# Agenda Including Addeds
# Civic Works Committee

The 6th Meeting of the Civic Works Committee

April 12, 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**

# Integrated Transportation Community Advisory Committee Report

The 4th Meeting of the Integrated Transportation Community Advisory Committee
March 15, 2023

Attendance

PRESENT: T. Khan (Chair), R. Buchal, E. Eady, D. Foster, A. Husain, T. Kerr, S. Leitch, V. Lubrano, D. Luthra, M. Malekzadeh and J. Vareka and H. Lysynski (Acting Committee Clerk)

ABSENT: J. Collie and A. Santiago

ALSO PRESENT: J. Adema, J. Bunn, G. Dales, J. Dann, I. de Ceuster, E. Guil, D. MacRae, B. Westlake-Power, S. Wilson and P. Yanchuk

The meeting was called to order at 3:00 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 Street Width Policy Review

That it BE NOTED that the attached presentation, from I. de Ceuster, Planner I, with respect to the Street Width Policy Review, was received.

2.2 Oxford Street West Municipal Class Environmental Assessment

That it BE NOTED that the presentation, as appended to the Agenda, from P. Yanchuk, Transportation Design Engineer, E. Guil, Technologist II, K. Jim, CIMA+ and K. Barclay, CIMA+, with respect to the Oxford Street West Municipal Class Environmental Assessment, was received.

## 3. Consent

3.1 3rd Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 3rd Report of the Integrated Transportation Community Advisory Committee, from the meeting held on February 15, 2023, was received.

3.2 Southdale Road West and Colonel Talbot Road Roundabout - Follow-up to the Presentation at the November 16, 2022, ITCAC Meeting

That it BE NOTED that the communication dated March 3, 2023, from M. Morris, Transportation Design Engineer, with respect to follow-up to the presentation at the November 16, 2022 ITCAC meeting relating to the Southdale Road West and Colonel Talbot Roundabout, was received.

3.3 Public Meeting Notice - Zoning By-law Amendment - 455 Highbury Avenue North

That it BE NOTED that the Notice of Planning Application, dated March 1, 2023, from M. Hynes, Planner I, related to the Notice of Public Meeting for the property located at 455 Highbury Avenue North, was received.

## 4. Sub-Committees and Working Groups

4.1 (ADDED) Active Transportation Sub-Committee Update

That it BE NOTED that the Integrated Transportation Community Advisory Committee heard a verbal presentation from V. Lubrano III, with respect to an update on the Active Transportation Sub-Committee and his attendance at the March 8, 2023, Strategic Priorities and Policy Committee meeting.

4.2 (ADDED) Mobility Master Plan Sub-Committee Update

That it BE NOTED that the Integrated Transportation Community Advisory Committee received the attached presentation from R. Buchal, with respect to an update on the Mobility Master Plan Sub-Committee and his attendance at the March 8, 2023, Strategic Priorities and Policy Committee meeting.

## 5. Items for Discussion

None.

## 6. Adjournment

The meeting adjourned at 4:27 PM.

# Street Width Policy Review

OZ-9584 - Long Range Planning

ITCAC Meeting – March 15, 2023

# Project Overview

Key Objectives:

- Get away from unnecessary ZBAs – any deviation from a required street width in the ZBL currently requires a ZBA or MV
- Where alternate width is desirable, we should be able to apply criteria for exceptions without the need for an OPA/ZBA

# Project Overview

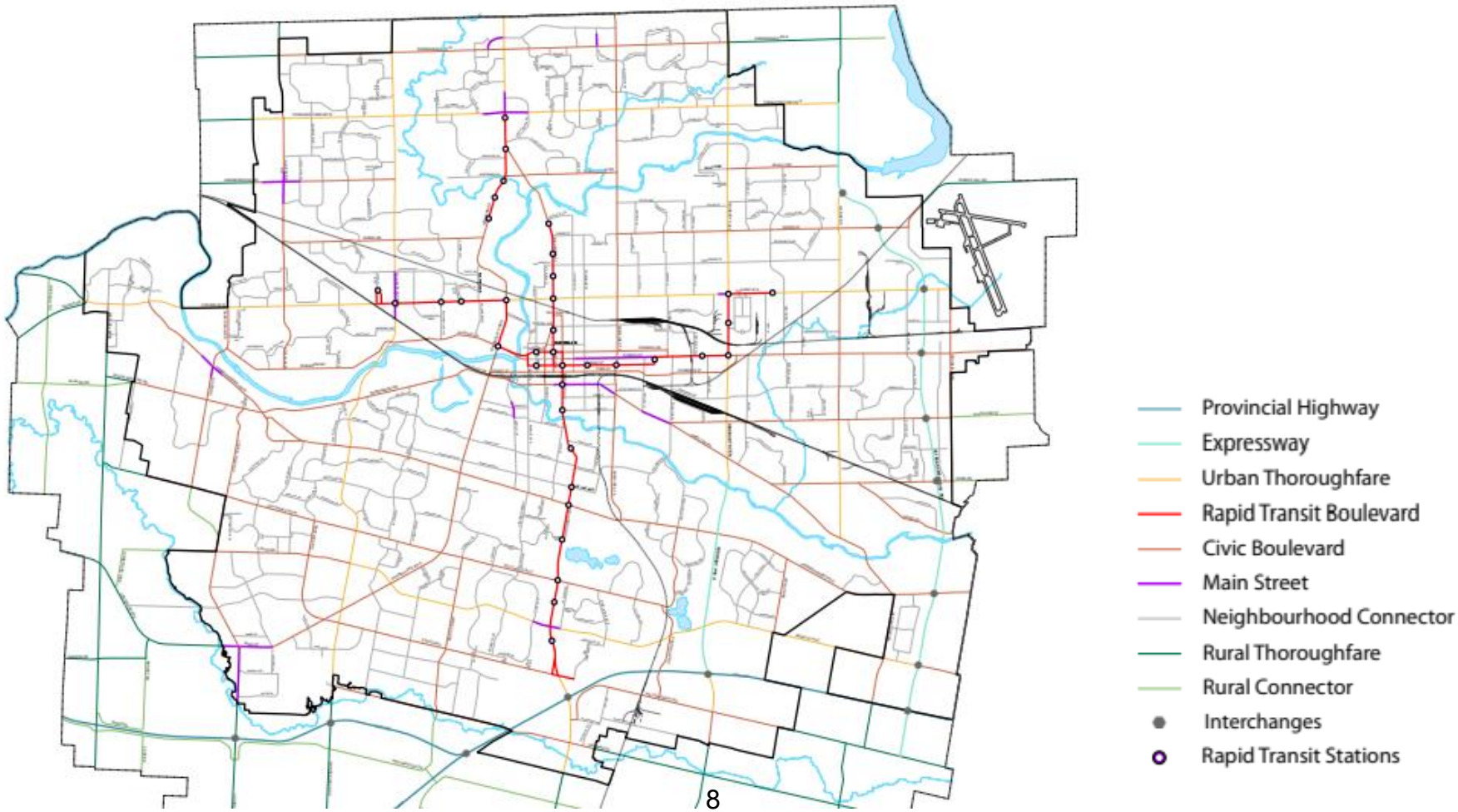
Recommended Amendments to the London Plan and Zoning By-law Z-1:

- London Plan Amendments:
  - Clarify the planned street widths for Main Streets
  - Modify the process for alternative street widths

- Zoning By-law Amendments:
  - Remove Section 4.21, 4.21.1 and 4.21.2

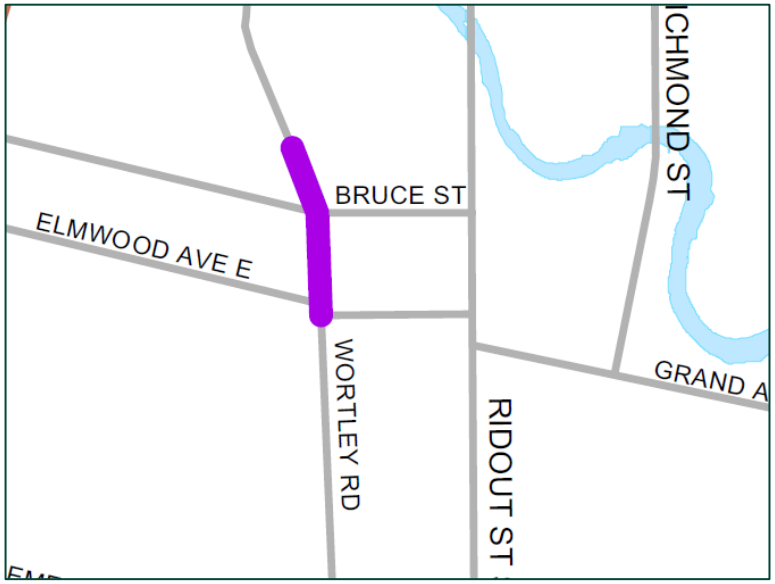
# Street Classifications

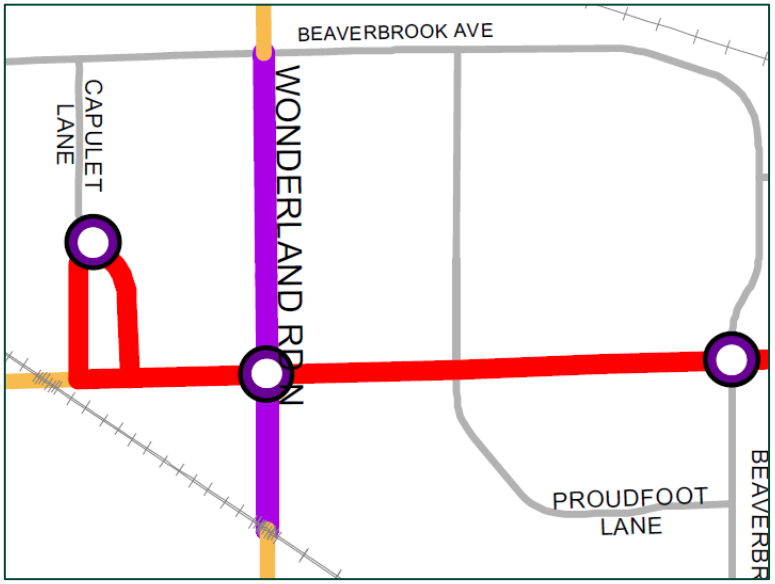
MAP 3 - STREET CLASSIFICATIONS



# London Plan Amendments

- Table 6 – Street Classification Design Features
  - Change width for to Main Street to “same as underlying street classification”
  - Map 3 – show Main Streets as dashed line with adjoining street class underneath



# London Plan Amendments

1739_ The planned street width may be refined through a Municipal Class Environmental Assessment or other transportation planning study considering such matters as traffic volumes, cycling lanes, transit requirements, relationship to truck routes, existing heritage properties, existing streetscapes, lot fabric, topographic constraints, and the policies of adjacent place types.

# London Plan Amendments

1739A_ Planned street widths are identified in Table 6 and are the standard widths required. In some instances, an alternate planned street with may be identified based on the following criteria. Where one or more of the criteria are met an alternate street width may be required without the need for an amendment to this Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character;
3. An alternate street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

# London Plan Amendments

1740_ Wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. Additional street right-of-way of up to 48m within 150m of intersections are typically required to accommodate turning lanes and other transportation and mobility infrastructure on Civic Boulevards, Urban Thoroughfares and Main Streets. The required minimum right-of-way width on any corner lot will also include a triangular area bounded by the street lines and line joining points on the street lines at 6m for perpendicular intersections. A Municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

1747_ Streets to be dedicated will be classified in conformity with Map 3 and the planned street widths listed in Table 6. Wider street widths may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. A Municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

# Zoning By-law Amendments

- Delete Sections 4.21, 4.21.1, and 4.21.2

| STREET | FROM | TO | STREET CLASSIFICATION | LIMIT OF ROAD ALLOWANCE MEASURED FROM CENTRE LINE |
|---|---|---|---|---|
| Aberdeen Drive | North of Gore Road | Tartan Drive | Secondary Collector | 10.75 m (35.3ft) |
| Adelaide Street South | Commissioners Road East | Thames River South Branch | Arterial | 18 m (59.1 ft) |
| Adelaide Street North | Thames River South Branch | Hamilton Road | Arterial | 18 m (59.1 ft) |

**4.21.1** Road Allowance Requirements at Intersections

The required minimum right-of-way widths shown in Section 4.21 are the minimum requirements for sections of streets. Additional right-of-way on arterial streets of up to 24 m from the centre line of the street will be required within 150 m of an intersection. (Z.-1-132184)

**4.21.2** Sight Triangle at Intersections

The required minimum right-of-way width on any corner lot will include a triangular area bounded by the street lines and a line joining points on the street lines at a distance of no greater than 6 m. (Z.-1-132184)

# Conclusion

- Recommended amendments will
  - Move street width considerations to policy instead of regulations
  - Avoid unnecessary Zoning By-law amendments
  - Add flexibility to how and where exceptions are considered
  - Increase ability to balance planning objectives like heritage conservation, main street character, context-specific planning decisions

# Strategic Plan Recommendations

Prepared by Ralph Buchal on behalf of the Integrated Transportation Community Advisory Committee (ITCAC)
March 6, 2023

## Recommendation One

- Recommendations contained in the Climate Emergency Action Plan should be referenced or listed in the Strategic Plan, particularly action items in “Transforming Transportation and Mobility Workplan” from the CEAP.
- One of those recommendations is “Develop a plan to convert 100% of LTC’s bus fleet to zero emission vehicles, based on CUTRIC study results, LTC approval and City approval”

## Recommendation Two

- The City should investigate and plan for Mobility as a Service (MaaS) as a sustainable alternative to private vehicle ownership.

    - MaaS is basically the concept of replacing the use of privately owned vehicles with a range of shared mobility modes. These modes might include walking, cycling, driving, ride-hailing, and transit. MaaS allows users to plan, book and pay for mobility services through a digital online portal or app. MaaS promises to reduce the cost and environmental impact of mobility by encouraging the use of the most efficient and sustainable mode for each trip, while still providing access to larger vehicles for times when they are required. It is expected that the majority of trips currently made by car could be made using small shared electric vehicles, e-bikes and bicycles. The initial components of MaaS would include bike-sharing, ride-sharing and car-sharing services. MaaS overlaps the objectives of Connected and Automated Vehicles (CAV), but with a different emphasis. In particular, CAV technology is complementary but not critical to MaaS.

# Mobility as a Service (MaaS)


https://drivinginsights.com.au/fleet-management/the-changing-face-of-mobility-in-australia/

- Commute to work on a sunny day
  - Shared bike or e-bike
- Commute in winter or on rainy day
  - Bus
  - Shared electric vehicle
- Shopping trip
  - Shared electric vehicle
  - Shared cargo bike
- Family camping trip
  - Shared truck or SUV

## Recommendation Three

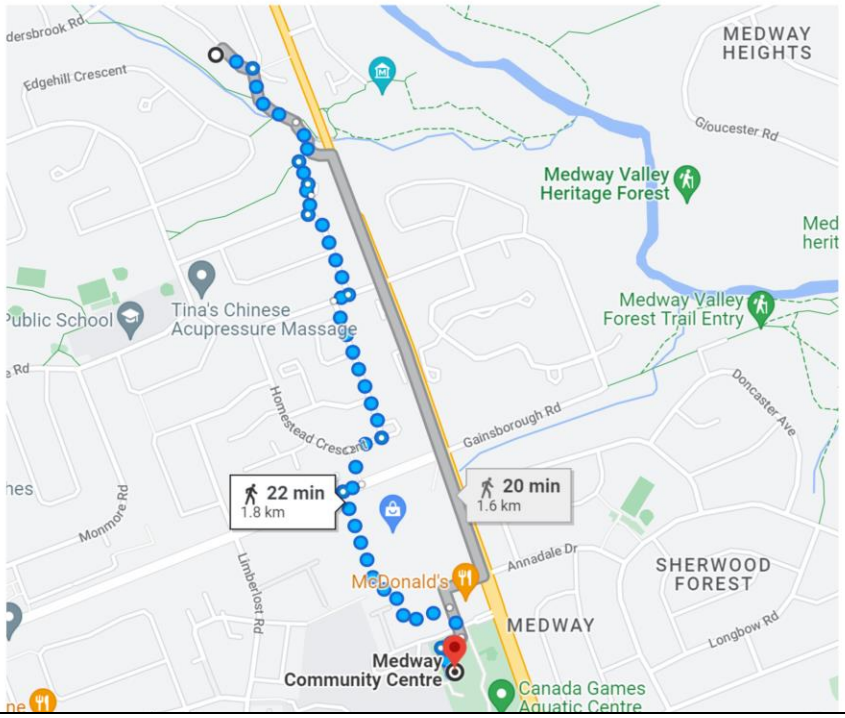
- The City should investigate the feasibility and sustainability benefits of small, low speed urban electric vehicles such as Neighbourhood Electric Vehicles (NEVs), particularly as part of a MaaS system.

- Currently NEVs are restricted to a top speed of 40 km/h, and the Province of Ontario has a pilot project allowing them on roadways with a speed limit of up to 50 km/h. https://www.ontario.ca/page/low-speed-vehicle-pilot-program
- Similar street-legal vehicles of this type exist in other markets. https://www.cepsa.com/en/planet-energy/sustainable-mobility/electric-microcar-advantages-and-models
- Such vehicles would be suitable for the majority of single-occupant trips within the city if regulatory and safety issues can be overcome.
- Here is a comprehensive research report (not free) https://www.idtechex.com/en/research-report/micro-evs-2023-2043-electric-two-wheelers-three-wheelers-and-microcars/915

## Recommendation Four

- The City should prepare a comprehensive neighbourhood walkability study for all parts of the City, focusing on mapping of walking routes and connectivity from homes to amenities like schools, shopping, etc.

    - A goal is to identify and work to reduce or eliminate unnecessary barriers and hazards including fences, walls, parking lots, grass fields, etc. In many cases this will require working with the owners of commercial properties to facilitate walking and cycling with safe paths, bike parking, etc.

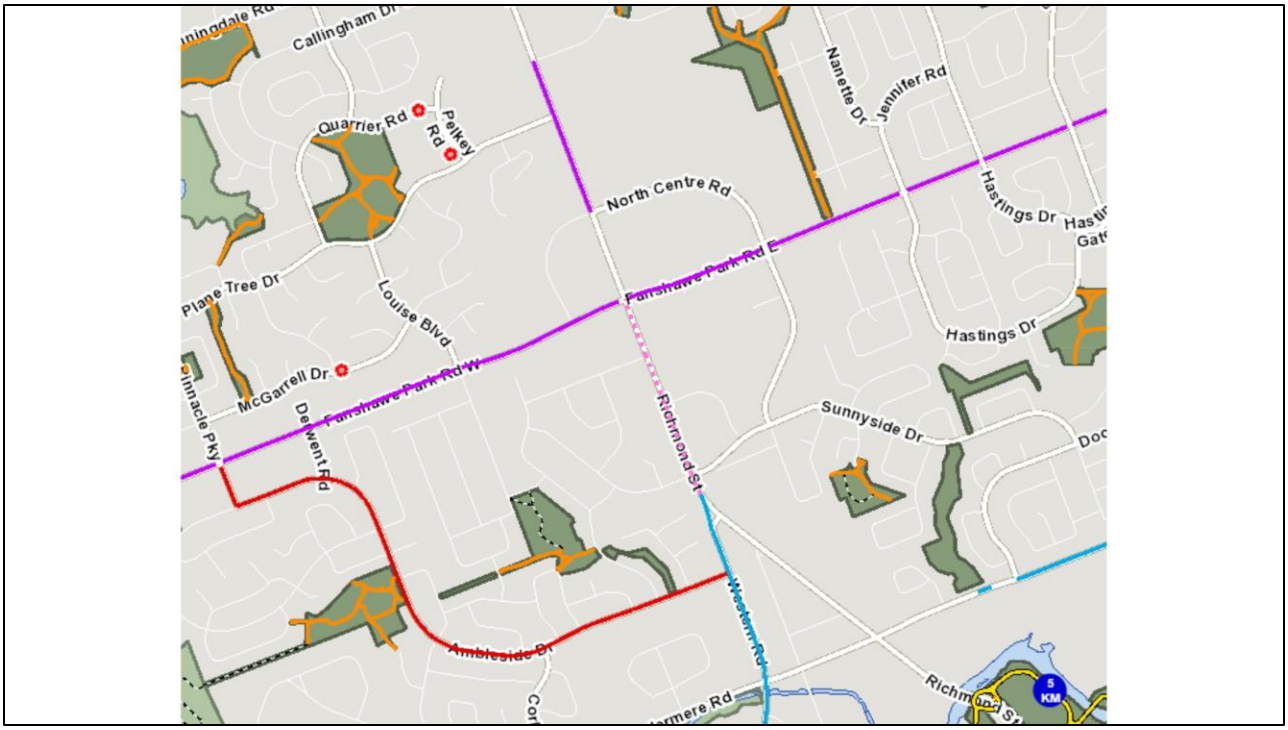



This is an example of a walking route from a residence to a local community centre. This is a quiet route on sidewalks, residential streets and multi-use paths. However, the multi-use paths and stairs are not cleared in winter, one of the streets has no sidewalk, the pedestrian crossing on Gainsborough Rd does not connect to a path to the parking lot, and there is no pedestrian path across the parking lot.

## Recommendation Five

- The City should prepare an interactive online cycling route map and planner to help cyclists connect existing infrastructure, residential streets, and multi-use paths to create safe and enjoyable cycling routes from any origin to any destination in the City.

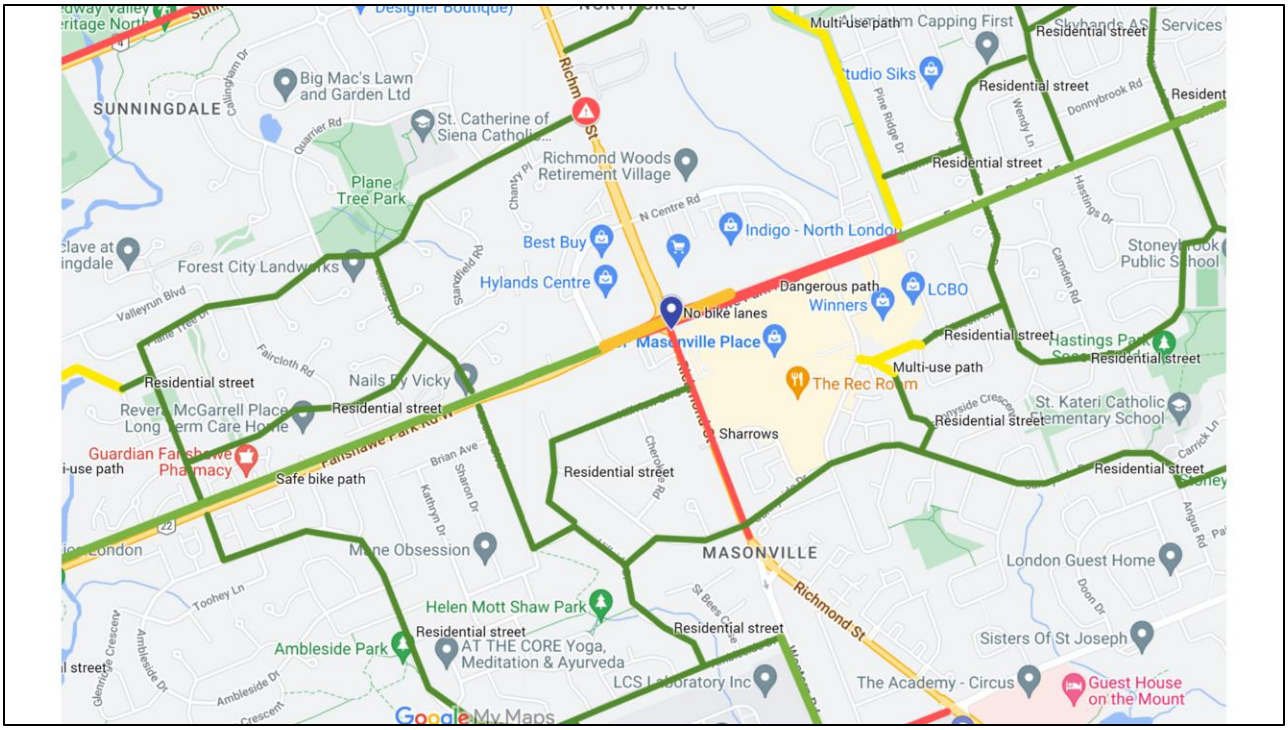
    - The map should provide safer alternatives to dangerous designated routes on shared roadways or sharrows. Examples of dangerous designated routes include sharrows on Richmond St. and Riverside Dr., and designated shared routes on Springbank Dr. and Talbot St. These roads are too busy for cyclists to feel safe sharing the lane with cars.
    - This initiative will also help to identify critical gaps and missing links where safe alternative routes do not exist.
    - The map should also identify amenities and attractions, including public washrooms and water fountains.
    - Here is a draft map as an example: https://www.google.com/maps/d/edit?mid=1Y-ZTWLOWiJ0WFPbaW5OA86ryt7Ewqqc&usp=sharing




This is the official London cycling routes map. It shows only dedicated cycling infrastructure, and does not show connections via residential streets and multi-use paths. The map has gaps, and shows routes that are unpleasant and unsafe. The sharrows on Richmond Street are very dangerous as there is heavy traffic volume. Also, the in-boulevard bike lanes on Fanshawe Park Rd. are dangerous and unpleasant due to heavy traffic and multiple parking lot entrances and intersections.


The east-bound “protected” bike lane crosses nine parking lot entrances and intersections where cars cross the bike lane from multiple directions. Cyclist and pedestrian safety is dependent on vehicle drivers seeing them and yielding.


This shows a typical parking lot entrance. Cars entering and exiting cross the bike path. Cars exiting also block the path. The speed limit here is 60km/h




This prototype map identifies dangerous routes, and shows safer alternatives by connecting residential streets and multi-use paths.

## Recommendation Six

- The City should implement wayfaring signs for pedestrians and cyclists on all popular routes, with QR codes directing them to the online 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:** **Contract Award: Request for Proposal RFP-2022-270 – Rapid Transit Variable Message Signs**
**Date:** **April 12, 2023**

## Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contract for the Request for Proposal RFP-2022-270 – Rapid Transit Variable Message Signs project:

(a) the proposal submitted by Urban Solar for the Request for Proposal RFP-2022-270 – Rapid Transit Variable Message Signs project for future supply, **BE APPOINTED**; it being noted that the proposal submitted by Urban Solar received the highest score of two (2) compliant proposal submissions received and meets the City's specifications and requirements in all areas;

(b) the Civic Administration **BE AUTHORIZED** to appoint Urban Solar as the Vendor of Record for the supply of Variable Message Signs to be installed as part of future rapid transit shelter projects for a period of three (3) years with the option for renewal based on positive performance and cost noting cost escalation may be negotiable;

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

(d) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract with Urban Solar for this work; and

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

## Executive Summary

This report recommends assignment of Urban Solar as the Successful Proponent to operate as a Vendor of Record as part of future Rapid Transit civil tenders that will include supply of Variable Message Signs (VMS) and associated software in support of rapid transit shelter infrastructure for the Downtown Loop, East London Link, and Wellington Gateway projects.

## 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

- 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 – History of London's Rapid Transit Initiative;
- 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;
- Civic Works Committee – November 29, 2022 – Rapid Transit Shelter Infrastructure Vendor of Record.

## 2.0 Discussion and Considerations

### 2.1 Approved Rapid Transit Projects

In 2019, Council approved the implementation of three Rapid Transit corridors, including Downtown Loop, East London Link and Wellington Gateway. These three projects represent approximately $270 million of work, which includes federal and provincial funding.

The Downtown Loop project will implement side-running dedicated transit lanes and look to formalize transit operations that are already in place by focusing transit in dedicated lanes with the goal of increasing transit frequency and reliability. 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 East London Link corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, and heavy industrial uses. The corridor is anchored by Downtown London at the western end and Fanshawe College at the eastern end, serving the Western Fairgrounds, Old East Village, 100 Kellogg, the Stackhouse District, future development at the former McCormick and London Psychiatric Hospital lands, and Fanshawe College's main campus.

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.

London Transit Commission (LTC) currently has local transit stops along the rapid transit corridors with associated shelter infrastructure in select locations. The approved rapid transit projects include the upgrade to enhanced stops as part of the rapid transit program with amenities and features such as the VMS units.

Figures 1, 2, and 3 below depict the project limits .


**Figure 1: Limits of Downtown Loop**


**Figure 2: Limits of East London Link**


**Figure 3: Limits of Wellington Gateway**

## 2.2 Procurement Process

A two-stage Request for Proposal (RFP) was published on the bids&tenders bidding portal on October 28, 2022 and closed on December 16, 2022. Four (4) proposals were received and evaluated with two proposals meeting the threshold to the advance to the second stage. Urban Solar Corp's proposal met all required specifications for the project and were also the lowest priced proposal. As indicated in RFP-2022-270, the City would designate the successful proponent as the Vendor of Record for a set term to work closely with the City, Engineering Consultant Team, Contractors and the London Transit Commission (LTC).
As per section 12.2 b of the Procurement of Goods and Services Policy, Committee and City Council must approve an RFP award for purchases greater than $100,000.

## 2.3 Project Description

The City of London and London Transit Commission (LTC) require a series of Variable Message Signs (VMS) to be supplied by Urban Solar as a Vendor of Record (VOR) for installation at new Rapid Transit (RT) stops constructed under future civil projects by others. The VMS units and information must be capable of accessing the Internet through radio frequency and be configured to fetch real time transit information from publicly available General Transit Feed Specification (GTFS) Realtime feeds. Both two (2) line and eight (8) line signs will typically be affixed directly to the transit shelter or a separate dedicated mounting pole depending on the size. The proponent has identified Papercast e-paper displays to convey the real time arrival information. The E-paper displays are slightly different than current VMS displays offered around the City with a state of the art e-paper solution allowing passenger information to be conveyed effectively, elegantly and in an energy efficient manner. Electronic paper and e-paper

are display devices that mimic the appearance of ordinary ink on paper. Applications using Electronic/e-paper first launched with products like (Amazon) Kindle readers and deliver incredibly low power consumption and high screen visibility characteristics making e-paper perfect for outdoor public information displays.

This VOR will only be responsible for supply to future general contractors for installation as part of future civil contracts. The VOR will be responsible for the following:

- Supply of two (2) and eight (8) line VMS signs at the 41 stop locations.
- One-time software setup; and
- Annual software maintenance.

## 3.0 Financial Impact/Considerations

### 3.1 Request for Proposal Summary

The vendor selection process was undertaken in accordance with the Procurement of Goods and Services Policy using a two-stage process. Request for Proposal's for the Rapid Transit Variable Message Sings project were received on December 16, 2022, and reviewed by a team consisting of City, Consultant Team, and LTC. Based on the evaluation criteria and selection process identified in the request for proposal, the evaluation committee determined the proposal from Urban Solar provides the best overall value to the City. Four proposals were submitted with two compliant bids of which the submission from Urban Solar being the best value to the City.

## Conclusion

Civic Administration has reviewed the proposal submissions and recommends Urban Solar be appointed as a Vendor of Record for Rapid Transit Variable Message Sign services for the Downtown Loop, East London Link, and Wellington Gateway 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** |

Cc: Steve Mollon, Senior Manager, Procurement and Supply

# 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:** **RFP-2022-105 Supply and Distribution of Green Bins and Kitchen Containers**
**Date:** **April 12, 2023**

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of the work outlined in Request for Proposals (RFP) 2022-105 Supply and Distribution of Green Bins and Kitchen Containers:

a) The proposal submitted by IPL North America Inc., 140 rue Commerciale, Saint-Damien-de-Buckland, Quebec G0R 2Y0, for the supply and distribution of Green Bin containers **BE ACCEPTED** at a price of $3,436,410 (plus HST) for 121,000 45 litre Green Bins and 130,500, 7 litre kitchen containers;
b) A Green Bin and kitchen container supply and distribution contingency fund representing 10% of supply and distribution costs **BE APPROVED** in the amount of $343,640 (plus HST);
c) A community awareness and involvement program to complement the distribution of the Green Bins and kitchen containers be established in the amount of $210,000 (plus HST) **BE APPROVED**;
d) Financing for the work identified in (a), (b) and (c) above**, BE APPROVED** in accordance with the “Sources of Financing Report” attached hereto as Appendix “A”;
e) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this work; and
f) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval.

## Executive Summary

Request for Proposal 2022-105 Supply and Distribution of Green Bins and Kitchen Containers was issued on November 4, 2022 and closed on December 5, 2022. The RFP used a two-envelope approach requiring separate technical and financial submissions.

Three bids were received and the technical submissions were opened. Only technical submissions with a score of 70 percent or greater proceeded to have their financial submissions opened and considered. Two bids scored 70 percent or higher and the financial submissions were opened to complete the evaluation.

The proposal from IPL North America Inc. for the supply and distribution of a 7 litre kitchen container and 45 litre Green Bin to an estimated 121,000 households received the highest overall score based on their understanding of the work; supply and distribution of the products; technical, project and company expertise; and price. The IPL submission represents the best value for the City.

City staff recommend a contingency fund be established in the amount $343,640 which represent 10% of the supply and distribution program. The use of the contingency is 100% at the discretion of the City. Examples of where the contingency may be used include increase in resin price, prolonged inclement weather, and other related factors.

City staff recommend that a community awareness and involvement program be established to complement the distribution of Green Bins. This represents an ideal time to provide program information directly to households; provide additional awareness messages in the community; and, engage the community.

Funding details for this procurement are outlined in the Source of Financing (Appendix A) and summarized below.

| Item | Estimated Budget |
|---|---|
| Supply and distribution of Green Bin containers, kitchen containers and City information package | $3,436,410 |
| Green Bin Supply and Distribution Contingency Fund | $343,640 |
| Community Awareness and Involvement Program to complement the distribution of Green Bins | $210,000 |
| Total (excluding HST) | $3,990,050 |

The Green Bin capital budget is significantly funded from the Canada Community-Building Fund (formerly the Federal Gas Tax program).

## Linkage to the Corporate Strategic Plan

Municipal Council continues to recognize the importance of solid waste management and the need for a more sustainable and resilient city in the development of its 2019-2023 - Strategic Plan for the City of London. Specifically, London's efforts in solid waste management address three Areas of Focus, at one level or another:

- Building a Sustainable City
- Growing our Economy
- Leading in Public Service

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

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

On April 12, 2022, Municipal Council approved the Climate Emergency Action Plan which includes Area of Focus 5, Transforming Consumption and Waste as Part of the Circular Economy. In addition, the 60% Waste Diversion Action Plan, including the Green Bin program, addresses various aspects of climate change mitigation within the waste management services area including greenhouse gas (GHG) reduction.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

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

- Updates: Green Bin Implementation, (June 21, 2022 meeting of the Civic Works Committee (CWC), Item #2.3)
- Green Bin Program Design – Community Engagement Feedback (March 30, 2021 meeting of the CWC, Item #2.13)

- Community Engagement on Green Bin Program Design (November 17, 2020 meeting of the CWC, Item #2.3)
- Business Case 1 – 60% Waste Diversion Action Plan – 2020-2023 Multi -Year Budget (January 30, 2020 meeting of the Strategic Priorities & Policy Committee (SPPC), Item #4.12a)
- 60% Waste Diversion Action Plan – Updated Community Feedback (September 25, 2018 meeting of the CWC, Item #3.2)
- Public Participation Meeting 60% Waste Diversion Action Plan – Additional Information (September 25, 2018 meeting of the CWC, Item #3.2)
- 60% Waste Diversion Action Plan (July 17, 2018 meeting of the CWC, Item #3.1)

### 1.2 Previous Community Engagement with Respect to Green Bin Containers

In November 2020, CWC received a report that identified an approach to engage the community in designing the Green Bin program with respect to items that will motivate participation in the new program.

The Green Bin Community Engagement process was conducted in early 2021 to engage the community and solicit feedback in designing London's Green Bin program. The community engagement focused on five key decisions for overall program design which influence one another: types of materials accepted, size of curbside container, type of kitchen container and type of bin liners permitted. The engagement process also asked Londoners what concerns they may have with bi-weekly garbage collection.

The City's community engagement online platform, GetInvolved.ca, was used to provide information, and collect feedback on each of the key decision areas. The online feedback form received 3,777 responses, the webpage had 9,180 unique visitors and about 54,000 total page views. A comprehensive report was presented to CWC on March 30, 2021.

On April 13, 2021, Council resolved that:

a) the Civic Administration **BE AUTHORIZED** to undertake a Request for Proposals procurement process to:
   i) select a company or companies to supply a kitchen container for indoor use to recover organics;
   ii) select a company or companies to supply and deliver to London homes a Green Bin curbside container (approximate size 45 litres); and
   iii) select a company or companies to supply and deliver a larger Green Bin curbside container (approximate size 80 litres or 120 litres) potentially for use in some townhome complexes where a smaller Green Bin is not practical;

## 2.0 Discussion and Considerations

### 2.1 Procurement Process

Request for Proposal 2022-105 for the Supply and Distribution of Green Bins and Kitchen Containers (RFP) was issued on November 4, 2022 and closed on December 5, 2022. The RFP used a two-envelope approach whereby a technical submission and a financial submission were required.

Three bids were received and the technical submissions were opened. Only submissions with a technical submission score of 70 percent or higher proceeded to have their sealed financial submission opened and reviewed. Technical submissions were evaluated by an evaluation team from Waste Management, Waste Collection and Procurement and Supply.

Bidders were provided the evaluation criteria and specific details as part of the RFP under the following categories:

- Work Plan and Deliverables
- Company Experience and Capability
- Contingency Plans
- Green Bin Design/Functionality
- Design Specification Exception Description (if applicable)

Two bids scored 70 percent or higher and the financial submissions were opened to complete the evaluation scoring.

## 2.2 Results

The proposal from IPL North America Inc. (hereafter referred to as IPL) received the highest overall score based on their understanding of the work; supply and distribution of the Green Bin; technical, project and company expertise; and price. IPL is also able to accommodate different distribution dates for the Green Bin based on the uncertainty of the actual start date for the Green Bin program due to lack of firm delivery dates for collection vehicles at this time. The IPL submission represents the best value for the City.

The 7 litre kitchen container and 45 litre Green Bin are used in the cities of Hamilton, Kingston, Montreal and several other municipalities in Canada. IPL has undertaken Green Bin distribution programs in the above cities along with Green Cart and Garbage Cart distribution programs in the Region of Peel and the cities of Guelph, Gatineau (Quebec), Lethbridge (Alberta), Richmond, (B.C.), and Winnipeg (Manitoba).

## 2.3 Overview of the Kitchen Container and Green Bin

Below are pictures of the 7 litre kitchen container and the 45 litre Green Bin. A total of 121,000 Green Bins and 130,500 kitchen containers are being purchased. The additional kitchen containers are for use in some townhome complexes where the central pickup will be based on larger, centralized Green Carts (not individual Green Bins) and for individual units in the multi-residential high-rise pilot project building for organic collection. Following the pictures is a brief description of both products.

7 litre Kitchen Container
(source: IPL website)

45 litre Green Bin
(source: IPL website)

**Overview of Kitchen Container**

- 7 litre capacity;
- Made using an injection process with high density polypropylene (PP);
- UV stabilized against long-term effects of the sun;
- Unibody design requires no bolts or holes that could potentially leak;
- Designed for maximum stability even when the lid is open;
- Single-grip open/close, closes securely;
- Interlocking double-seal device;
- Can be moved or transported using pail-style handle, contour lip, rear handle or bottom grip;

- Uneven raised base means limited to no remaining residue once emptied;
- Opens wide for easy placement of food waste;
- Smooth finish inside and removable lid for easier washing, by hand or in dishwasher;
- Easy to empty in a single-handed motion, with pail-style handle kept out of the way; and
- Contents never in contact with pail-style handle.

**Overview of Green Bin**

- 45 litre capacity;
- Made using an injection process with high density polyethylene (HDPE);
- UV stabilized against long-term effects of the sun;
- Unibody design requires no bolts or holes that could potentially leak;
- Lid overlaps container for a tight seal which keeps pests and water out. Lid has dual position with a stopping system that locks in position when fully opened;
- The 5 inch wheels make the cart easy to roll over a variety of surfaces;
- Inside, the smooth finish and rounded corners are easy to clean;
- Outside, the sandblasted finish hides scratches and help keeping a neat look over time;
- Ergonomic bottom handle grabs make cart easy to empty;
- Large footprint means the bins will stand up on the curb, not on the side. Durable, dual wear strips will protect the bottom of the bin; and
- Side handles make it easier to collect heavy organic waste.

### 2.4 Overview of the Distribution System

IPL will be responsible for distributing the Green Bin to approximately 121,000 households in London. Placed inside the Green Bin will be the kitchen container and an information package to be prepared and provided by the City.

The distribution system will be finalized when the City has determined a final start date for the Green Bin program. It will require approximately two months to deliver the Green Bins across London. The fundamental activities of the distribution system include:

- Shipping and receiving products in London;
- Assembly of products;
- Insertion of information;
- Resources and equipment (e.g., distribution vehicles, loading and unloading equipment, labour, short-term storage);
- Program training and awareness; and
- Distribution network and tracking system.

### 2.5 Green Bin Supply and Distribution Contingency Fund

City staff recommend a contingency fund be established in the amount $343,640 (excluding HST) which represent 10% of the supply and distribution program. The contingency is 100% at the discretion of the City. Examples of where the contingency may be used include:

- Increase in resin price. The portion of the Green Bin unit pricing attributable to the plastic resin content shall be reviewed when the plastic resin is to be purchased for the manufacture of the Green Bins. IPL will inform the City of when the plastic resin is to be purchased, and will calculate, using the method outlined in the RFP and to the satisfaction of the City, any price adjustment that is to be made. Should the market price of resin increase or decrease from the resin price submitted in the RFP, the increase or decrease will be passed on to the City. The amount of the Green Bin unit price increase or decrease will be determined using several market factors that have been used by other municipalities when purchasing Green Bins and similar products.

- Additional distribution services needed (e.g., for kitchen containers delivered to multi-residential buildings).

- Prolonged inclement weather and related factors. IPL has established contingency plans based on experience with other municipalities. There may be some situations that fall beyond a normal contingency plan that require additional investment. Similarly, there may be situations where additional resources are required for the City to fulfill its role in the distribution system (e.g., household data management, reviews of townhome complexes, additional distribution equipment).

### 2.6 Community Awareness and Involvement Program to Complement the Distribution of Green Bins

The distribution of Green Bins to London households represents the ideal time to:

- Provide program information directly to households;
- Provide additional awareness messages in the community;
- Provide a tracking system and delivery of information on how the distribution system is working and potential delivery dates by neighbourhood;
- Engage with community groups that wish to help promote the arrival and use of the Green Bin; and
- Address households that may want to return the Green Bin as they do not wish to participate in the program.

An amount of $195,570 has been identified based on $1.50 per kitchen container to be delivered (130.500).

The City has also been approached by a few (certified) compostable bag and liner manufacturers that may provide free samples and/or coupons for Londoners that wish to try these enhancement products that will not be provided by the City. This has been a common practice in other municipalities. In preparation for this possibility, an initial quote was obtained from IPL ($14,250) should additional work be required.

The table below summarizes the estimated budget Community Awareness and Involvement Program to Complement the distribution of Green Bins.

| Item | Estimated Budget | Notes |
|---|---|---|
| Community awareness and involvement | $195,750 | The amount is based on $1.50 per kitchen container (130,500). |
| Insertion of additional details and products to support Green Bin implementation | $14,250 | A price submitted by IPL should the City identify additional items to be added into IPL's distribution system. |
| Total (excluding HST) | $210,000 | |

## 3.0 Financial Impact/Considerations

Funding details for this procurement are outlined in the Source of Financing (Appendix A) and summarized below.

| Item | Estimated Budget |
|---|---|
| Supply and distribution of Green Bin containers, kitchen containers and City information package | $3,436,410 |
| Green Bin Supply and Distribution Contingency Fund | $343,640 |
| Community Awareness and Involvement Program to complement the distribution of Green Bins | $210,000 |
| Total (excluding HST) | $3,990,050 |

Based on available information in 2018 for the supply and distribution of the Green Bin and kitchen container, a cost estimate of between $30 and $35 per household was established. Based on the numbers provided on the previous table for 121,000 households, the current amount ranges between $28 and $33 per household.

The Green Bin capital budget is significantly funded from the Canada Community-Building Fund (formerly the Federal Gas Tax program).

## Conclusion

The City's RFP process resulted in two bidders that achieved the required technical scores (70% threshold) to open the financial proposal. The proposal from IPL received the highest overall score based on their understanding of the work; supply and distribution (logistics) of the Green Bin; technical, project and company expertise; and price. The IPL submission represents the best value for the City.

| | |
|---|---|
| **Prepared by:** | **Mike Losee, B.SC**<br>**Division Manager, Waste Management** |
| **Prepared and Submitted by:** | **Jay Stanford, MA, MPA**<br>**Director, Climate Change, Environment & Waste Management** |
| **Recommended by:** | **Kelly Scherr, P. Eng., MBA, FEC**<br>**Deputy City Manager, Environment and Infrastructure** |

Appendix A – Source of Financing

c Anna Lisa Barbon, Deputy City Manager, Finance Supports
Ian Collins, Director, Financial Services
Steve Mollon, Manager, Procurement and Supply

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**Appendix "A"**

**#23078**
April 12, 2023
(Contract Award)

Chair and Members
Civic Works Committee

RE: RFP-2022-105 - Procurement of Green Bin Containers and Delivery Services
(Subledger NT23LF01)
Capital Project SW6050 - New and Emerging Solid Waste Technologies
IPL North America Inc - $3,436,410.00 (excluding HST)

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

| **Estimated Expenditures** | **Approved Budget** | **Committed To Date** | **This Submission** | **Balance for Future Work** |
|---|---|---|---|---|
| Consulting | 1,000,000 | 314,730 | 0 | 685,270 |
| Construction | 24,215,094 | 52,003 | 4,060,275 | 20,102,816 |
| Vehicles and Equipment | 11,245,906 | 10,649,807 | 0 | 596,099 |
| **Total Expenditures** | $36,461,000 | $11,016,540 | $4,060,275 | $21,384,185 |
| **Sources of Financing** | | | | |
| Canada Community-Building Fund (Note 1) | 7,948,468 | 7,948,468 | 0 | 0 |
| Drawdown from Fleet Renewal Reserve Fund | 861,000 | 861,000 | 0 | 0 |
| Drawdown from Solid Waste Renewal Reserve Fund | 16,351,532 | 2,207,072 | 4,060,275 | 10,084,185 |
| Debenture By-law No. W.-5679-335 | 11,300,000 | 0 | 0 | 11,300,000 |
| **Total Financing** | $36,461,000 | $11,016,540 | $4,060,275 | $21,384,185 |

| **Financial Note: IPL North America Inc.** | **Supply and Distribution of Green Bins** | **10% Contingency Fund** | **Total** |
|---|---|---|---|
| Contract Price | $3,436,410 | $343,640 | $3,780,050 |
| Add: HST @13% | 446,733 | 44,673 | 491,406 |
| Total Contract Price Including Taxes | 3,883,143 | 388,313 | 4,271,456 |
| Less: HST Rebate | -386,252 | -38,625 | -424,877 |
| Net Contract Price | $3,496,891 | $349,688 | **$3,846,579** |

| **Financial Note: Community Awareness and Involvement Program (Note 2)** | |
|---|---|
| Cost Estimate | $210,000 |
| Add: HST @13% | 27,300 |
| Total Contract Price Including Taxes | 237,300 |
| Less: HST Rebate | -23,604 |
| Net Cost Estimate | **$213,696** |
| **Total Award** | **$4,060,275** |

**Note 1:** Overall the green bin project is supported by $7.9 million of Canada Community-Building funding. This funding was previously committed to the procurement of green bin waste collection trucks via the August 31, 2021, Civic Works Committee report, RFP21-37 Supply and Deliver of CNG Split Stream Rear Loading Waste Collection Trucks.

**Note 2:** The Community Awareness and Involvement Program included in this submission is not being awarded to IPL North America Inc. and represents the cost of the work outlined in section 2.6 of the report.

Jason Davies
Manager of Financial Planning & Policy

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# Report to Civic Works Committee

**To:** **Chair and Members**
**Civic Works Committee**
**From:** **Kelly Scherr, P.Eng., MBA, FEC**
**Deputy City Manager, Environment & Infrastructure**
**Subject:** **SS-2023-099 Single Source Procurement Material Recovery Facility Baler Refurbishment**
**Date:** **April 12, 2023**

## Recommendation

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

a) Approval **BE GIVEN** to exercise the single source provisions of section 14.4 (d) & (e) of the Procurement of Goods and Services Policy for repair and refurbishment of the Material Recovery Facility (MRF) container materials baler in accordance with the Terms and Conditions of the existing agreement to operate and maintain the City owned MRF with Miller Waste Systems Inc., for a cost greater than $50,000;
b) Single Source quoted price **BE ACCEPTED** to hire Miller Waste Systems Inc., to complete the required repair and refurbishment of the container materials baler for a total estimated price of $215,058.64 plus HST;
c) Financing for the work identified in (b), above**, BE APPROVED** in accordance with the “Sources of Financing Report” attached hereto as Appendix “A”;
d) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this work; and
e) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order, or contract record relating to the subject matter of this approval.

## Executive Summary

Miller Waste Systems Inc. (Miller Waste) provides Material Recovery Facility (MRF) operations services under an existing agreement for the City of London (City). The agreement includes a repair and maintenance cost threshold that is indexed to inflation each year. Repairs and maintenance on an individual occurrence that are below this threshold are the responsibility of Miller Waste and repair and maintenance costs that are above this threshold are the responsibility of the City.

A recent inspection of the container materials baler (baler for the purposes of this report) determined that a repair above the repair and maintenance cost threshold (City responsibility) is required to ensure the baler remains in proper working order. In general, the repairs involve the following:

- Repair/replacement of baling chamber subfloor & tunnel sections;
- Replacement of hinge system; and
- Replacement of compression cylinder support system.

The quoted cost to complete these repairs is $215,058.64 and includes a 20% contingency allowance. The funds required for the required baler refurbishment are available within the existing capital budget.

This report seeks approval from Committee and Council to exercise the single source provisions of section 14.4 (d) & (e) of the Procurement of Goods and Services Policy to hire Miller Waste and their sub-contractor (Machinex Industries, the original manufacturer of the baler) for the quoted cost of $215,058.64.

## Linkage to the Corporate Strategic Plan

Municipal Council continues to recognize the importance of solid waste management and the need for a more sustainable and resilient city in the development of its 2019-2023 - Strategic Plan for the City of London. Specifically, London's efforts in solid waste management address three Areas of Focus, at one level or another:

- Building a Sustainable City
- Growing our Economy
- Leading in Public Service

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

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

- Contract for the Operation of the City's Material Recovery Facility – Single Source (July 14, 2020 meeting of the Civic Works Committee (CWC), Item #2.3
- Operation of the City's Materials Recovery Facility: Next Steps in the Transition to Industry Responsibility for Recycling Services (April 15, 2020 meeting of CWC, Item #2.8)
- Additional Short-Term Contract Amendment for Recycling Services (May 14, 2019 meeting of CWC, Item #2.6)
- Single Source Procurement Material Recovery Facility Old Corrugated Cardboard Screen Upgrade (April 2, 2019 meeting of CWC, Item #2.5
- Short-Term Contract Amendment for Recycling Services (October 30, 2018 meeting of CWC, Item #2.9)
- Exercise Renewal Options Curbside Collection & Material Recovery Facility Operations Contracts – Miller Waste Systems (September 7, 2016 meeting of CWC, Item #2.5

#### 1.2 Material Recovery Facility Operations

Miller Waste was the successful proponent of a Design, Build and Operate Request for Proposals that was issued by the City for MRF construction and initial operations. The MRF was commissioned and began operations in 2011. Miller Waste has provided MRF operations services to the City since the facility was constructed.

In general, MRF operations consist of the following:

- Receive Blue Box materials from curbside collection vehicles, EnviroDepots, and other City MRF customers;
- Provide staff and perform facility operations to sort (combination of manual labour and equipment) the received Blue Box materials into their respective commodities groups (e.g., paper grades, glass, steel, aluminum, etc.);
- Provide MRF equipment repair and maintenance services; and
- Sell, on behalf of the City, the recovered Blue Box materials that have been sorted into their respective commodity groups

#### 1.3 Repairs and Maintenance Current Material Recovery Facility Operations Agreement

The current MRF operations agreement between the City and Miller Waste outlines who is responsible for repairs and maintenance in accordance with a repair and maintenance cost threshold. Repairs below the threshold are the responsibility of Miller Waste and repairs above the threshold are the responsibility of the City. The current repair and maintenance threshold value is $44,473.30. Each year the repair and

maintenance threshold value is adjusted in accordance with the price escalation portion of the agreement.

## 2.0 Discussion and Considerations

### 2.1 Repair Description

A recent inspection determined that a baling chamber refurbishment is required for the container materials baler. There are two large balers installed at the MRF. One for baling recovered paper products and one for baling recovered container products. The function of the balers is to compact the loose recovered Blue Box materials (paper or container products) into very dense bales. Compacting the loose materials into dense bales, facilities efficient transportation of recovered materials to end markets.

Repair and refurbishment of the balers is required from time to time as the materials to be baled are abrasive and are compacted under extreme pressure. In general, the repair and refurbishment of the container materials Baler will include the following:

- Repair/replacement of baling chamber subfloor & tunnel sections;
- Replacement of hinge system; and
- Replacement of compression cylinder support system.

The quoted cost to complete these repairs is $215,058.64 and includes a 20% contingency allowance.

### 2.2 Hiring Miller Waste Systems to Complete Repair

Completing the repair and refurbishment of the Baler will need to be completed in such a manor as to not disrupt existing operations. Baling operations conducted at the MRF are a critical component, ensuring in-coming material backlogs do not occur and that recovered materials are most efficiently shipped to end markets.

It should be noted that the repair is being completed by Miller Waste's sub-contractor, Machinex Industries, which is the original baler manufacturer. The costs to complete the repair are direct sub-contractor disbursements that have not been marked up or had project management fees added by Miller Waste.

Hiring Miller Waste and their sub-contractor to coordinate and complete the baler repair and refurbishment will ensure MRF operations disturbances are minimal and allows Miller Waste to coordinate the work.

### 2.3 Procurement Process

In accordance with Section 14.4 (d) & (e) of the Procurement of Goods and Services Policy (14.0 Non-Competitive Purchases):

> 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;

Civic Administration is recommending Miller Waste be authorized to complete the required baler repair and refurbishment for a fee of $215,058.64 (excluding HST). The fee includes a 20% contingency of $35,843.11.

## 3.0 Financial Impact/Considerations

### 3.1 Capital Budget

The funds required for the Baler repair and refurbishment are available within the existing capital budget.

The Sources of Financing Report is attached hereto as Appendix “A”.

### 3.2 Operating Budget

Completing the required repair and refurbishment of the MRF Baler will not increase MRF operating costs.

## Conclusion

Miller Waste operates the MRF under an existing agreement with the City. The agreement contains a repair and maintenance threshold. The required repair and refurbishment of the baler is above the current threshold value and is the responsibility of the City.

Hiring Miller Waste and their sub-contractor (Machinex Industries) to complete the required repair and refurbishment will ensure that the work is completed so as to provide minimal disturbance to MRF operations and allows Miller Waste to co-ordinate the work and remain in control of MRF operations throughout the duration of the work.

| | |
|---|---|
| **Prepared by:** | **Mike Losee, B.SC**<br>**Division Manager, Waste Management** |
| **Submitted by:** | **Jay Stanford, MA, MPA**<br>**Director, Climate Change, Environment & Waste Management** |
| **Recommended by:** | **Kelly Scherr, P. Eng., MBA, FEC**<br>**Deputy City Manager, Environment and Infrastructure** |

Appendix A – Source of Financing

**Appendix "A"**

**#23074**
April 12, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: SS-2023-099 Single Source Procurement Material Recovery Facility Baler Refurbishment
(Subledger LF230001)
Capital Project SW6530 - Material Recovery Facility
Miller Waste Systems Inc. - $215,058.64 (excluding HST)

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

| **Estimated Expenditures** | **Approved Budget** | **Committed To Date** | **This Submission** | **Balance for Future Work** |
|---|---|---|---|---|
| Construction | 1,590,000 | 1,165,600 | 218,844 | 205,556 |
| **Total Expenditures** | $1,590,000 | $1,165,600 | $218,844 | $205,556 |
| **Sources of Financing** | | | | |
| Drawdown from Material Recovery Facility Renewal Reserve Fund | 1,590,000 | 1,165,600 | 218,844 | 205,556 |
| **Total Financing** | $1,590,000 | $1,165,600 | $218,844 | $205,556 |

**Financial Note:**

| | |
|---|---|
| Contract Price | $215,059 |
| Add: HST @13% | 27,958 |
| Total Contract Price Including Taxes | 243,017 |
| Less: HST Rebate | -24,173 |
| Net Contract Price | $218,844 |

Jason Davies
Manager of Financial Planning & Policy

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## Report to Civic Works Committee

**To:** **Chair and Members**
**Civic Works Committee**
**From:** **Kelly Scherr, P.Eng., MBA, FEC**
**Deputy City Manager, Environment & Infrastructure**
**Subject:** **Contract Award: Tender RFT-2023-015 Fanshawe Park Road & Richmond Street Intersection Improvements**
**Date:** **April 12, 2023**

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the Fanshawe Park Road and Richmond Street intersection improvements project (Tender RFT-2023-015):

(a) The bid submitted by L82 Construction Ltd, at its tendered price of $14,704,685.58, excluding HST, **BE ACCEPTED**; it being noted that the bid submitted by L82 Construction Ltd was the lowest of five bids received and meets the City's specifications and requirements;

(b) Dillon Consulting Limited, **BE AUTHORIZED** to complete the contract administration and construction inspection for this project as per the Dillon Consulting Limited work plan, on file, at an upset amount of $1,203,357.50, excluding HST;

(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 the administrative acts that are necessary in connection with this project;

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

(f) the approvals given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract for the material to be supplied and the work to be done relating to this project (RFT-2023-015); and,

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

## Linkage to the Corporate Strategic Plan

Municipal Council's 2019-2023 Strategic Plan identifies "Building a Sustainable City" and "Growing our Economy" as strategic areas of focus. The following report supports the Strategic Plan by implementing and enhancing safe and convenient mobility choices for pedestrians, cyclists, transit, and automobile users.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

- June 19, 2012 - Civic Works Committee – London 2030 Transportation Master Plan
- June 23, 2014 – Civic Works Committee – Approval of 2014 Development Charges By-Law and Development Charges Background Study
- March 23, 2015 – Civic Works Committee – Environmental Assessment Study

Appointment of Consulting Engineer
- September 7, 2016 - Civic Works Committee - London ON Bikes Cycling Master Plan
- September 25, 2018 – Civic Works Committee – Fanshawe Park Road and Richmond Intersection Improvements – Environmental Assessment Study Report
- April 16, 2019 – Civic Works Committee – Fanshawe Park Road and Richmond Street Intersection Detailed Design and Tendering Appointment of Consulting Engineer
- May 21, 2019 – Strategic Priorities and Policy Committee – Approval of 2019 Development Charges By-Law and DC Background Study
- October 20, 2020 – Strategic Priorities and Policy Committee – 2021 Development Charges Update Covering Report and Proposed By-law
- August 31, 2021 – Civic Works Committee – Outcome of Climate Lens Screening Applied to Major Transportation Projects
- November 2, 2021 – Civic Works Committee – Initiation of the Mobility Master Plan Development

### 1.2 Purpose

This report recommends award of the construction tender, RFT-2023-015 for the Fanshawe Park Road and Richmond Street intersection improvements project to L82 Construction Ltd. It also recommends that the existing engineering agreement with Dillon Consulting Limited be extended to include contract administration and construction supervision required for the project.

### 1.3 Background

The continued development and growth in the City of London requires transportation infrastructure improvements to support sustainable mobility options and the movement of goods and services.

Within the project area, Fanshawe Park Road and the north leg of Richmond Street is classified as a Main Street and the south leg of Richmond Street is classified as a Rapid Transit Boulevard, with the intersection forming an important node in London’s arterial road network. The intersection connects the Masonville, Stoneybrook, Sunningdale, and Uplands Planning Districts to London’s downtown. It also provides access to regional facilities including Western University and the Masonville Mall.

Improvements to the Fanshawe Park Road and Richmond Street intersection was identified as a priority in the Smart Moves 2030 Transportation Master Plan (TMP) and the Transportation Development Charge Background Study.

An Environmental Assessment (EA) for the Fanshawe Park Road and Richmond Street intersection was completed and the Environmental Study Report (ESR) was approved by Council in September 2018. The recommended improvements for the intersection are intended to accommodate the existing and future travel demands associated with planned development, provide enhanced cycling and pedestrian facilities, and be compatible with the “Transit Village”, “Main Street”, and “Rapid Transit Boulevard” designations of the London Plan.

The Fanshawe Park Road and Richmond Street intersection improvements project was recently reviewed using the Climate Emergency Screening Tool. The screening tool review endorsed a complete streets approach for this intersection in the rapidly developing area of north London, which experiences high volumes of vehicle traffic, cyclists, and pedestrian activity. The intersection requires upgrades to accommodate

existing and future travel demands and help improve safety. The complete streets approach is recommended as a cost-effective approach to enable sustainable mobility choices.

The limits of construction extend along Richmond Street from Jacksway Crescent to the north leg of North Centre Road, and on Fanshawe Park Road East between the east and west legs of North Centre Road. A map of the Fanshawe Park Road and Richmond Street improvements is included below.

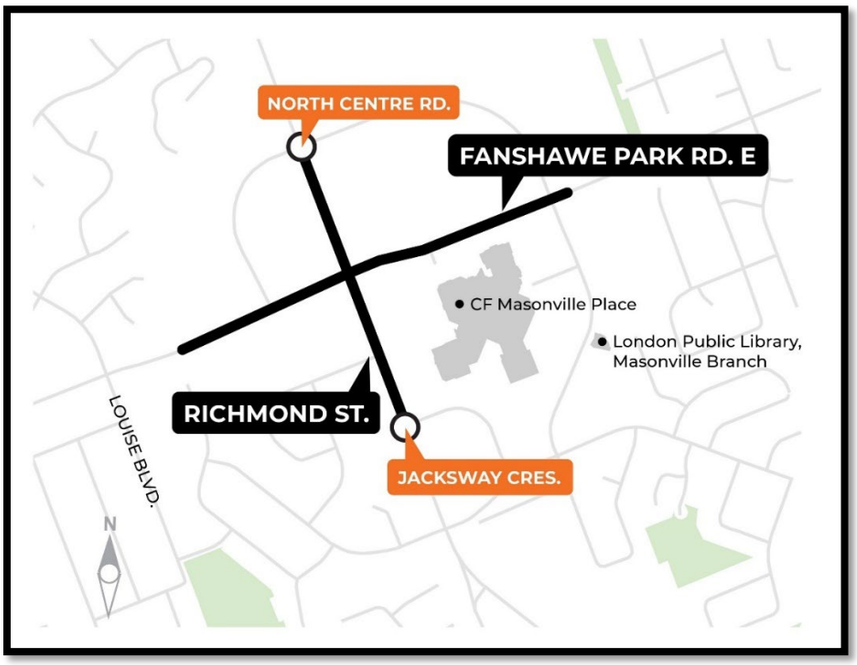


Figure 1: Map of the construction area for the Fanshawe Park Road and Richmond Street intersection improvements project.

## 2.0 Discussion and Considerations

### 2.1 Project Description

The recommended improvements to this intersection will enhance the functionality and safety of the intersection by better accommodating the large volume of vehicles, cyclists, and pedestrians, and incorporating the latest design standards. The project will follow the Council-approved Complete Streets Design Manual approach and will improve active transportation connectivity for the adjacent communities.

Improvements to the subject intersection will include:

- Reconstructing the road and adding additional through and turning vehicle lanes,
- Installing new asphalt in-boulevard bike paths,
- Installing new concrete sidewalks, curb, and gutter,
- Replacing aging street lighting and traffic signals,
- Landscaping and urban design elements,
- Upgrading and replacing underground infrastructure, including watermains and storm sewers,
- Accessibility improvements to meet current Accessibility for Ontarians with Disabilities Act (AODA) standards.

## 2.2 Advance Works

The project requires the relocation of various utilities including, London Hydro, Enbridge Gas, Bell, Rogers, and Western University's communication infrastructure. To ensure prompt and efficient utility relocation, coordination is underway with the respective utility companies.

Tree removals have been completed in advance of the upcoming construction activities. New trees will be planted as part of this project.

## 2.3 Traffic Management and Communications

A virtual pre-construction public meeting was held on December 7, 2022, to provide a project update and share information about the upcoming construction activities. Property owners, residents, and businesses near the project area were invited to attend.

Additionally, two in-person drop-in sessions were hosted at the Masonville Mall and the Masonville branch of the London Public Library on December 8, 2022, to provide individuals with further opportunities to connect with the project team.

A traffic staging plan has been developed and included in the construction plans. This plan balances mobility and access during all stages of construction while allowing the construction to be completed in a timely and cost-effective manner. It is anticipated that, during construction:

- A minimum of two lanes of traffic (one in each direction) will be maintained.
- A full intersection closure is not anticipated. However, temporary lane reductions will be required on Fanshawe Park Road and Richmond Street
- Temporary traffic signals will be in operation.
- Access to homes and businesses will be maintained.
- Frequent coordination with London Transit Commission (LTC) and emergency service providers will occur.

The traffic management plan will be communicated, monitored, and adjusted during construction based on traffic conditions and construction staging.

## 2.4 Construction Schedule

Construction of the Fanshawe Park Road and Richmond Street intersection improvements is planned to begin in Spring 2023 and will require the full construction season, with some planned carry-over work in 2024.

## 2.5 Procurement Process

The request for tenders (RFT) was published on February 3, 2023. Tenders for the Fanshawe Park Road and Richmond Street intersection improvements project (RFT-2023-015) were opened on March 7, 2023. Five contractors submitted prices as listed below, including contingency, and excluding HST:

| Contractor | Company Name | Tender Price Submitted |
|---|---|---|
| 1. | L82 Construction Ltd | $14,704,685.58 |
| 2. | Bre-Ex Construction Inc | $14,846,272.71 |
| 3. | J-AAR Excavating Limited | $15,879,393.50 |
| 4. | Blue-Con Construction | $15,975,000.00 |
| 5. | CH Excavating (2013) | $19,694,918.41 |

All tenders have been checked by the City's consultant, Dillon Consulting Limited, and the Environment & Infrastructure Service Area. No mathematical errors were found, and the bids were determined to be compliant. The submitted low bid by L82 Construction Ltd is 10% below the tender estimate that was prepared prior to the tender opening. The tender results indicate competitive pricing from the construction industry and represent good value for a project of this size, scope, and complexity recognizing current market and supply chain conditions. All tenders include a contingency allowance of $1,500,000.00 (excluding HST). As per section 13.2 a of the Procurement of Goods and Services Policy, Committee and City Council must approve award of tenders greater than $6,000,000.

The tender amount will be funded from the City's Transportation Planning & Design, Traffic Engineering, Sewer Engineering, and Water Engineering capital project budgets.

### 2.6 Consulting Services

Dillon Consulting Limited was awarded the detailed design of the Fanshawe Park Road and Richmond Street intersection improvements project by Council in April 2019, after previously completing the associated EA. With the consultant's knowledge and positive performance during the EA and detailed design phases of the project, the consultant was invited to submit a proposal to carry out the contract administration and construction supervision activities. Staff have reviewed the submitted fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. The review of assigned personnel and hourly rates for various activities are in alignment with the original competitive procurement process and with other similar infrastructure assignments.

The request to award consulting services to Dillon Consulting Limited at an upset amount of $1,203,357.50, excluding HST; is supported by section 15.2 g of the Procurement of Goods and Services Policy. The continued use of Dillon Consulting Limited on this project for the construction administration phase is of financial advantage to the City because the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected. The City's requirement for the creation of record drawings following construction requires the reviewing professional engineer to seal the drawings based on field verification and ongoing involvement. This requirement promotes consultant accountability for the design.

## 3.0 Financial Impact/Considerations

### 3.1 Operating Cost

Anticipated annual operating costs associated with additional infrastructure is summarized below:

| Service Area | Rationale | Increase in Annual Operating Cost |
|---|---|---|
| Roadway Operations | Additional maintenance required for the roadway, sidewalks, bike paths, additional pavement markings. | $26,727 |
| Traffic Engineering | Additional costs for streetlights, pavement markings and electrical equipment. | $59,719 |
| Forestry and Parks Operations | Additional tree maintenance | $61,000 |
| Sewer Operations | Operating cost of storm sewer improvements | $220 |
| Water Operations | Valve and hydrant maintenance | $375 |
| Solid Waste Operations | Collection and disposal associated with new garbage receptacles | $3,300 |

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

## Conclusion

Civic Administration has reviewed the tender bids and recommends that the construction contract for the Fanshawe Park Road and Richmond Street Intersection Improvements project be awarded to L82 Construction Ltd in the amount of $14,704,685.58, including contingency and excluding HST, in accordance with Section 8.5 (a) ii of the City of London's Procurement of Goods and Services Policy.

It is also recommended that Dillon Consulting Limited be authorized to carry out the contract administration and construction supervision to complete this project for a fee estimate of $1,203,357.50 including contingency and excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, as it is in the best financial and technical interests of the City.

Improvements to the Fanshawe Park Road and Richmond Street are necessary as planned developments in the area will generate growth in north London. Construction of the planned improvements will ensure that the intersection meets the long-term needs of the growing community in north London and the Masonville transit village.

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

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

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

Attach: Appendix A – Source of Financing

c:

Steven Mollon, City of London
Lauren Pasma, City of London
Michelle Morris, City of London
Violetta Sypien, City of London
Peter McAllister, Dillon Consulting Limited
Jeremi Demelo, L82 Construction Ltd

**Appendix "A"**

**#23071**
April 12, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2023-015 Fanshawe Park Road & Richmond Street Intersection Improvements
(Subledger RD140016)
Capital Project TS1134 - Intersection - Richmond St and Fanshawe Park Rd
Capital Project TS416519 - Urban Intersections (2019-2023)
Capital Project EW376523 - Infrastructure Renewal Program - Watermains
Capital Project ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment
L82 Construction Ltd. - $14,704,685.58 (excluding HST)
Dillon Consulting Limited - $1,203,357.50 (excluding HST)

## Finance Supports Report on the Sources of Financing:

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

| Estimated Expenditures | Approved Budget | Committed To Date | This Submission | Balance for Future Work |
|---|---|---|---|---|
| **TS1134 - Intersection - Richmond St and Fanshawe Park Rd** | | | | |
| Engineering | 1,922,546 | 876,897 | 1,045,649 | 0 |
| Land Acquisition | 4,897,585 | 4,893,222 | 0 | 4,363 |
| Construction | 17,525,910 | 76,200 | 12,777,534 | 4,672,176 |
| Relocate Utilities | 1,500,000 | 111,888 | 0 | 1,388,112 |
| City Related Expenses | 49,059 | 6,269 | 0 | 42,790 |
| **TS1134 Total** | 25,895,100 | 5,964,476 | 13,823,183 | 6,107,441 |
| **TS416519 - Urban Intersections (2019-2023)** | | | | |
| Engineering | 1,418,409 | 308,206 | 22,040 | 1,088,163 |
| Construction | 2,144,781 | 1,422,239 | 269,317 | 453,225 |
| Traffic Signals | 4,357,570 | 2,176,865 | 0 | 2,180,705 |
| Street Lights | 2,266,819 | 427,432 | 0 | 1,839,387 |
| **TS416519 Total** | 10,187,579 | 4,334,742 | 291,357 | 5,561,480 |
| **EW376523 - Infrastructure Renewal Program - Watermains** | | | | |
| Engineering | 2,500,000 | 466,066 | 121,141 | 1,912,793 |
| Construction | 15,787,375 | 5,369,026 | 1,480,310 | 8,938,039 |
| **EW376523 Total** | 18,287,375 | 5,835,092 | 1,601,451 | 10,850,832 |
| **ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment** | | | | |
| Engineering | 2,000,000 | 1,018,141 | 35,707 | 946,152 |
| Construction | 11,212,878 | 0 | 436,326 | 10,776,552 |
| City Related Expenses | 100,000 | 0 | 0 | 100,000 |
| **ES254023 Total** | 13,312,878 | 1,018,141 | 472,033 | 11,822,704 |
| **Total Expenditures** | $67,682,932 | $17,152,451 | $16,188,024 | $34,342,457 |

## Sources of Financing

| | | | | |
|---|---|---|---|---|
| **TS1134 - Intersection - Richmond St and Fanshawe Park Rd** | | | | |
| Capital Levy | 428,240 | 428,240 | 0 | 0 |
| Debenture by-law No. W.-5581-134 (Note 3) | 2,709,897 | 294,574 | 1,675,183 | 740,140 |
| Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1) | 21,119,463 | 5,241,662 | 12,148,000 | 3,729,801 |
| Debenture by-law No. W.-5581-134 (Serviced through City Services - Roads Reserve Fund (Development Charges)) (Note 1 and 3) | 1,637,500 | 0 | 0 | 1,637,500 |
| **TS1134 Total** | 25,895,100 | 5,964,476 | 13,823,183 | 6,107,441 |

**Appendix "A"**

**#23071**
April 12, 2023
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2023-015 Fanshawe Park Road & Richmond Street Intersection Improvements

| Sources of Financing Continued | Approved Budget | Committed To Date | This Submission | Balance for Future Work |
|---|---|---|---|---|
| **TS416519 - Urban Intersections (2019-2023)** | | | | |
| Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1) | 10,187,579 | 4,334,742 | 291,357 | 5,561,480 |
| **EW376523 - Infrastructure Renewal Program - Watermains** | | | | |
| Capital Water Rates | 12,193,444 | 5,835,092 | 1,601,451 | 4,756,901 |
| Drawdown from Waterworks Reserve Fund | 4,668,931 | 0 | 0 | 4,668,931 |
| Canada-Community Building Fund | 1,425,000 | 0 | 0 | 1,425,000 |
| **EW376523 Total** | 18,287,375 | 5,835,092 | 1,601,451 | 10,850,832 |
| **ES254023 - Infrastructure Renewal Program - Stormwater Sewers and Treatment** | | | | |
| Capital Sewer Rates | 1,242,500 | 1,018,141 | 224,359 | 0 |
| Drawdown from Sewage Works Renewal Reserve Fund | 9,820,378 | 0 | 0 | 9,820,378 |
| Canada-Community Building Fund | 2,250,000 | 0 | 247,674 | 2,002,326 |
| **ES254023 Total** | 13,312,878 | 1,018,141 | 472,033 | 11,822,704 |
| **Total Financing** | $67,682,932 | $17,152,451 | $16,188,024 | $34,342,457 |

| **Financial Note - Dillon** | **TS1134** | **TS416519** | **EW376523** | **ES254023** |
|---|---|---|---|---|
| Contract Price | 1,027,564 | 21,658 | 119,046 | 35,089 |
| Add: HST @13% | 133,583 | 2,816 | 15,476 | 4,562 |
| Total Contract Price Including Taxes | 1,161,147 | 24,474 | 134,522 | 39,651 |
| Less: HST Rebate | -115,498 | -2,434 | -13,381 | -3,944 |
| Net Contract Price | $1,045,649 | $22,040 | $121,141 | $35,707 |

| **Financial Note - Dillon** | **Total** |
|---|---|
| Contract Price | 1,203,357 |
| Add: HST @13% | 156,437 |
| Total Contract Price Including Taxes | 1,359,794 |
| Less: HST Rebate | -135,257 |
| Net Contract Price | $1,224,537 |

| **Financial Note - L82 Construction** | **TS1134** | **TS416519** | **EW376523** | **ES254023** |
|---|---|---|---|---|
| Contract Price | 12,556,539 | 264,659 | 1,454,707 | 428,780 |
| Add: HST @13% | 1,632,350 | 34,406 | 189,112 | 55,741 |
| Total Contract Price Including Taxes | 14,188,889 | 299,065 | 1,643,819 | 484,521 |
| Less: HST Rebate | -1,411,355 | -29,748 | -163,509 | -48,195 |
| Net Contract Price | $12,777,534 | $269,317 | $1,480,310 | $436,326 |

| **Financial Note - L82 Construction** | **Total** |
|---|---|
| Contract Price | 14,704,685 |
| Add: HST @13% | 1,911,609 |
| Total Contract Price Including Taxes | 16,616,294 |
| Less: HST Rebate | -1,652,807 |
| Net Contract Price | $14,963,487 |

| | |
|---|---|
| Engineering and Construction Total | **$16,188,024** |

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

**Note 2:** There will be additional annual operating costs of $26,727 for Roadway Operations, $59,719 for Traffic Engineering, $61,000 for Forestry and Parks Operations, $220 for Sewer Operations, $375 for Water Operations and $3,300 for Solid Waste Operations.

**Note 3: Note to City Clerk:** The City Clerk be authorized to increase No. W.-5581-134 by $3,714,897.00 from $632,500.00 to $4,347,397.00

Jason Davies
Manager of Financial Planning & Policy

lp

## 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:** **Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Geotechnical Consultant Award**
**Date:** **April 12, 2023**

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the award of consulting services for the completion of the Detailed Design and Contract Administration for flood protection at the Greenway and Adelaide Wastewater Treatment Plants:

a) WSP Canada Inc. **BE APPOINTED** Geotechnical Consulting Engineers in the amount of $153,360.00, including 20% contingency, excluding HST, in accordance with Section 15.2 (d) of the City of London's Procurement of Goods and Services Policy;
b) the financing for the project **BE APPROVED** in accordance with the "Sources of Financing Report" attached hereto as Appendix 'A';
c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract; and,
e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

### Purpose

This report recommends that WSP Canada Inc. be appointed to carry out geotechnical and hydrogeological investigations related to the design of flood protection measures at the Greenway and Adelaide Wastewater Treatment Plants.

### Context

The City of London secured the opportunity for federal funding through the Disaster Mitigation and Adaptation Fund for improvements to the resilience of the Greenway and Adelaide Wastewater Treatment Plants through flood protection.

The geotechnical and hydrogeological investigations recommended for award in this report will provide essential support for detailed design efforts related to the planned flood protection systems at Greenway and Adelaide Wastewater Treatment Plants, which are currently being undertaken by CIMA Canada Inc.

## Linkage to the Corporate Strategic Plan

This project supports the 2019-2023 Strategic Plan through Building a Sustainable City:

- Build infrastructure to support future development and protect the environment;
- Improve London's resiliency to respond to potential future challenges; and
- Conserve energy and increase actions to respond to climate change and severe weather.

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Detailed Design Consultant Award. Civic Works Committee. October 4, 2022.

Greenway WWTP Climate Change Resilience Class EA – Notice of Completion. Civic Works Committee. April 20, 2022.

Adelaide WWTP Climate Change Resilience Class EA – Notice of Completion. Civic Works Committee. April 20, 2022.

Disaster Mitigation and Adaptation Fund – Contribution Agreement. Civic Works Committee. March 29, 2022.

Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Class Environmental Assessment Consultant Award. Civic Works Committee. March 2, 2021.

Climate Emergency Action Plan – Update. Civic Works Committee. August 11, 2020.

## 2.0 Discussion and Considerations

### 2.1 Project Description

The Greenway Wastewater Treatment Plant, located at 109 Greenside Avenue, is the City's largest plant and treats approximately 60% of the wastewater produced in London. The Adelaide Wastewater Treatment Plant, located at 1157 Adelaide Street North, treats approximately 15% of London's wastewater. With climate change, the City of London and other communities are experiencing more frequent and intense wet weather events, which increases the potential for flooding. Through the federal Disaster Mitigation and Adaptation program, the City has secured funding to construct flood protection measures at the Greenway and Adelaide Wastewater Treatment plants to protect against floods up-to and including a 1 in 250-year storm event. The flood protection systems, once complete, will improve asset resilience, enhance treatment capabilities, and enhance the safety of plant staff during extreme wet weather events.

To date, the City has completed an Environmental Assessment at each site and has retained CIMA Canada Inc. to complete the detailed design at each plant, with the completion of detailed design scheduled for the end of 2023. Geotechnical and hydrogeological investigations are required to advance the design of the project and will provide valuable information to the design such as soil quality and groundwater levels, and to assess the required foundation designs for the flood barriers and effluent pumping stations.

### 2.2 Procurement Process

A request for geotechnical services (Geotechnical TOR) was issued by the Design Consultant, CIMA Canada Inc., in January 2023 with the intention of awarding the required geotechnical and hydrogeological work through the administrative award process. This practice is routinely completed when it is anticipated that geotechnical and hydrogeological investigations will fall within the allowable range of administrative award.

A total of six (6) qualified firms were requested to provide pricing for geotechnical and hydrogeological services. Four (4) firms submitted proposals, with the lowest bid

submitted by WSP Canada Inc. totalling $127,800.00, excluding contingency and H.S.T.

All submitted proposals were reviewed by staff from Wastewater Treatment Operations and CIMA Canada Inc. to ensure compliance with the Geotechnical TOR. A small overall spread was observed between all submitted bids, which is an indication of a competitive and fair bidding process. The evaluation team determined that the lowest bid, provided by WSP Canada Inc. met all requirements outlined in the Geotechnical TOR.

WSP Canada Inc. has extensive experience with geotechnical and hydrogeological consulting within the City's wastewater treatment and conveyance facilities. Overall, their proposal met all the key project requirements, and their staff are qualified to undertake the required consulting services.

### 2.3 Schedule and Budget Implications

The geotechnical and hydrogeological assignment is scheduled to be complete by mid 2023.The geotechnical and hydrogeological fees proposed within this report include fees required to complete on-site investigations, review of gathered information, and completion of reports in support of design activities.

This project is to be funded in part by the Government of Canada's Disaster Mitigation and Adaptation Fund, with the maximum federal share of all project related expenses totalling $19.8 million (40%). The remainder of the budget is proposed to be funded under existing capital budgets with final construction and engineering costs estimated at $49.5 Million.

## Conclusion

WSP Canada Inc. was found to provide the best value to the City through for geotechnical and hydrogeological consulting services for flood protection Detailed Design at the Greenway and Adelaide Wastewater Treatment Plants. The WSP Canada Inc. team has a demonstrated ability to complete geotechnical and hydrogeological investigations related to flood mitigation and wastewater treatment plant design and demonstrated a solid understanding of this project in their proposal. It is recommended that WSP Canada Inc. be awarded this assignment.

| | |
|---|---|
| **Prepared by:** | **Kirby Oudekerk, MPA, P.Eng.**<br>**Division Manager, Wastewater Treatment Operations** |
| **Submitted by:** | **Ashley Rammeloo, MMSc., P.Eng.**<br>**Director, Water, Wastewater, and Stormwater** |
| **Recommended by:** | **Kelly Scherr, P.Eng., MBA, FEC**<br>**Deputy City Manager, Environment and Infrastructure** |
| cc: | Steve Mollon, Senior Manager, Procurement and Supply<br>Jason Davies, Manager III, Financial Planning and Policy<br>Zeina Nsair, Financial Business Administrator, Finance and Corporate Services<br>Randy Axford, WSP Canada Inc. |
| Appendix 'A' | Sources of Financing |

## Appendix "A"

**#23070**
April 12, 2023
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: Greenway and Adelaide Wastewater Treatment Plants Climate Change Resiliency Geotechnical Consultant Award
(Subledger FS210001) Greenway
(Subledger FS220002) Adelaide
Capital Project ES3230 - DMAF Greenway WWTP Flood Protection
Capital Project ES3231 - DMAF Adelaide WWTP Flood Protection
WSP Canada Inc. - $153,360.00 (excluding HST)

### Finance Supports Report on the Sources of Financing:

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

| **Estimated Expenditures** | **Approved Budget** | **Committed To Date** | **This Submission** |
|---|---|---|---|
| **ES3230 - DMAF Greenway WWTP Flood Protection** | | | |
| Engineering | 1,390,807 | 1,312,655 | 78,152 |
| City Related Expenses | 3,200 | 3,200 | 0 |
| **ES3230 Total** | 1,394,007 | 1,315,855 | 78,152 |
| **ES3231 - DMAF Adelaide WWTP Flood Protection** | | | |
| Engineering | 1,228,779 | 1,150,871 | 77,908 |
| City Related Expenses | 3,107 | 3,107 | 0 |
| **ES3231 Total** | 1,231,886 | 1,153,978 | 77,908 |
| **Total Expenditures** | $2,625,893 | $2,469,833 | $156,060 |
| **Sources of Financing** | | | |
| **ES3230 - DMAF Greenway WWTP Flood Protection** | | | |
| Drawdown from Sewage Works Renewal Reserve Fund | 836,404 | 789,513 | 46,891 |
| Federal DMAF Funding | 557,603 | 526,342 | 31,261 |
| **ES3230 Total** | 1,394,007 | 1,315,855 | 78,152 |
| **ES3231 - DMAF Adelaide WWTP Flood Protection** | | | |
| Drawdown from Sewage Works Renewal Reserve Fund | 739,131 | 692,386 | 46,745 |
| Federal DMAF Funding | 492,755 | 461,592 | 31,163 |
| **ES3231 Total** | 1,231,886 | 1,153,978 | 77,908 |
| **Total Financing** | $2,625,893 | $2,469,833 | $156,060 |

| **Financial Note:** | **ES3230** | **ES3231** | **Total** |
|---|---|---|---|
| Contract Price | $76,800 | $76,560 | $153,360 |
| Add: HST @13% | 9,984 | 9,953 | 19,937 |
| Total Contract Price Including Taxes | 86,784 | 86,513 | 173,297 |
| Less: HST Rebate | -8,632 | -8,605 | -17,237 |
| Net Contract Price | $78,152 | $77,908 | $156,060 |

Jason Davies
Manager of Financial Planning & Policy

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## Report to Civic Works Committee

**To:** **Chair and Members**
**Civic Works Committee**
**From:** **Kelly Scherr, P.Eng., MBA, FEC**
**Deputy City Manager, Environment and Infrastructure**
**Subject:** **Appointment of Consulting Engineers for Contract Administration Services: 2023 Infrastructure Renewal Program and Huron Street Steel Watermain Cathodic Protection Project**
**Date:** **April 12, 2023**

## Recommendation

That on the recommendation of Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the appointment of consulting engineers for the 2023 Infrastructure Renewal Program:

(a) The following consulting engineers **BE APPOINTED** to carry out consulting services for the identified Infrastructure Renewal Program funded projects, at the upset amounts identified below, in accordance with the estimate on file, and in accordance with Section 15.2(g) of the City of London's Procurement of Goods and Services Policy:

(i) IBI Group (IBI) **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration of 2023 Infrastructure Renewal Project Lyle Street and Elizabeth Street, in the total amount of $318,054.00 (including contingency), excluding HST;

(ii) GM BluePlan Engineering Limited (GM BluePlan) **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration of 2023 Infrastructure Renewal Project Whitehall Drive, in the total amount of $282,353.50 (including contingency), excluding HST;

(iii) R.V. Anderson Associates Limited (RVA) **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration of 2023 Infrastructure Renewal Project McKenzie Avenue, Baker Street, Windsor Avenue, and Belgrave Avenue, in the total amount of $578,610.00 (including contingency), excluding HST;

(iv) R.V. Anderson Associates Limited (RVA) **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration of Huron Street Steel Watermain Cathodic Protection Project, in the total amount of $79,112 (including contingency), excluding HST

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

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

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

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

## Executive Summary

### Purpose

The purpose of this report is to award engineering consultant appointments for the resident inspection and contract administration for three projects which are part of the 2023 Infrastructure Renewal Program as well as the Huron Street Steel Watermain

Cathodic Protection Project. These consultant appointments will lead to construction projects in 2023.

**Context**

The Infrastructure Renewal Program is an annual program intended to maintain the lifecycle and operation of municipal infrastructure at an acceptable level of service. The engineering consultants work with city staff to complete the Infrastructure Renewal Program projects to meet the challenging infrastructure lifecycle replacement needs. The engineering consulting work recommended for the Infrastructure Renewal Program will support the reconstruction of an estimated $11,200,000 of capital infrastructure.

The Huron St. Trunk Watermain Cathodic Protection Upgrades work involves refurbishment of the Cathodic protection system for this steel watermain by replacing the existing rectifier system which is no longer functioning and installing a new passive cathodic protection system for this watermain. The Cathodic Protection System provides corrosion protection for this watermain, extending its life. This section of 600mm diameter steel watermain on Huron Street extends from the intersection of Adelaide Street east to approximately 100 m east of the Clarke Road intersection. The construction cost of these upgrades is estimated at $840,000.

## 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.

## Analysis

# 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

- CWC – September 22, 2020 – Appointment of Consulting Engineers Infrastructure Renewal Program
- CWC – October 20, 2020 – Appointment of Consulting Engineers Infrastructure Renewal Program

# 2.0 Discussion and Considerations

### 2.1 Work Description

The Infrastructure Renewal Program projects include watermain and sewer replacement, as well as restoration of areas disturbed by the construction activity. The scope of each project varies in length and depends on the infrastructure components requiring rehabilitation or replacement. Full road reconstruction will be part of the overall projects.

Cathodic protection is the installation of a corrosion protection system on the watermain. Excavation is required to install the system at key locations along the watermain but will not involve full road reconstruction.

The following engineering assignments were previously awarded for detailed design and tender preparation. The limits for the four projects are identified as follows:

- IBI Group completed the detailed design assignment for Lyle Street and Elizabeth Street which includes Lyle Street from King Street to Dundas Street and Elizabeth Street from Dundas Street to Queens Avenue;

- GM BluePlan completed the detailed design assignment for Whitehall Drive which includes Whitehall Drive from Vancouver Street to Atkinson Boulevard;
- RVA completed the detailed design assignment for McKenzie Avenue, Baker Street, Windsor Avenue, and Belgrave Avenue which includes McKenzie Avenue from Wortley Road to Ridout Street South; McKenzie Avenue from Ridout Street South to Belgrave Avenue; Baker Street from Ridout Street South to Belgrave Avenue; Windsor Avenue from Ridout Street South to Belgrave Avenue and Belgrave Avenue from McKenzie Avenue to Baker Street;
- RVA completed the detailed design assignment for the Huron Street Steel Watermain Cathodic Protection Project which includes the watermain along Huron Street from Adelaide Street to Clarke Road.

All four projects are scheduled for construction in 2023 with the construction tenders anticipated to be awarded through the Administrative Approval of Tender Acceptance/Contract Award (AATACA), which has an upset limit of $6 Million. Location maps are provided for each project in Appendix 'B'.

## 3.0 Financial Impact/Considerations

### 3.1 Consulting Engineer Services

Due to the knowledge and positive performance on the detailed design assignments, each consultant was invited to submit a proposal to carry out the resident inspection and contract administration for their project. A summary of the fees is included in Table 1. All values include 10% contingency and exclude HST.

Table 1: Summary of Project Assignments

| Assignment | Consultant | Resident Inspection and Contract Administration Fee | Total Project Fees Including Previously Awarded Fees |
|---|---|---|---|
| Lyle Street and Elizabeth Street | IBI | **$318,054.00** | $464,926.00 |
| Whitehall Drive | GM BluePlan | **$282,353.50** | $432,041.50 |
| McKenzie Avenue, Baker Street, Windsor Avenue, and Belgrave Avenue | RVA | **$578,610.00** | $776,543.00 |
| Huron Street Steel Watermain Cathodic Protection Project | RVA | **$79,112** | $173,185 |

Staff have reviewed the fee submissions, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. The submissions were found to be consistent with other project assignments of similar scope. The continued use of the identified consultant on each project for resident inspection and contract administration is of financial advantage to the City because the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

In addition to the financial advantage, there are also accountability and risk reduction benefits. The City requires a Professional Engineer to seal all construction drawings. These 'record drawings' are created based on field verification and ongoing involvement by the Professional Engineer. This requirement promotes consultant accountability for the design of these projects, and correspondingly, reduces the City's overall risk exposure. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order to maintain this accountability process and to

manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that the engineering services associated with the resident inspection and contract administration services be awarded to ensure that the City receives the product specified and associated value.

Funds have been budgeted in the Water, Sewer, and Transportation capital budgets to support the engineering work for the projects as identified in Appendix 'A', 'Sources of Financing'.

## Conclusion

Replacing infrastructure at the end of its lifecycle and protecting existing infrastructure is essential to building a sustainable city. The recommended engineering consultant assignments will allow the construction projects to be completed in the best financial and technical interests of the City. All the firms recommended through this engineering consultant appointment have shown their competency and expertise with infrastructure replacement projects of this type. It is recommended that IBI, GM Blueplan, and RVA continue as the consulting engineers on their respective projects for the purpose of resident inspection and contract administration services in accordance with Section 15.2(g) of the City of London's Procurement of Goods and Services Policy.

| | |
|---|---|
| **Prepared by:** | **Aaron Rozentals, P.Eng.**<br>**Division Manager, Water Engineering** |
| **Submitted by:** | **Ashley Rammeloo, MMSc, P.Eng.**<br>**Director, Water, Wastewater, and Stormwater** |
| **Recommended by:** | **Kelly Scherr, P.Eng., MBA, FEC**<br>**Deputy City Manager, Environment and Infrastructure** |

cc: D. Gough, K. Johnson, K. Chambers, P. Lupton

Appendix 'A' – Sources of Financing

Appendix 'B' – Location Map

**Appendix "A"**

**#23069**
April 12, 2023
(Appoint Consulting Engineers)

Chair and Members
Civic Works Committee

RE: Contract Administration Services: 2023 Infrastructure Renewal Program and Huron Street Steel Watermain Cathodic Protection Project
(Subledger WS21C00G) Lyle and Elizabeth Street
(Subledger WS22C00L) Whitehall Drive
(Subledger WS22C00K) McKenzie Avenue, Baker Street, Windsor Street and Belgrave Avenue
(Subledger WT220005) Huron Street Steel Watermain Cathodic Protection Project
Capital Project ES241422 - Infrastructure Renewal Program - Sanitary Sewers
Capital Project ES254021 - Infrastructure Renewal Program - Stormwater Sewers & Treatment
Capital Project EW352521 - Watermain Corrosion Protection Program
Capital Project EW376522 - Infrastructure Renewal Program - Watermains
Capital Project TS1749 - Dundas Street Old East Village Streetscape Improvements
Capital Project TS406722 - Traffic Signals - Mtce
Capital Project TS512322 - Street Light Maintenance
IBI Group - $318,054.00 (excluding HST) - Lyle and Elizabeth Street
GM BluePlan Engineering Limited - $282,353,50 (excluding HST) - Whitehall Drive
R.V. Anderson Associates Limited - $578,610.00 (excluding HST) - McKenzie, Baker, Windsor and Belgrave
R.V. Anderson Associates Limited - $79,112.00 (excluding HST) - Huron Street Steel Watermain Cathodic Protection Project

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

| Estimated Expenditures | Approved Budget | Revised Budget | Committed To Date | This Submission | Balance for Future Work |
|---|---|---|---|---|---|
| **ES241422 - Infrastructure Renewal Program - Sanitary Sewers** | | | | | |
| Engineering | 2,000,000 | 2,000,000 | 1,411,349 | 305,784 | 282,867 |
| Engineering (Utilities Share) (Note 1) | 0 | 12,859 | 0 | 12,859 | 0 |
| Construction | 10,409,529 | 10,409,529 | 7,851,958 | 0 | 2,557,571 |
| City Related Expenses | 25,000 | 25,000 | 630 | 0 | 24,370 |
| **ES241422 Total** | 12,434,529 | 12,447,388 | 9,263,937 | 318,643 | 2,864,808 |
| **ES254021 - Infrastructure Renewal Program - Stormwater Sewers & Treatment** | | | | | |
| Engineering | 1,890,087 | 1,890,087 | 1,544,373 | 345,714 | 0 |
| Land Acquisition | 210,537 | 210,537 | 207,167 | 0 | 3,370 |
| Construction | 9,586,066 | 9,586,066 | 9,460,978 | 0 | 125,088 |
| City Related Expenses | 11,150 | 11,150 | 11,150 | 0 | 0 |
| **ES254021 Total** | 11,697,840 | 11,697,840 | 11,223,668 | 345,714 | 128,458 |
| **EW352521 - Watermain Corrosion Protection Program** | | | | | |
| Engineering | 80,505 | 80,505 | 0 | 80,505 | 0 |
| Construction | 841,095 | 841,095 | 354,141 | 0 | 486,954 |
| **EW352521 Total** | 921,600 | 921,600 | 354,141 | 80,505 | 486,954 |
| **EW376522 - Infrastructure Renewal Program - Watermains** | | | | | |
| Engineering | 2,665,658 | 2,665,658 | 1,463,953 | 413,610 | 788,095 |
| Construction | 16,378,957 | 16,378,957 | 14,565,954 | 0 | 1,813,003 |
| City Related Expenses | 395,967 | 395,967 | 395,967 | 0 | 0 |
| **EW376522 Total** | 19,440,582 | 19,440,582 | 16,425,874 | 413,610 | 2,601,098 |

**#23069**
April 12, 2023
(Appoint Consulting Engineers)

Chair and Members
Civic Works Committee

RE: Contract Administration Services: 2023 Infrastructure Renewal Program and Huron Street Steel Watermain Cathodic Protection Project
(Subledger WS21C00G) Lyle and Elizabeth Street
(Subledger WS22C00L) Whitehall Drive
(Subledger WS22C00K) McKenzie Avenue, Baker Street, Windsor Street and Belgrave Avenue
(Subledger WT220005) Huron Street Steel Watermain Cathodic Protection Project

| Estimated Expenditures continued | Approved Budget | Revised Budget | Committed To Date | This Submission | Balance for Future Work |
|---|---|---|---|---|---|
| **TS1749 - Dundas Street Old East Village Streetscape Improvements** | | | | | |
| Engineering | 1,605,000 | 1,605,000 | 637,725 | 87,418 | 879,857 |
| Construction | 6,583,838 | 6,583,838 | 5,642,302 | 0 | 941,536 |
| City Related Expenses | 1,636,611 | 1,636,611 | 1,636,611 | 0 | 0 |
| **TS1749 Total** | 9,825,449 | 9,825,449 | 7,916,638 | 87,418 | 1,821,393 |
| **TS406722 - Traffic Signals - Mtce** | | | | | |
| Engineering | 500,000 | 500,000 | 331,620 | 15,947 | 152,433 |
| Construction | 2,656,778 | 2,656,778 | 211,644 | 0 | 2,445,134 |
| Traffic Signals | 1,185,923 | 1,185,923 | 1,185,923 | 0 | 0 |
| **TS406722 Total** | 4,342,701 | 4,342,701 | 1,729,187 | 15,947 | 2,597,567 |
| **TS512322 - Street Light Maintenance** | | | | | |
| Engineering | 300,000 | 300,000 | 139,242 | 18,208 | 142,550 |
| Construction | 2,510,852 | 2,510,852 | 400,939 | 0 | 2,109,913 |
| **TS512322 Total** | 2,810,852 | 2,810,852 | 540,181 | 18,208 | 2,252,463 |
| **Total Expenditures** | $61,473,553 | $61,486,412 | $47,453,626 | $1,280,045 | $12,752,741 |
| **Sources of Financing** | | | | | |
| **ES241422 - Infrastructure Renewal Program - Sanitary Sewers** | | | | | |
| Capital Sewer Rates | 7,934,529 | 7,934,529 | 7,934,529 | 0 | 0 |
| Drawdown from Sewage Works Renewal Reserve Fund | 2,250,000 | 2,250,000 | 0 | 0 | 2,250,000 |
| Canada Community-Building Fund | 2,250,000 | 2,250,000 | 1,329,408 | 305,784 | 614,808 |
| Other Contributions (Note 1) | 0 | 12,859 | 0 | 12,859 | 0 |
| **ES241422 Total** | 12,434,529 | 12,447,388 | 9,263,937 | 318,643 | 2,864,808 |
| **ES254021 - Infrastructure Renewal Program - Stormwater Sewers & Treatment** | | | | | |
| Capital Sewer Rates | 820,480 | 820,480 | 820,480 | 0 | 0 |
| Drawdown from Sewage Works Renewal Reserve Fund | 8,575,865 | 8,575,865 | 8,101,693 | 345,714 | 128,458 |
| Canada Community-Building Fund | 2,250,000 | 2,250,000 | 2,250,000 | 0 | 0 |
| Other Contributions | 51,495 | 51,495 | 51,495 | 0 | 0 |
| **ES254021 Total** | 11,697,840 | 11,697,840 | 11,223,668 | 345,714 | 128,458 |
| **EW352521 - Watermain Corrosion Protection Program** | | | | | |
| Capital Water Rates | 921,600 | 921,600 | 354,141 | 80,505 | 486,954 |

**Appendix "A"**

**#23069**
April 12, 2023
(Appoint Consulting Engineers)

Chair and Members
Civic Works Committee

RE: Contract Administration Services: 2023 Infrastructure Renewal Program and Huron Street Steel Watermain Cathodic Protection Project
(Subledger WS21C00G) Lyle and Elizabeth Street
(Subledger WS22C00L) Whitehall Drive
(Subledger WS22C00K) McKenzie Avenue, Baker Street, Windsor Street and Belgrave Avenue
(Subledger WT220005) Huron Street Steel Watermain Cathodic Protection Project

| **Sources of Financing continued** | **Approved Budget** | **Revised Budget** | **Committed To Date** | **This Submission** | **Balance for Future Work** |
|---|---|---|---|---|---|
| **EW376522 - Infrastructure Renewal Program - Watermains** | | | | | |
| Capital Water Rates | 12,175,544 | 12,175,544 | 12,175,544 | 0 | 0 |
| Drawdown from Water Works Renewal Reserve Fund | 6,581,005 | 6,581,005 | 3,566,297 | 413,610 | 2,601,098 |
| Canada Community-Building Fund | 684,033 | 684,033 | 684,033 | 0 | 0 |
| **EW376522 Total** | 19,440,582 | 19,440,582 | 16,425,874 | 413,610 | 2,601,098 |
| **TS1749 - Dundas Street Old East Village Streetscape Improvements** | | | | | |
| Debenture By-law No. W.-5662-111 | 2,186,940 | 2,186,940 | 1,677,860 | 23,314 | 485,766 |
| Federal PTIS (Public Transit Infrastructure Stream) | 3,280,000 | 3,280,000 | 2,516,476 | 34,968 | 728,556 |
| Provincial PTIS (Public Transit Infrastructure Stream) | 2,733,060 | 2,733,060 | 2,096,853 | 29,136 | 607,071 |
| Other Contributions | 1,625,449 | 1,625,449 | 1,625,449 | 0 | 0 |
| **TS1749 Total** | 9,825,449 | 9,825,449 | 7,916,638 | 87,418 | 1,821,393 |
| **TS406722 - Traffic Signals - Mtce** | | | | | |
| Capital Levy | 3,742,553 | 3,742,553 | 1,729,187 | 15,947 | 1,997,419 |
| Drawdown from Transportation Renewal Reserve Fund | 600,148 | 600,148 | 0 | 0 | 600,148 |
| **TS406722 Total** | 4,342,701 | 4,342,701 | 1,729,187 | 15,947 | 2,597,567 |
| **TS512322 - Street Light Maintenance** | | | | | |
| Capital Levy | 2,467,863 | 2,467,863 | 540,181 | 18,208 | 1,909,474 |
| Drawdown from Transportation Renewal Reserve Fund | 342,989 | 342,989 | 0 | 0 | 342,989 |
| **TS512322 Total** | 2,810,852 | 2,810,852 | 540,181 | 18,208 | 2,252,463 |
| **Total Financing** | $61,473,553 | $61,486,412 | $47,453,626 | $1,280,045 | $12,752,741 |

| **Financial Note: (Excluding HST)** | **ES241422** | **ES241422 Utilities** | **ES254021** | **EW352521** | **EW376522** |
|---|---|---|---|---|---|
| **Listed by Engineer and Contract** | | | | | |
| IBI Group - Lyle and Elizabeth Street | 42,207 | 12,859 | 81,446 | 0 | 62,072 |
| GM BluePlan Engineering Limited - Whitehall | 84,706 | 0 | 84,706 | 0 | 112,941 |
| R.V. Anderson Associates Limited - McKenzie, Baker, Windsor and Belgrave | 173,583 | 0 | 173,583 | 0 | 231,444 |
| R.V. Anderson Associates Limited - Huron Street Steel Watermain Cathodic Protection | 0 | 0 | 0 | 79,112 | 0 |
| **Total Per Capital Project (Excluding HST)** | $300,496 | $12,859 | $339,735 | $79,112 | $406,457 |

| **Financial Note: (Excluding and Including HST) Listed by Engineer and Contract** | **TS1749** | **TS406722** | **TS512322** | **Total Excluding HST** | **Total Including HST** |
|---|---|---|---|---|---|
| IBI Group - Lyle and Elizabeth Street | 85,906 | 15,671 | 17,893 | $318,054 | $323,425 |
| GM BluePlan Engineering Limited - Whitehall | 0 | 0 | 0 | $282,353 | $287,322 |
| R.V. Anderson Associates Limited - McKenzie, Baker, Windsor and Belgrave | 0 | 0 | 0 | $578,610 | $588,794 |
| R.V. Anderson Associates Limited - Huron Street Steel Watermain Cathodic Protection | 0 | 0 | 0 | $79,112 | $80,504 |
| **Total Per Capital Project (Including HST)** | $85,906 | $15,671 | $17,893 | $1,258,129 | **$1,280,045** |

**Appendix "A"**

**#23069**
April 12, 2023
(Appoint Consulting Engineers)

Chair and Members
Civic Works Committee

RE: Contract Administration Services: 2023 Infrastructure Renewal Program and Huron Street Steel Watermain Cathodic Protection Project
(Subledger WS21C00G) Lyle and Elizabeth Street
(Subledger WS22C00L) Whitehall Drive
(Subledger WS22C00K) McKenzie Avenue, Baker Street, Windsor Street and Belgrave Avenue
(Subledger WT220005) Huron Street Steel Watermain Cathodic Protection Project

| Financial Note: Charges per Capital Project | ES241422 | ES241422 Utilities | ES254021 | EW352521 | EW376522 |
|---|---|---|---|---|---|
| Contract Price | $300,496 | $12,859 | $339,735 | $79,112 | $406,457 |
| Add: HST @13% | 39,064 | 1,672 | 44,166 | 10,285 | 52,839 |
| Total Contract Price Including Taxes | 339,560 | 14,531 | 383,901 | 89,397 | 459,296 |
| Less: HST Rebate | -33,776 | -1,672 | -38,187 | -8,892 | -45,686 |
| Net Contract Price | $305,784 | $12,859 | $345,714 | $80,505 | $413,610 |

| Financial Note: Charges per Capital Project continued | TS1749 | TS406722 | TS512322 | Total |
|---|---|---|---|---|
| Contract Price | $85,906 | $15,671 | $17,893 | $1,258,129 |
| Add: HST @13% | 11,168 | 2,037 | 2,326 | 163,557 |
| Total Contract Price Including Taxes | 97,074 | 17,708 | 20,219 | 1,421,686 |
| Less: HST Rebate | -9,656 | -1,761 | -2,011 | -141,641 |
| Net Contract Price | $87,418 | $15,947 | $18,208 | **$1,280,045** |

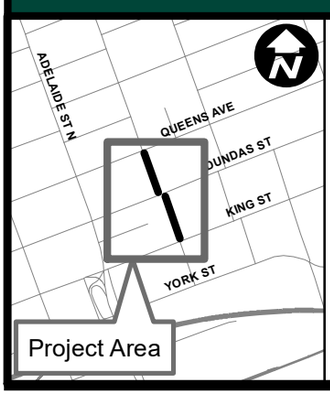
**Note 1:** London Hydro, Rogers and Start.ca have confirmed their contributions towards this project. The expenditures have increased to accommodate their contributions.

Jason Davies
Manager of Financial Planning & Policy

jg

APPENDIX 'B'


## LOCATION MAP




# 2023 Infrastructure Renewal Program

Elizabeth Street from Queens Avenue to Dundas Street
Lyle Street from Dundas Street to King Street

Project Area

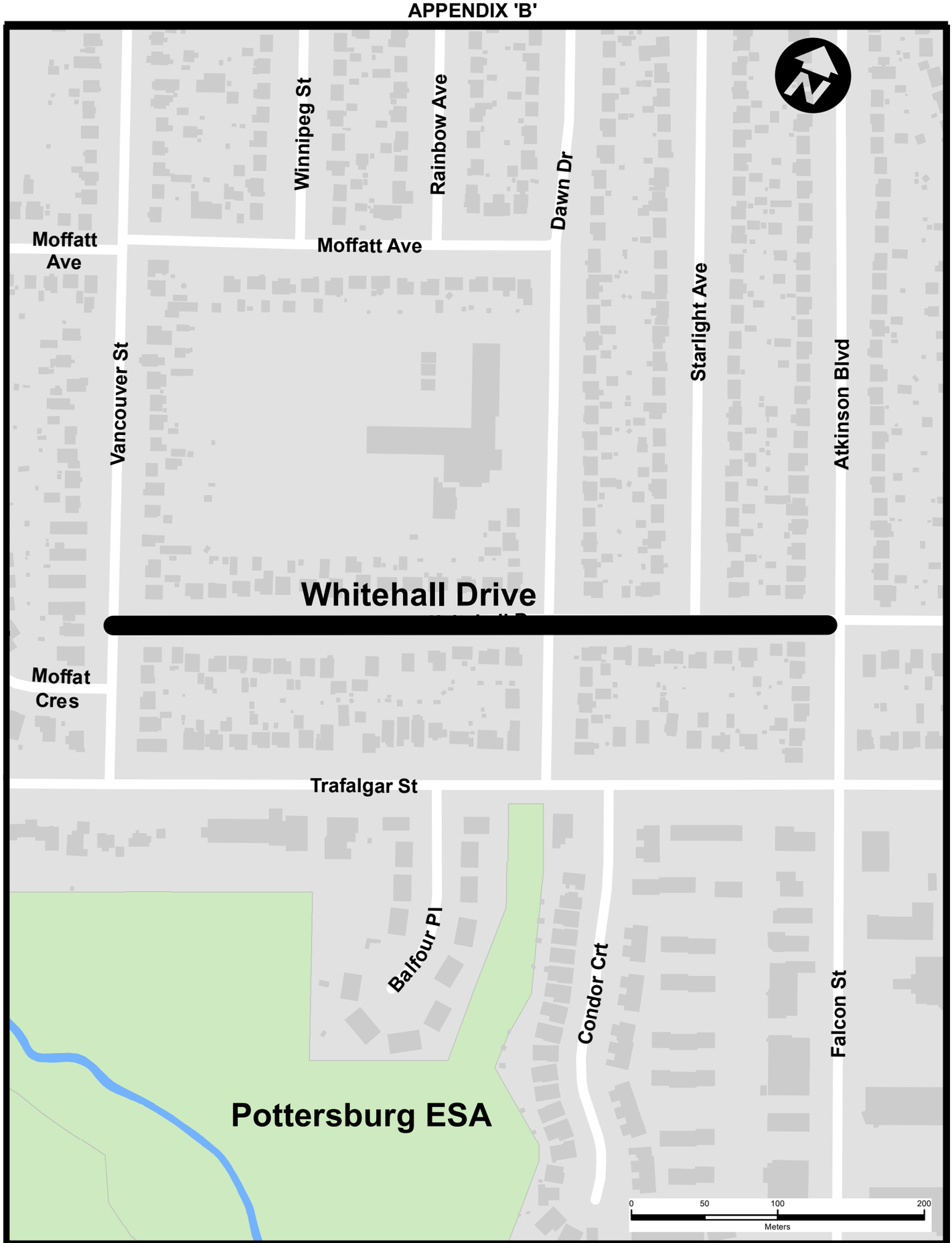
Map Produced by the Sewer Engineering Division

March 7, 2023 CM

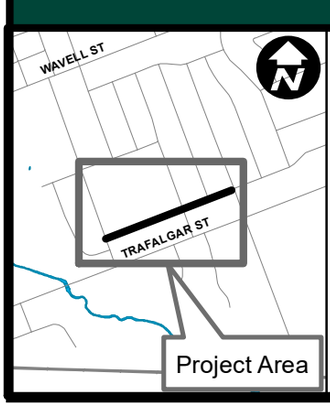
London CANADA

300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca

APPENDIX 'B'




## LOCATION MAP




# 2023 Infrastructure Renewal Program

Whitehall Drive from Vancouver Street to Atkinson Boulevard

Project Area

Map Produced by the Sewer Engineering Division

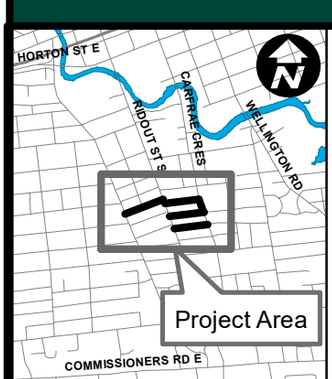
March 3, 2023 CM

London CANADA

300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca

APPENDIX 'B'


## LOCATION MAP




# 2023 Infrastructure Renewal Program

McKenzie Avenue from Wortley Road to Belgrave Avenue
Baker Street from Ridout Street South to Belgrave Avenue
Windsor Avenue from Ridout Street South to Belgrave Avenue
Belgrave Avenue from McKenzie Avenue to Baker Street

Project Area

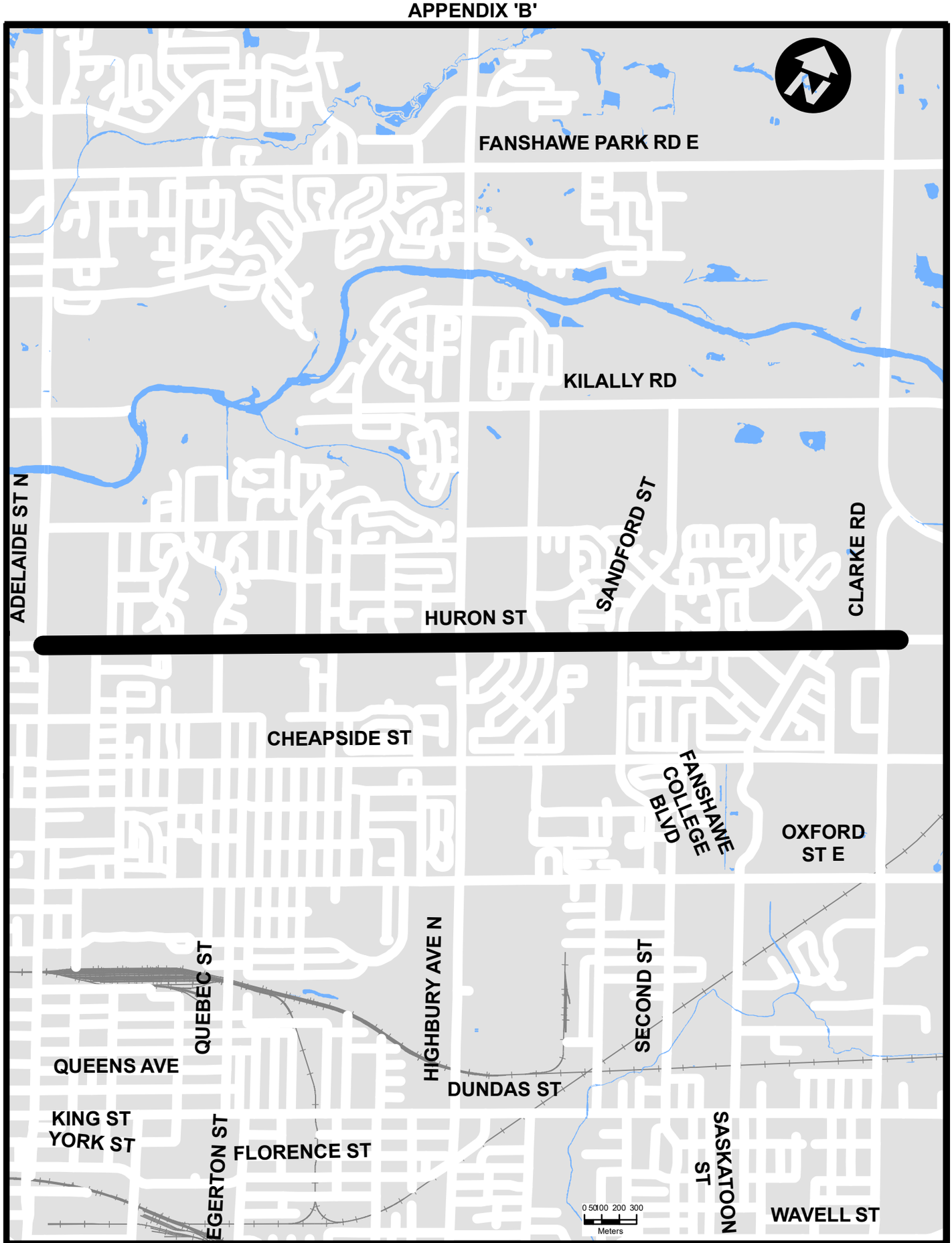
Map Produced by the Sewer Engineering Division

March 3, 2023 CM

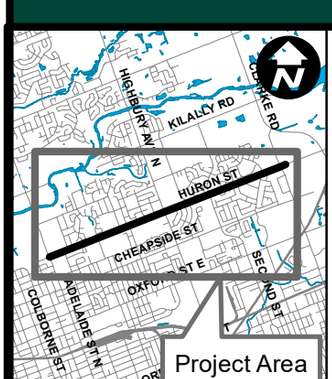
London CANADA

300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca

APPENDIX 'B'




## LOCATION MAP




# Huron Street Trunk Watermain Cathodic Protection Upgrades

Huron Street from Adelaide Street North to approximately 100m east of Clarke Road

Project Area

Map Produced by the Sewer Engineering Division

March 6, 2023 CM


London CANADA

300 Dufferin Avenue,
PO Box 5035
London, Ontario
N6A 4L9
www.London.ca

# 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:** **Western Road and Sarnia Road/Philip Aziz Avenue Corridor and Intersection Improvements**
**Environmental Study Report, Notice of Completion**
**Date:** **April 12, 2023**

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Environmental Study Report for the Western Road and Sarnia Road/Philip Aziz Avenue Corridor and Intersection Improvements:

a) The Environmental Study Report for the Western Road and Sarnia Road/Philip Aziz Avenue Corridor and Intersection Improvements **BE ACCEPTED**;

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

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

## Executive Summary

### Purpose

This report provides an overview of the Municipal Class Environmental Assessment (MCEA) process that was completed and seeks approval to finalize the Environmental Study Report (ESR) and provide it for the necessary 30-day public review period. The study identifies improvements to Western Road from Platt's Lane to the Huron College entrance at Burnlea Walk and to Sarnia Road/Philip Aziz Avenue from Sleightholme Avenue to the Thames River.

### Context

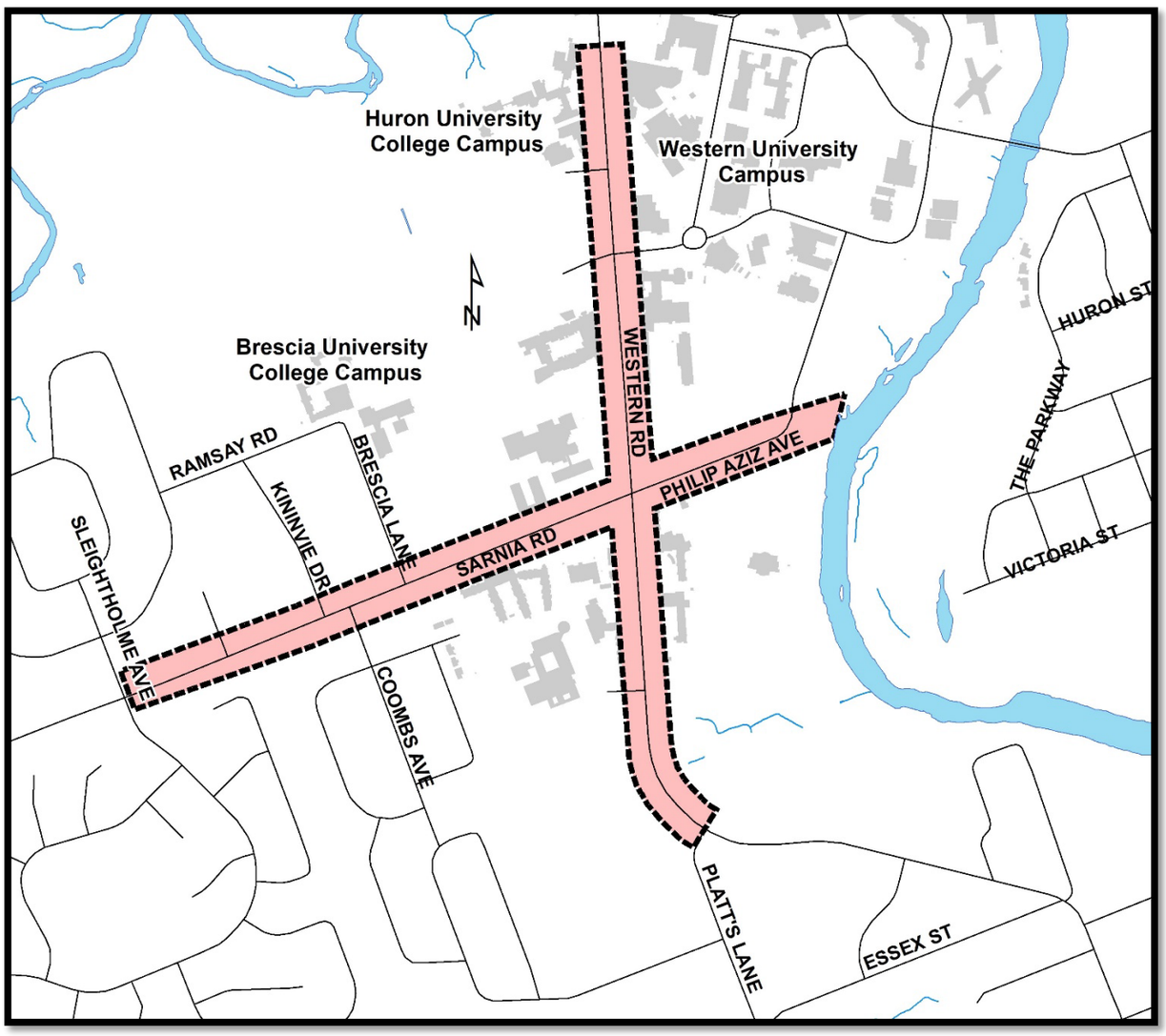
Western Road, Sarnia Road and Philip Aziz Avenue within the study area are defined as Civic Boulevards and major corridors serving Western University, as well as the broader city transportation network. The intersection accommodates 41,000 vehicles in a typical day including transit buses carrying thousands of passengers. This intersection also accommodates significant numbers of pedestrians. A 2022 count identified 6,740 and 5,070 pedestrian crossings in the north/south and east/west directions respectively, noting that a single pedestrian trip may involve both crossings. The number of cyclists counted was 203. It appears that these 2022 pedestrian and cyclist levels are influenced by the pandemic because active transportation levels in a 2018 count were approximately two thirds higher. This Environmental Assessment (EA) study was completed to evaluate the current and future needs within this area, and to develop the best solutions to address the needs of all users now and into the future.

The implementation of a complete streets approach is important to provide mobility options within the area. The improvements identified in this study will create an opportunity to enhance the features of the corridor and to accommodate existing and future traffic demands including active transportation. The improvements will enhance

the overall transportation network and provide better connectivity to adjacent communities by following the City's complete streets design approach.

The EA study area is shown on Figure 1.

**Figure 1: EA Study Area Map**




## Linkage to the Corporate Strategic Plan

The following report supports the 2019–2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation.

## Analysis

### 1.0 Background Information

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

- Civic Works Committee report - May 11, 2021 – Sarnia Road/Philip Aziz Avenue and Western Road Environmental Assessment – Consultant Re-Start

- Civic Works Committee report January 6, 2015 – Western Road and Sarnia Road / Philip Aziz Avenue Environmental Assessment – Consultant Award

## 2.0 Discussion and Considerations

### 2.1 Study Description

The Western Road and Sarnia Road/Philip Aziz Avenue Environmental Assessment (EA) study was carried out in accordance with Schedule 'C' of the Municipal Class Environmental Assessment (Class EA) requirements. The Class EA process is approved under the Ontario Environmental Assessment Act and outlines the process whereby municipalities can comply with the requirements of the Environmental Assessment Act.

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

The study area includes:

- Western Road from Platt's Lane northerly to the Huron College Driveway entrance (Burnlea Walk), and
- Sarnia Road / Philip Aziz Avenue from Sleightholme Avenue easterly to the Thames River.

The ESR also identifies environmental effects and proposed mitigation measures, commitments to further work, and consultation associated with the implementation of the project. To view a copy of the full draft ESR, follow the link Western Road and Sarnia Road / Philip Aziz Avenue Environmental Assessment | Get Involved London.

### 2.2 Problem and Opportunity Statement

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

**Problems:**

- The City of London Smart Moves 2030 Transportation Master Plan identified the need to improve the Western Road and Sarnia Road/Philip Aziz Avenue intersection in the near term;
- This intersection accommodates large numbers of pedestrians, cyclists, transit routes carrying thousands of passengers and over 41,000 vehicles per day;
- The intersection experiences traffic congestion, safety concerns, increased delays, lack of connectivity for cyclists and decreasing levels of service for all users and this will continue if left untreated; and
- The existing storm drainage in the area does not meet current design standards and requires upgrades.

**Opportunities:**

- Develop a range of planning and design alternatives that can improve pedestrian and cyclist facilities and safety, improve intersection operations, and provide additional capacity;
- Improve continuity with Western Road north and south of the study area, addressing stormwater drainage and enhance streetscape conditions;

- Consult with the public and agencies, and solicit feedback throughout the process;
- Consider the City of London's Complete Streets Design Manual, Urban Design Guidelines, and Western University's Master Plan Vision to potentially create a gateway to the campus;
- Create complete streets and an intersection that is as functional and comfortable as possible for all users; and
- Consider the City's Climate Emergency Action Plan in the review and development of alternative solutions.

### 2.3 Alternative Solutions

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

Alternative solutions considered for the study area included:

1. **Do Nothing** – this alternative provides a basis to which other alternative solutions are compared to.
2. **Expand Pedestrian, Bicycle and Transit Use** – this alternative would involve improvements to encourage active transportation and transit use within the corridors.
3. **Operational Improvements** – this alternative would review improving turning lanes, traffic signal optimization, etc., to realize operational improvements.
4. **Improvements to Parallel Roads** – this alternative would include improvements to other network corridors.
5. **Improvements to Access Management** – this alternative would review using local roads to improve destination access.
6. **Improvements along Philip Aziz Avenue** – this alternative would look at various ways to improve Philip Aziz Avenue to address safety concerns, including the lack of sidewalks, bike lanes, sight distances, and traffic operations.

### 2.4 Recommended Alternatives

The evaluation of the above alternatives has been screened against the problem/opportunity statements, and Alternatives 2, 3, 5 and 6 were carried forward.

The recommended alternatives consider transportation facilities for all road users (pedestrians, cyclists and drivers) as per the City's complete streets requirements and the latest multi-modal level of service analysis while also considering impacts to traffic operations, safety, natural, socio-economic and cultural features, and costs. The recommended alternatives were selected, developed, and refined through consultation with Indigenous communities, agencies, advisory committees, stakeholders, and the public.

Consideration for climate change, using the Climate Emergency Screening Tool, has been undertaken for the recommended alternatives including improving active transportation facilities and resiliency of the stormwater management system.

The recommended alternatives include:

<u>Western Road (Platt's Lane to Burnlea Walk)</u>

- Provide new separated cycling lanes and wider pedestrian sidewalks;
- Curbs will be introduced where they don't currently exist to improve drainage and safety;
- Implement transit bus bays to facilitate transit operations and accommodate the

large number of transit users boarding and alighting at these locations. These bus bays will also improve traffic operations during peak times.
- Extend the southbound right turn lane from Western Road to westbound Sarnia Road; and,
- Implement access management changes for select properties to improve traffic operations during peak traffic times.

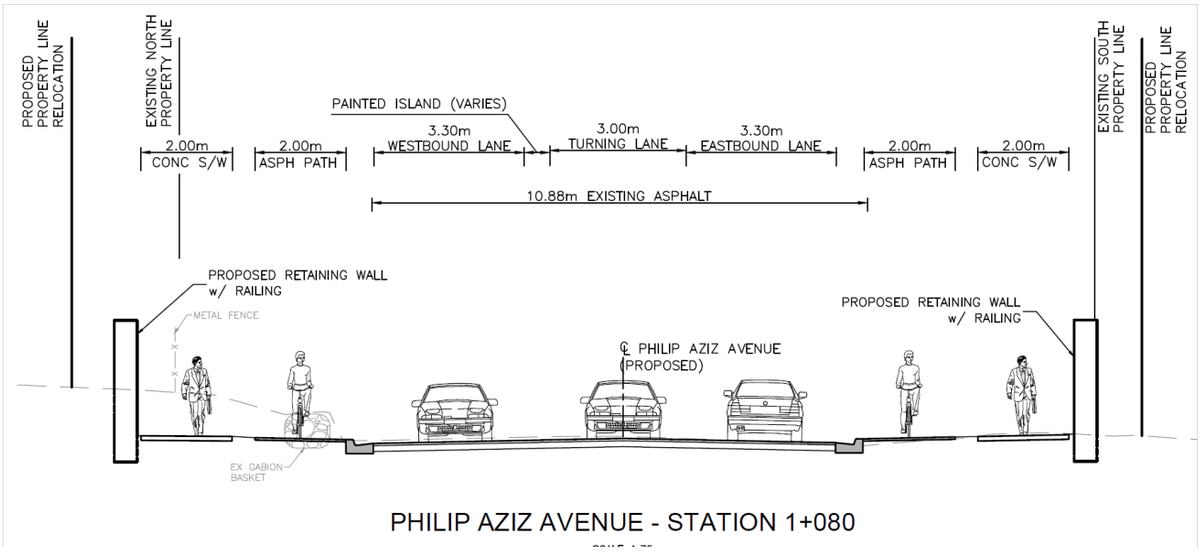
Sarnia Road (Sleightholme Avenue to Western Road)

- Provide new separated cycling lanes and wider pedestrian sidewalks.

Philip Aziz Avenue (Western Road to Thames River) (see Figure 2)

- Provide a complete urban cross section, including cycle lanes, sidewalks, curb & gutter, and a relocated entrance to the Philip Aziz property.

**Figure 2 – Proposed Philip Aziz Avenue Cross Section**



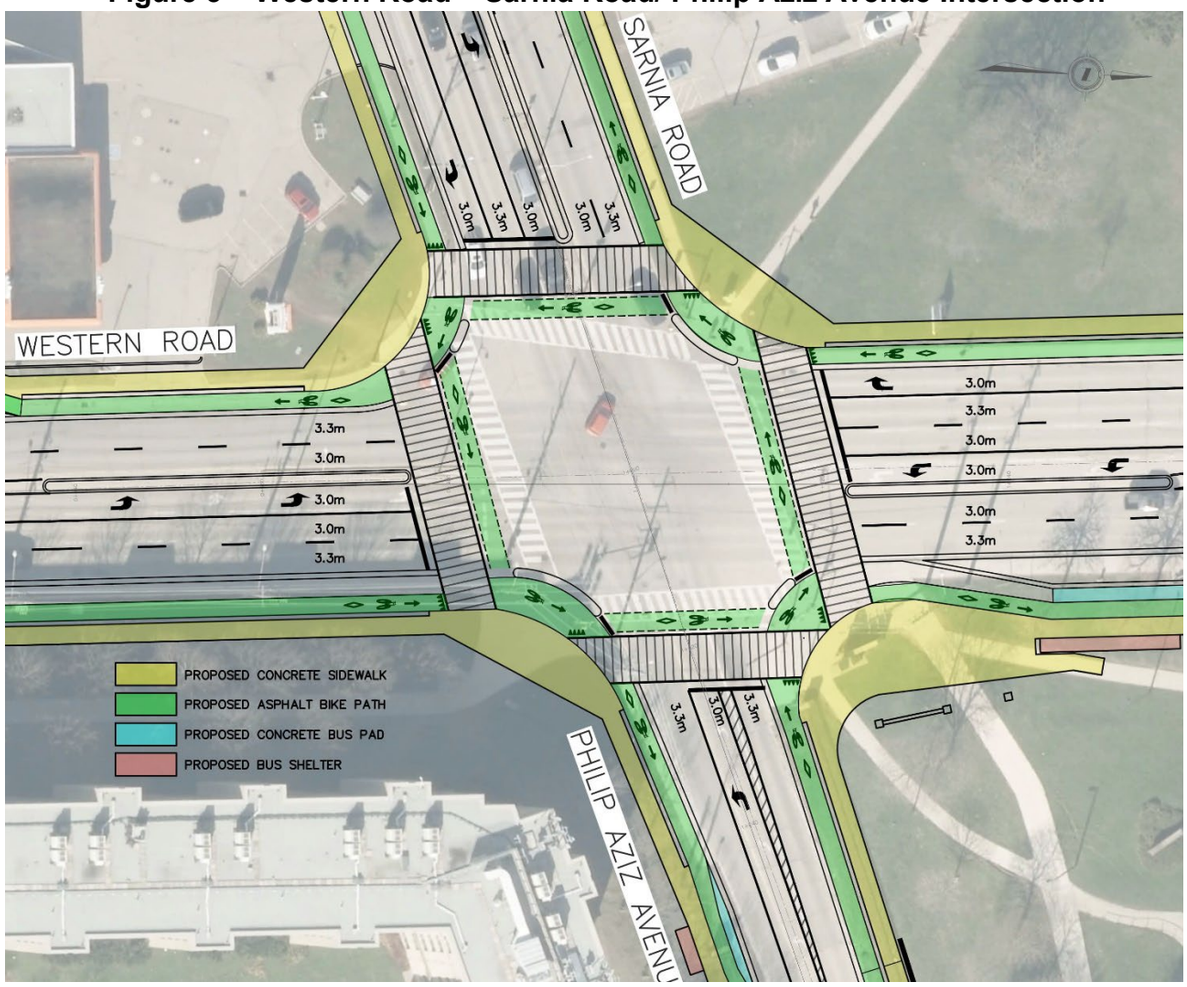

Western Road/Sarnia Road/Philip Aziz Avenue Intersection (see Figure 3)

- Provide protected intersection design elements to improve safety as well as, wider pedestrian crossings, enhanced pavement markings, improved illumination and larger pedestrian waiting areas;
- Provide improved connectivity for cycling lanes through the intersection,
- Reconstruct the intersection to suit adjacent road alignments, maintaining a single northbound left turn lane to Sarnia Road;
- Provide intersection improvements meeting current accessibility requirements; and,
- Further enhancements such as the use of a leading pedestrian signal phase, being piloted in other city locations, will be reviewed during detailed design.

Stormwater Drainage

- Provide new storm sewers on Western Road, Sarnia Road, Philip Aziz Avenue with a new stormwater outfall to the Thames River.

**Figure 3 – Western Road – Sarnia Road/ Philip Aziz Avenue Intersection**




## 3.0 Financial Impact/Considerations

### 3.1 Preliminary Cost Estimates

A preliminary construction cost estimate for the ultimate improvements identified in the study has been prepared, including upgrades to storm sewers, sanitary sewers and watermains, roadworks, utility relocations and property acquisition. The total preliminary construction estimate totaling $27.09M including contingency and engineering is provided below in Table 1.

The project will be primarily funded through three transportation capital budgets - TS1136 Western Road Improvements, TS1627 Philip Aziz Improvements and TS1670 Sarnia/Philip Aziz Intersection Improvements. Some cost allocation to the Water and Wastewater and Treatment budget is anticipated for watermain and sewers components. Western University will also participate in the funding of the sanitary sewer forcemain on Philip Aziz Avenue.

The EA cost estimate is based on the current costs of similar projects reflecting recent inflationary increases in construction material prices, and labour market conditions. The updated project cost estimate developed during the EA will inform the upcoming multi-year budget process.

**Table 1: Environmental Assessment Cost Estimate for the Western Road and Sarnia Road/Philip Aziz Avenue Improvements (2023 Dollars)**

| Item | Total |
|---|---|
| Removals | $1,414,000 |
| Sanitary sewer servicing | $146,000 |
| Storm sewer servicing | $3,446,000 |
| Water servicing | 800,000 |
| Roadworks | $10,463,000 |
| Electrical/Traffic Signals and Illumination | $860,000 |
| Utility Relocations | $1,009,000 |
| Landscaping | $150,000 |
| Miscellaneous minor items | $813,000 |
| **Subtotal** | **$19,100,000** |
| Construction Contingency (10%) | $1,910,000 |
| **Total Estimated Construction Value** | **$21,011,000** |
| Property Acquisition | $400,000 |
| Engineering (Detailed Design & Construction Administration - 12%) | $2,521,000 |
| Contingency of Preliminary Estimate (15%) | $3,152,000 |
| **Total Preliminary Project Estimate (rounded)** | **$27,090,000** |

## 4.0 Key Issues and Considerations

### 4.1 Property Impacts

The reduction of property requirements was a key consideration in the identification and evaluation of the alternative solutions by the project team. Property acquisition will be required from six property owners, with most of the lands owned by Western University. A request from Western University was received in the late stage of the project to review the inclusion of a centre median on Western Road between Lambton Drive and Sarnia Road. This will be reviewed further during detail design and may impact the amount of property to be acquired along this stretch of the corridor.

### 4.2 Public and Agency Consultation

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

A Notice of Study Restart was issued on August 12, 2021. The study team received correspondence from the public and agencies indicating their interest in the study and requesting to be kept informed.

Public Information Centre (PIC) Number 1 was held virtually on December 1, 2021. The PIC introduced the project outlining the rationale behind it, identified existing conditions,

alternative solutions and the recommended planning alternative. It served as an opportunity for the public, stakeholders and Indigenous communities to review the project information, ask questions, and provide input to the members of the study team.

PIC Number 2 was held virtually on June 23, 2022. This PIC briefly recapped the existing conditions and alternative solutions before presenting the recommended design alternatives for the four corridor sections within the study area and all the recommended intersection improvements. It served as an opportunity for the public, stakeholders and Indigenous communities to review the project information, ask questions and provide feedback to the members of the study team.

Project information was presented to the following City of London Advisory Committees for feedback: Integrated Transportation Advisory Committee, Ecological Community Advisory Committee and the Community Advisory Committee on Planning.

Ongoing discussions with Western University, Brescia College and Huron College also formed an integral part of the consultation process for this project.

Agencies and stakeholders which required information updates pertaining to them were notified at study milestones and during specific phases of the study. In general, all agencies and stakeholders understand the need for intersection improvements. Some had concerns related to cut-through traffic on nearby roads and impacts during construction. Mitigation of potential impacts involves the avoidance or minimization of potential impacts through good design, construction practices, and/or restoration with enhancement activities. Detailed mitigation measures will be finalized in consultation with impacted property owners, City, Upper Thames Regional Conservation Authority (UTRCA), and Department of Fisheries and Oceans (DFO) as part of the detailed design process. During the upcoming 30-day public review, the ESR will be made available both on the City of London website and at the public library.  The Environmental Study Report Executive Summary is attached as Appendix A.

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

### 4.3 Implementation

It is planned that the construction of the project will be phased over several years, with the first phase (Philip Aziz Avenue) tentatively scheduled to begin in 2024 and could be undertaken in one construction season. The remainder of the required upgrades on Western Road and Sarnia Road could be undertaken in 2025 and 2026. Coordination with adjacent City and Western University projects, property owners, and regulatory agencies is planned for early in the design process, providing additional time for further consultation. The final project schedule will be dependent on budgeting, environmental permitting, property acquisition and approvals and will be reviewed during the detailed design process.

Network traffic management and a communications plan will be developed during detailed design to inform road users, outline detours during potential closures, and instruct local traffic movement. Access to properties will be maintained during construction.

## Conclusion

Improvements to the Western Road and Sarnia Road/Philip Aziz Avenue intersection and adjacent corridors are necessary to address operations and safety for all users, as well as to accommodate ongoing and future developments on the Western University lands. A Schedule “C” Municipal Class EA was undertaken to confirm the preferred long-term solution for the intersection and adjacent corridors. The Environmental Study Report has been completed and will be reviewed by the MECP prior to posting for the final public review.

In general terms, the recommended alternatives include the following design considerations:

- Pedestrian realms will be improved through the provision of new wider sidewalks along the corridors, improved illumination, larger waiting areas at the intersection and wider pedestrian crossings.
- Upgrades to the Philip Aziz Avenue corridor east of Western Road will provide sidewalks and cycle lanes on both sides of the street, along with street lighting improvements.
- Storm sewer upgrades on Western Road, Sarnia Road and Philip Aziz Avenue to address drainage issues within the entire study area and create better walking areas with the introduction of curbs.
- New separated cycling lanes on Western Road, Sarnia Road and Philip Aziz Avenue which will connect active transportation facilities through the study area to existing facilities. Intersection improvements will also be incorporated to accommodate cyclists.
- Three new bus bays along Western Road will accommodate LTC transit operations and accommodate the large numbers of passengers boarding and alighting at Western while also providing benefits to overall traffic operations during peak traffic hours.
- On Western Road, a longer southbound right turn lane for traffic onto Sarnia Road will be constructed to improve traffic operations during peak hours. This will require the closure of the driveway to Elborn College (1201 Western Road) which has been agreed upon by Western University.
- The City’s Climate Emergency Action Plan has been considered through the application of the Climate Emergency Screening Tool, which highlighted the importance of improving active transportation facilities and climate resiliency of the proposed stormwater system.
- A Multi-Modal Level of Service (MMLOS) evaluation has been completed comparing the existing conditions to the recommended design for pedestrians, cyclist, transit and vehicular traffic to the targets. The recommended improvements have been reviewed in the context of the targets for a Civic Boulevard and represent a improvement over the existing conditions.

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

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

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

Attach: Appendix A – Western Road and Sarnia Road/Philip Aziz Avenue Corridor and Intersection Improvements Environmental Study Report - Executive Summary

c: John Pucchio, AECOM Canada Ltd
Karl Grabowski, City of London
Jane Fullick, City of London

# Executive Summary

The City of London (the City), through their consultant AECOM Canada Ltd. (AECOM) has completed a Municipal Class Environmental Assessment (MCEA) Environmental Study and documented the process in an Environmental Study Report (ESR), to address necessary transportation infrastructure requirements for the Western Road and Sarnia Road / Philip Aziz Avenue Corridor and Intersection Improvements including drainage improvements with a storm sewer outlet to the Thames River. The proposed intersection and associated roadway improvements (hereafter the "Project") are classified as a Schedule C project in the Municipal Engineers Association MCEA process (October 2000, as amended in 2007, 2011 and 2015), where project activities, are subject to the full environmental assessment planning process of the MCEA.

## Project Background

In January 2015, the City retained AECOM for the completion of a Schedule C MCEA for improvements to Western Road from Platts Lane to Huron University College and Sarnia Road/Philip Aziz Avenue from Coombs Avenue east to the Thames River.

In 2016, the project was put on hold when alternatives for transit routes through the study area were being considered as they related to Rapid Transit (RT). For the purposes of this project, the northern routes for RT were deferred in 2019 awaiting recommendations from the Mobility Master Plan, which is currently underway. In August 2021, the City chose to reactivate this project.

To provide connectivity with the existing cycling facilities that currently start at Sleightholme Avenue, the original west limit of the project was expanded from Coombs Avenue to Sleightholme Avenue.

The busiest intersection within the study area is located at Western Road and Sarnia Road/Philip Aziz Avenue which supports a large volume of vehicles, pedestrians, bicycles and frequent transit services. These modes of traffic are expected to increase in the future.

## Problem and Opportunity Statement

The problem and opportunities for the Western Road and Sarnia Road / Philip Aziz Avenue Corridor and Intersection are provided below:

**Problems:**

- The City of London Transportation Master Plan (2030 TMP) identified the need to improve the Western Road and Sarnia Road/Philip Aziz Avenue intersection in the next five years.
- This intersection accommodates pedestrians, cyclists, transit routes carrying thousands of passengers and over 41,000 vehicles per day.

- The intersection experiences traffic congestion, safety concerns, increased delays and decreasing levels of service for all users and this will continue if left untreated.
- The existing storm drainage in the area does not meet current design standards and requires upgrades.

**Opportunities:**

- Develop a range of planning and design alternatives that can improve pedestrian and cyclist facilities and safety, improve intersection operations, and provide additional capacity by removing constraints.
- Improve continuity with Western Road north and south of the study area, address stormwater drainage and enhance streetscape conditions.
- Consult the public and agencies and solicit feedback to select the best plan for the future.
- Follow the City of London's 'Complete Streets' guidelines, 'Urban Design' guidelines, and Western University's Master Plan Vision, to potentially create a gateway to the campus.
- Create a street/intersection that is as functional and comfortable as possible for all users (students, children, seniors, cyclists, motorists, transit users and pedestrians).

**Alternative Planning Solutions**

For the purposes of the Western Road and Sarnia Road / Philip Aziz Avenue Corridor and Intersection MCEA, planning solutions to the undertaking include:

**Alternative 1:** Do Nothing - This alternative provides a basis to which other alternative planning solutions can be compared.

**Alternative 2:** Expand Pedestrian, Cycle, and Transit Use - This alternative would involve diverting current traffic within the corridor from vehicles to pedestrian, bicycle and transit use.

**Alternative 3:** Operational Improvements - This alternative would consider operational improvements to the intersection and study corridor (improved turning lanes, intersection signalization optimization).

**Alternative 4:** Improvements to Parallel Roads - This alternative considers improvements to Wonderland Road, Platts Lane and Richmond Street to increase corridor capacity.

**Alternative 5:** Improvements to Access Management - This alternative would involve utilizing local roads to improve destination access.

**Alternative 6:** Improvements Along Philip Aziz Avenue - This alternative would involve widening Philip Aziz Avenue to provide improved traffic operations, increased sight distances, providing cycling facilities and support pedestrian usage with new sidewalks.

The above identified alternative solutions were screened against the problem and opportunity statement as outlined in Section 4 of this Report, with the recommended planning solutions being a combination of:

- **Alternative 2**: Expand Pedestrian, Cycle, and Transit Use.
- **Alternative 3:** Operational Improvements.
- **Alternative 5**: Improvements to Access Management.
- **Alternative 6:** Improvements Along Philip Aziz Avenue.

**Alternative Design Concepts to address the Recommended Planning Solutions**

Due to the complex nature and various needs of the study area, the alternative design concepts have been separated into four (4) distinct areas.

- Western Road.
- Sarnia Road.
- Philip Aziz Avenue.
- Western Road and Sarnia Road / Philip Aziz Avenue Intersection.

The alternative design concepts for each area are summarized below.

**Western Road Alternative Design Concepts**

- **Concept W1**: Extend Southbound Right turn lane

The addition of approximately 40 m of right turn queue storage (from southbound Western Road to westbound Sarnia Road) will improve the general flow of southbound vehicular traffic along Western Road and will reduce vehicle queuing within the southbound through lane.

- **Concept W2**: Added bus bays

Convert existing bus stops to bus bays which facilitates transit operations and accommodates the large number of transit users while also improving mainline traffic operations during peak periods.

- **Concept W3:** Active transportation improvements

Provide new raised bicycle lanes and wider pedestrian sidewalks with increased separation from the road, along the east and west sides of the Western Road corridor (with continuous connection to existing cycling lanes north and south of the study area).

- **Concept W4**: Access management

Restricting access to and from properties along Western Road improves traffic flow efficiencies. Given its proximity to Sarnia Road and location along the right turn lane, the closing of the southerly entrance to Elborn College will be implemented as part of construction.

Access to parking facilities along Western Road has contributed to increased traffic volumes in the peak travel times. To better manage traffic on Western Road, future developments on the west side of Western Road by Western University, Brescia College and Huron College should include plans for another access road from the west side of the properties.

**Sarnia Road Alternative Design Concepts**

- **Concept S1**: Maintain existing road cross-section with sidewalks.

Sarnia Road currently has two lanes of eastbound and westbound traffic, as well as pedestrian sidewalks on both sides. There are no dedicated cycle lanes with bicycles sharing the traffic lanes.

- **Concept S2**: Incorporate a full Urban cross-section with bicycle lanes extended to Sleightholme Avenue.

Provide new raised bicycle lanes and wider pedestrian sidewalks (with increased separation from the road) along the north and south sides of the Sarnia Road corridor (with continuous connection from the university campus to existing cycling lanes to west of the study area at Sleightholme Avenue).

**Philip Aziz Avenue Alternative Design Concepts**

- **Concept PA1**: Full urban road cross-section with reconstructed entrance to 150 Philip Aziz Avenue.

  Reconstruct Philip Aziz Avenue with a full urban cross section with sidewalks and raised bicycle lanes on both sides of the road, including a curb and gutter system. The current left turn lane would extend further east providing added vehicle storage and improve the westbound flow of traffic for vehicles travelling through to Sarnia Road. The existing property driveway to 150 Philip Aziz Avenue would be reconfigured and reconstructed in the same location with a significantly steep grade, providing access to the heritage property including house and studio.

- **Concept PA2:** Full urban road cross-section with relocated entrance to 150 Philip Aziz Avenue.

  Similar to Concept PA1, Philip Aziz Avenue would be reconstructed with a full urban cross section with sidewalks, bicycle lanes and an extended left turn lane. The existing property driveway to 150 Philip Aziz Avenue would be relocated west of the existing entrance and reconstructed utilizing an improved grade for the driveway (compared with Concept PA1) providing access to the heritage property including

house and studio.

- **Concept PA3:** Full urban road cross-section with relocated entrance to the rear of the Philip Aziz property.

  Similar to Concept PA1, Philip Aziz Avenue would be reconstructed with a full urban cross section with sidewalks, bicycle lanes and an extended left turn lane. Access to 150 Philip Aziz Avenue would be relocated to the rear of the property, utilizing the Essex Hall parking lot as the new access point.

**Western Road and Sarnia Road / Philip Aziz Avenue Intersection Alternative Design Concepts**

- **Concept INT1**: Roundabout

  Remove the signals and current intersection arrangement and construct a Roundabout arrangement whereby the vehicles would travel through the intersection in a counter- clockwise direction around a centre island. Pedestrian movement would be placed on the peripheral areas of the Roundabout outside radius.

- **Concept INT2**: Pedestrian Tunnel or Pedestrian Bridge

  Construct a pedestrian tunnel or bridge across Western Road north of the Sarnia Road intersection. This will allow the movement of pedestrians in an east-west direction to reduce pedestrian congestion at the signalized intersection.

- **Concept INT3:** Double Northbound Left turn lanes

  Reconstruct the intersection with two left turn lanes (from northbound Western Road to westbound Sarnia Road) to increase traffic flow and efficiency.

- **Concept INT4:** Single Northbound Left turn lanes

  Maintain the existing single left turn lane arrangement (from northbound Western Road to westbound Sarnia Road).

- **Concept INT5**: Intersection Scramble

  Permit pedestrians to cross the intersection in any direction during a designated period in the intersection signal timing.

  **Recommended Design Concepts**

  **Western Road**

  When screened against the evaluation criteria, all four (4) Western Road alternative design concepts provided some level of improvement to traffic movement and active transportation along the corridor, while having little to no impact to the other screening criteria. Accordingly, all four alternatives have been recommended for use in the final design. Refer to **Figure 8-9** in Section 8 for the typical cross-section recommended for Western Road.



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### Sarnia Road

When Screened against the evaluation criteria, **Concept S2**: Full Urban Cross section with bicycle lanes extended to Sleightholme Avenue has been recommended for use in the final design. Refer to **Figure 8-10** in **Section 8** for the typical cross-section.

Concept S2 provides raised bicycle lanes and connectivity to existing cycle track west of the Study Area. It also promotes the use of active transportation, potentially reducing the number of cars using the corridor and requires minor property acquisition.

### Philip Aziz Avenue

When Screened against the evaluation criteria, Design Concept PA2 Full Urban Cross section with relocated entrance to 150 Philip Aziz Avenue has been recommended for use in the final design. Refer to Figure 8-11 in Section 8 for the Typical Cross Section. Design Concept PA2 introduces improvements to the roadway and provides safe active transportation facilities with wider sidewalks and raised bicycle lanes. The proposed entrance driveway satisfies design standard parameters, permitting efficient vehicular access of all types onto the property, with applied mitigation measures for various heritage impacts.

### Intersection Design

When screened against the evaluation criteria, the recommended intersection design concept is a single northbound left turn intersection. Refer to **Figure 8-12** in Section **8** for the Recommended Intersection Design Concept.

The other design concepts (including roundabouts, scramble intersections, double left turn lanes and tunnels/bridges) were screened out due to identified negative impacts and/or insufficient increases to the level of service. This includes:

- Roundabouts require significant property and may lower comfort levels for active transportation.
- A tunnel was considered. The complexity and cost of constructing pedestrian tunnels and bridges is significant and requires significant property for accessible ramps and sightlines for a feeling of personal safety. The location for the placement of a tunnel in this project is largely limited to the north of the intersection. The location, ramping and depth would reduce convenience and likely reduce its functionality and use by many pedestrians.
- Double left turn lanes provide a very marginal improvement to the overall level of service during peak hours but increase the travel distance and crossing times for pedestrians.
- Finally, the pedestrian and traffic volumes at this intersection do not meet the criteria developed by the City of Toronto to warrant the use of a scramble intersection arrangement and provide overall benefits. This type of arrangement is also known as a pedestrian priority traffic signal phase or Barnes Dance and is a dedicated traffic signal phase that allows pedestrians to cross in any direction

including diagonally without coming into conflict with turning vehicles. One aspect of the Toronto volume criteria is consideration of a corresponding large increase in vehicular delay which can influence the viability of transit if the intersection is on important transit route as is the case for Sarnia and Western Roads. This type of intersection treatment also raises accessibility concerns for blind or visually impaired users due to variable paths of travel depending on signal phase.

### Western Road Design Summary

The following is a summary of preliminary design recommendations for Western Road:

- Reconstruction of the roadway as a four-lane urban corridor and associated turn lanes.
- Extension of the existing southbound right turn lane (southbound Western Road to westbound Sarnia Road) to improve vehicle storage.
- Convert the three existing bus stops to bus bays and reinstate existing bus shelters.
- Reconstruction of one existing bus bay (northbound Western Road, north of Lambton Drive) and reinstate the existing bus shelter.
- Maintain all other existing bus stops, with reconstruction of bus platforms with reinstated shelters to suit road modifications.
- Construction of new cycle tracks within the right-of-way, with connection to existing active transportation facilities to the north and the south of the study area.
- Relocation of streetlighting, guy wire poles and some hydro poles along the reconstructed corridor.
- Construction of stormwater improvements including curb and gutter system along the entire corridor and local replacement of storm sewers.
- Access management improvements including closure of the southerly entrance to Elborn College and reconstruction of the northerly entrance.

### Sarnia Road Design Summary

The following is a summary of preliminary design recommendations for Sarnia Road:

- Reconstruction of the roadway as a four-lane urban corridor and associated turn lanes.
- Modification of the east side of the parking lot at Elborn College.
- Construction of new cycle tracks with connection to existing active transportation facilities to the west of the study area (west of Sleightholme Avenue).
- Maintain existing bus stops, with reconstruction of bus platforms with reinstated shelters to suit road modifications.
- Relocation of streetlighting and guy wire poles along the reconstructed corridor.

## Philip Aziz Avenue Design Summary

The following is a summary of preliminary design recommendations for Philip Aziz Avenue:

- Construction of a widened road platform with two lanes and a longer left turn lane at the Western Road intersection.
- Construction of new sidewalks and cycle tracks within the road right-of-way, with connection to existing active transportation facilities to the west and east ends.
- Construction of stormwater improvements including curb and gutter system, replacement of storm sewers and construction of a new storm outfall to the Thames River.
- Construction of retaining walls with railing systems on both sides of road.
- Relocation and reconstruction of the private entrance to heritage property located at 150 Philip Aziz Avenue including gate/pillar features.
- Relocation of hydro poles along the south side of the road.

## Western Road and Sarnia Road / Philip Aziz Avenue Intersection Design Summary

The following is a summary of preliminary design recommendations for the Western Road and Sarnia Road / Philip Aziz Avenue Corridor and Intersection:

- Reconstruct the intersection to suit adjacent road alignments, while maintaining a single Western Road left turn lane (northbound Western Road to westbound Sarnia Road).
- Provide wider (5 m) pedestrian crossings and larger waiting areas on all four intersection corners to accommodate the large number of pedestrians using this intersection.
- Provide protected intersection design elements to improve pedestrian and cyclist safety.
- Provide improved cycle facility connectivity.
- Review traffic signal optimization during detailed design.
- Relocation and reconstruction of entrance signage/features to Western University.

## Stormwater Drainage

The following stormwater drainage recommendations are proposed:

- Construct a new storm sewer on Western Road from Huron University College entrance to Sarnia Road (375 mm diameter increasing to 900 mm diameter);
- Construct a new storm sewer on Philip Aziz Avenue from Western Road to the outlet at the Thames River (1,050 mm diameter increasing to 1200 mm diameter);

- Construct a new storm sewer on Western Road from the Althouse College entrance to Sarnia Road (375 mm diameter).
- Construct a new storm sewer on Sarnia Road from Sleightholme Avenue to Philip Aziz Avenue (which requires further review in relation to combining duplicate storm sewer piping during detailed design).
- Construction of a new Thames River outfall 50 m to the south of existing (with abandonment and plugging of existing storm sewer and outfall); and
- Construction of several overland flow routes to deal with the potential for ponding and localized flooding at several locations including Western Road (east side north of Platts Lane), Western Road (southeast of the Sarnia Road / Philip Aziz Ave intersection) and Philip Aziz Avenue (east end near Thames River).

**Alternative Route Through College/University Property**

An alternative access point from the west side of Western Road to the City Street network was not part of this study. To better manage area traffic growth on Western Road, future developments on the west side of Western Road by Western University, Brescia College and Huron College will require implementation of another access to the south / west.

The City will review these future plans including any proposed connections to Sarnia Road to ensure that impacts to surrounding neighbourhoods including cut-through traffic are minimized.

**Utility Relocation**

Based on the current proposed road layout, including sidewalks and cycling tracks, efforts have been made to minimize disruption to existing utilities. Localized pole and aerial service line relocations will be required in areas along Western Road between Platts Lane and Sarnia Road as well as on Sarnia Road. The overhead hydro line along Philip Aziz Avenue will require relocation to suit the platform widening. London Hydro has been consulted with and shown the preferred design alternative concept, though the exact impacts will be determined during further detailed design review.

## Urban Design

While the new proposed corridor appears to have significant space within the road and boulevards to implement urban design features, incorporating significant features may be difficult. Due to sidewalk and cycle lanes having separated alignments, the boulevards then have reduced space on either side to accommodate larger plantings or other features. Once the final roadway and boulevard layouts are confirmed, the following landscaping and urban design opportunities may include, but not limited to:

- **Boulevards:** Where there is opportunity and sufficient width, trees will be provided between the road and the pedestrian/cycling networks to create a buffer from vehicles where possible. Similarly, street trees will be provided on both sides of the pedestrian/cycling networks to create a double row of trees, and a larger canopy cover for pedestrian comfort.
- **Medians:** Given the proposed platform width on Western Road, there is limited opportunity for raised planters with vegetation and street trees within the medians. A short median planter is feasible on Western Road, just south of Lambton Drive.
- Opportunities to incorporate Low Impact Development (LID) options into the design will be reviewed during detailed design, such as allowing for run-off into curb cuts within the boulevard.

The implementation of these features may be limited by the available areas; however, opportunities should be explored during detailed design to provide enhancements along the corridor where possible.

## Property Requirements

The improvements to Western Road, Sarnia Road and Philip Aziz Avenue will require the acquisition of some property fronting these roadways with further details provided in the ESR.

## Preliminary Construction Cost Estimate

A preliminary construction cost estimate (in 2023 dollars) has been prepared and is shown in **Table ES1.**

The total preliminary construction cost estimate for this project is $27.09 Million (excluding HST) including land acquisition, contingencies for preliminary estimates, engineering, and construction.

**Table ES1: Preliminary Construction Costs (2023 Dollars, Rounded)**

| Item | Total Cost | Phase 1 (est. 2024) | Phase 2 (est. 2025/2026) |
|---|---|---|---|
| Removals | $1,414,000 | $205,000 | $1,209,000 |
| Sanitary Servicing | $146,000 | $146,000 | 0 |
| Storm Servicing | $3,446,000 | $920,000 | $2,526,000 |
| Water Servicing | $800,000 | 0 | $800,000 |
| Roadworks | $10,463,150 | $2,287,000 | $8,176,000 |
| Electrical | $860,000 | $478,000 | $382,000 |
| Utility Relocations | $1,009,000 | $1,000,000 | $9,000 |
| Landscaping | $150,000 | $61,000 | $89,000 |
| Miscellaneous | $813,000 | $123,000 | $690,000 |
| **Subtotal** | **$19,100,000** | **$5,219,000** | **$13,881,000** |
| Construction Contingency (10%) | $1,910,000 | $522,000 | $1,388,000 |
| **Total Estimated Capital Value** | **$21,011,000** | **$5,741,000** | **$15,269,000** |
| Engineering (Detailed Design/Construction) (12%) | $2,521,000 | $689,000 | $1,832,000 |
| Contingency of Preliminary Estimate (15%) | $3,152,000 | $861,000 | $2,290,000 |
| **Total Preliminary Project Estimate** (rounded) | **$26,690,000** | **$7,300,000** | **$19,390,000** |
| **Land Acquisition ~1100 $m^2$** | **$400,000** | | |

### Project Schedule

The project is expected to be completed in two phases. Phase 1 detailed design is planned to be underway in 2023, while construction is anticipated to begin 2024 or 2025 based upon environmental approvals and property requirements. This phase includes the Philip Aziz Avenue works to the Thames River including installing the new stormwater outfall. Phase 2 will encompass the rest of the work and is anticipated to begin in 2025-2026.

**Summary**

The Environmental Study Report outlines the process required to ensure that the planning process and proposed recommended solutions/design concepts meet the requirements of the *EAA*. The MCEA planning process has not identified any significant environmental concerns that cannot be addressed by incorporating established mitigation measures during construction.

The proposed project improvements will improve or resolve many of the issues identified in the problem and opportunity statement. A preliminary evaluation of potential impacts has been included in the evaluation, which indicates minor and predictable impacts that can be addressed by recommended mitigation measures as presented in Section 11 of the ESR.

The proposed mitigation measures will further be developed at the detailed design stage and will form commitments that will be adhered to by the City. Appropriate public notification and opportunity for comment was provided and no comments were received that could not adequately be addressed. Subject to receiving MCEA clearance following the 30-day review period, the City can start the detailed design and permitting- approval phase and proceed to construction as outlined in this report.

## Report to Civic Works Committee

**To:** **Chair and Members**
**Civic Works Committee**
**From:** **Kelly Scherr, P. Eng., MBA, FEC**
**Deputy City Manager, Environment & Infrastructure**
**Subject:** **Oxford Street West and Gideon Drive Intersection Improvements: Appointment of Consulting Engineer**
**Date:** **April 12, 2023**

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the appointment of a consulting engineer for the detailed design and tendering of the Oxford Street West and Gideon Drive intersection improvements:

(a) R.V. Anderson Associates Limited **BE APPOINTED** as the consulting engineer to complete the detailed design and tendering services at an upset amount of $488,901, excluding HST;

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

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

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

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

## Linkage to the Corporate Strategic Plan

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

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Strategic Priorities and Policy Committee – May 6, 2019 – Approval of 2019 Development Charges By-Law and DC Background Study
- Civic Works Committee – January 19, 2021 - Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment Study Appointment of Consulting Engineer

- Civic Works Committee – May 10, 2022 – Oxford Street West and Gideon Drive Intersection Improvements - Environmental Assessment Project File Report

## 2.0 Context

The purpose of this report is to recommend the appointment of a consulting engineer to undertake the detail design and tendering support required for improvements to the Oxford Street West and Gideon Drive intersection.

In 2022, the City of London completed a Schedule 'B' Municipal Class Environmental Assessment (EA) study to identify the long-term preferred solution for improvements to this intersection. The EA recommended a multi-lane roundabout to address traffic capacity needs, improve safety and facilitate active transportation connectivity while minimizing the potential impact to the natural environment.

The project location is in the west area of the City of London, as shown in Figure 1.

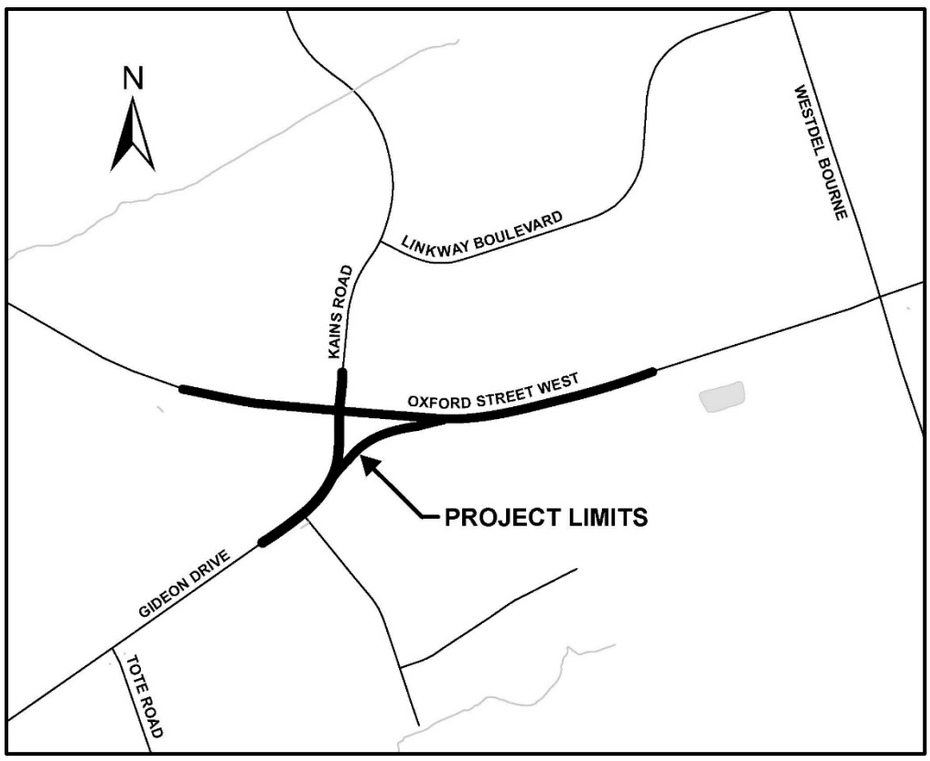


Figure 1: Project Location

## 3.0 Discussion and Considerations

### 3.1 Project Background

The Oxford Street West and Gideon Drive intersection is currently a stop-controlled intersection with some restricted turning movements. Oxford Street West is classified as an Urban Thoroughfare with an average daily traffic volume of 15,500 to 18,500 vehicles per day. Gideon Drive is classified as a Rural Thoroughfare and accommodates over 2,500 vehicles in a typical day. Oxford Street is a major east-west corridor connecting surrounding areas west of the city to the downtown core, Fanshawe College and the London International Airport. The ongoing and future developments in west London and beyond the city limits are anticipated to increase the traffic demands at this intersection. The proposed roundabout will improve safety at this intersection as the area grows.

In addition to consideration of climate change during the EA study, the Climate Emergency Screening Tool (CEST) had been applied to this project and highlighted the importance of providing better connectivity and new walking and cycling infrastructure in this area.

### 3.2 Timing Considerations

As per the Development Charges Background Study, construction of the project is recommended to begin in 2024, subject to all final approvals. It is anticipated that it will be undertaken in one construction season with some minor works in the subsequent construction season.

Coordination with adjacent projects, property owners, London Hydro, and regulatory agencies is planned early in the design process. Network traffic management and a communications plan will be developed during detailed design to inform road users, outline detours during potential closures, and instruct local traffic movement.

### 3.3 Consultant Procurement Process

The Consultant selection process for this assignment has been undertaken in accordance with Section 15.2 (g) of the City's Procurement of Goods and Services Policy.

R.V. Anderson Associates Limited was appointed the consulting engineer for the EA phase of the project after a two stage procurement process. The first stage was an open, publicly advertised pre-qualification process followed by a request for proposals from three short-listed engineering consulting firms. R.V. Anderson has completed the EA study for this project successfully. Due to the consultant's performance, knowledge and understanding of the project, they were invited to submit a proposal to carry out the subsequent detailed design and tendering phase of the project. City staff have reviewed the proposal, including the financial and technical components, and confirmed that it addresses the required scope of work and provides good value for the city. The submitted fees are consistent with the earlier project phase and other similar projects. The consultant will be considered for the future project phase subject to performance.

## Conclusion

Improvements to the Oxford Street West and Gideon Drive intersection are required to accommodate growth in the area. The new multi-lane roundabout will provide additional capacity, new active transportation infrastructure, improved connectivity and enhanced safety.

R.V. Anderson Associates Limited has demonstrated an understanding of the city's requirements for this phase of the project, and it is recommended that this firm continue as the consulting engineer for the purpose of detail design and tendering as it is in the best financial and technical interests of the City.

It is recommended that R.V. Anderson Associates Limited be appointed to undertake the detail design and tendering for the Oxford Street and Gideon Drive intersection improvements in the amount of $488,901 (excluding HST) in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy.

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

cc: Henry Huotari, R.V. Anderson Associates Limited
Paul Yanchuk, City of London
Erik Guil, City of London

**Appendix "A"**

**#23066**
April 12, 2023
(Appoint Consulting Engineer)

Chair and Members
Civic Works Committee

RE: Oxford Street West and Gideon Drive Intersection Improvements
(Subledger RD200016)
Capital Project TS1332 - Intersection - Oxford - Gideon (Roundabout)
R.V. Anderson Associates Limited - $488,901.00 (excluding HST)

## Finance Supports Report on the Sources of Financing:

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

| Estimated Expenditures | Approved Budget | Committed To Date | This Submission | Balance for Future Work |
|---|---|---|---|---|
| Engineering | 700,000 | 177,542 | 497,506 | 24,952 |
| Utilities | 273,679 | 0 | 0 | 273,679 |
| City Related Expenses | 1,199 | 1,199 | 0 | 0 |
| **Total Expenditures** | $974,878 | $178,741 | $497,506 | $298,631 |
| **Sources of Financing** | | | | |
| Debenture By-law No. W.-5671-65 (Note 1) | 121,860 | 22,343 | 62,188 | 37,329 |
| Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 2) | 853,018 | 156,398 | 435,318 | 261,302 |
| **Total Financing** | $974,878 | $178,741 | $497,506 | $298,631 |

## Financial Note:

| | |
|---|---|
| Contract Price | $488,901 |
| Add: HST @13% | 63,557 |
| Total Contract Price Including Taxes | 552,458 |
| Less: HST Rebate | -54,952 |
| Net Contract Price | $497,506 |

**Note 1: Note to City Clerk:** The City Clerk be authorized to increase Debenture By-law No. W.-5671-65 by $99,667 from $22,193 to $121,860.

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

Jason Davies
Manager of Financial Planning & Policy

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