, but rather those communities – and the homes that line these streets – are destinations in and of themselves. By perpetuating barriers through the lack of sidewalk support, these homes no longer become an option for people with disabilities (or other members of the community, like seniors, who require adaptive technologies and basic infrastructure) to purchase.

We believe strongly that London should be a community wherein equitable access to all parts of our community are maintained. Just as we work to minimize the impact of historical barriers to BIPOC, LGBTQ2S+, and other historically marginalized communities, so too do we ask that council and City staff view any discussion through the lens of ensuring that Ableism is not accepted.

We are quickly approaching 2025 and AODA mandates the province be fully accessible by that time. That includes the built environment. But beyond the legislation, our City's admirable commitment to diversity, equity, and inclusion must be the foundation upon which any decisions are made.

While exceptions to Active Mobility Policy 349 may, in limited cases, be warranted, we strongly encourage staff and council to ensure the burden of responsibility is on those arguing against accessibility and inclusion to prove the catastrophic consequences of including sidewalk access in their communities. It should no longer be the burden of people with disabilities to prove why they want to commute through a community or, more importantly, why they should want infrastructure support to live in those communities.

Thank you for your time and attention to this matter,

Jay Ménard
Chair
Accessibility Community Advisory Committee

January 23, 2023

To the members of CWC,

I am writing to request delegation status at an upcoming meeting to share my experiences and perspective on the continued failure of the London Transit Commission to organize and maintain a functional specialized transit system for disabled Londoners. For almost 2 decades, countless advocates have sounded the alarm that those dependent on Paratransit are being left behind, be it from:

- an archaic booking system that often requires countless daily phone calls to book rides;
- manufactured scarcity of booking slots due to underfunding and understaffing;
- excessive delays in arrival times and trip duration as a result of scheduling inefficiencies;
- unresponsive committees that ask for feedback but do little to resolve the identified problems.

The current strategic planning process is the latest opportunity for City Hall to finally fix our broken system. I think it is vitally important the committee hear from those most affected by the service to understand how legitimately dysfunctional the service is, and what we can do instead to get Londoners moving.

Thank you,



Jeff Preston, PhD
Associate Professor
Acting Chair, Disability Studies
King's University College @ Western University

Integrated Transportation Community Advisory Committee

Report

The 2nd Meeting of the Integrated Transportation Community Advisory Committee
January 18, 2023

Attendance PRESENT: T.Khan (Chair), R. Buchal, E. Eady, D. Foster, A. Husain, T. Kerr, V. Lubrano III, D. Luthra, M. Malekzadeh, A. Santiago, J. Vareka; K. Mason (Committee Clerk)

ABSENT: J. Collie, S. Leitch

ALSO PRESENT: J. Bos, J. Dann, D. Hall, J. Kostyniuk, D. MacRae, A. Miller, M. Morris, B. Westlake-Power, S. Wilson

The meeting was called to order at 3:01 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Neighbourhood Connectivity Plan Update

That it BE NOTED that the presentation, as appended to the Agenda, from J. Dann, Director of Construction and Infrastructure Services, with respect to a Neighbourhood Connectivity Plan Update, was received.

2.2 Connected and Automated Vehicle (CAV) Plan

That it BE NOTED that the presentation, as appended to the Agenda, from J. Kostyniuk, Traffic and Transportation Engineer, with respect to the Connected and Automated Vehicle Plan, was received.

3. Consent

3.1 1st Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 1st Report of the Integrated Transportation Community Advisory Committee, from the meeting held on December 21, 2022, was received.

3.2 Public Meeting Notice - Official Plan and Zoning By-Law Amendment - 600 Third Street

That it BE NOTED that the Public Meeting Notice, dated December 22, 2022, from A. Riley, Senior Planner, related to the Official Plan and Zoning By-Law Amendment for the property located at 600 Third Street, was received.

4. Sub-Committees and Working Groups

4.1 Request for a Study on Pedestrian and Cycling Infrastructure Based Upon Planning of New Subdivisions

That the matter of a potential study on pedestrian and cycling infrastructure related to planning new subdivisions, BE REFERRED to a future sub-committee meeting for additional discussion; it being noted that a verbal update from D. MacRae, Director, Transportation and Mobility Environment and Infrastructure, with respect to this matter was received.

4.2 Concerns Regarding Entrances and Exits of New Subdivisions

That it BE NOTED the verbal update from D. MacRae, Director, transportation and Mobility Environment and Infrastructure, with respect to the concerns regarding entrances and exits of new subdivisions, was received.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 4:38.