

# Agenda Including Addeds

## Civic Works Committee

10th Meeting of the Civic Works Committee

June 13, 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, Métis and Inuit today.

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

Members

Councillors C. Rahman (Chair), 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](mailto:CWC@london.ca) or 519-661-2489 ext. 2425.

Pages

### 1. Disclosures of Pecuniary Interest

### 2. Consent

- |     |   |    |
|-----|---|----|
| 2.1 | 6th Report of the Integrated Transportation Community Advisory Committee  | 3  |
| 2.2 | Contract Award - RFT-2023-083 - Traffic Signal Rebuilds for Wonderland Road South at Village Green Avenue and at Teeple Terrace- Irregular Result | 8  |
| 2.3 | Vauxhall WWTP Pilot Plant - Request to Negotiate and Execute Site Access Agreement  | 13 |
|     | a. (ADDED) Revised Staff Report   | 18 |
| 2.4 | Appointment of Consulting Engineers for Contract Administration Services - Stormwater Infrastructure and Channel Remediation Projects             | 23 |
| 2.5 | Funding to Support UTRCA Capital/Maintenance Projects and City Watercourse Monitoring Program   | 32 |
| 2.6 | Contract Price Increase - Springbank Reservoirs 1 & 3 Roof Membrane Replacement and Repairs Project   | 40 |

### 3. Scheduled Items

- |     |   |    |
|-----|---|----|
| 3.1 | Not to be Heard before 12:05 PM – PUBLIC PARTICIPATION MEETING - Blackfriars Bridge - Long Term Use | 44 |
|     | a. Staff Presentation   | 53 |

b.	<i>(ADDED) J. Fyfe-Millar</i>	60
c.	<i>(ADDED) N. Sproule</i>	63
d.	<i>(ADDED) H. Tallman</i>	64
e.	<i>(ADDED) L. Durham</i>	65
<b>4.</b>	<b>Items for Direction</b>	
4.1	Core Area Parking Initiatives	69
<b>5.</b>	<b>Deferred Matters/Additional Business</b>	
5.1	Deferred Matters List	78
5.2	<i>(ADDED) Community Advisory Committee Vacancies</i>	
a.	<i>B. Samuels - Environmental Stewardship and Action Community Advisory Committee</i>	80
<b>6.</b>	<b>Adjournment</b>	

# Integrated Transportation Community Advisory Committee

## Report

6th Meeting of the Integrated Transportation Community Advisory Committee  
May 17, 2023

Attendance                      PRESENT: R. Buchal, D. Foster, T. Kerr, T. Khan, D. Luthra, A. Santiago, J. Vareka

ABSENT: J. Collie, E. Eady, A. Husain, V. Lubrano, M. Malekzadeh

ALSO PRESENT: J. Dann, S. Grady, D. Hall, D. McRae, J. Michaud, A. Miller, N. Moffatt, B. Westlake-Power

The meeting was called to order at 3:02 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

None.

### 3. Consent

#### 3.1 5th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 5th Report of the Integrated Transportation Community Advisory Committee, from the meeting held on April 19, 2023, was received.

#### 3.2 Municipal Council Resolution – 2023 Renew London infrastructure Construction Program and 2022 Review

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on April 4, 2023, with respect to the 2023 Renew London Infrastructure Construction Program and 2022 Review, was received.

#### 3.3 Notice of Planning Application – Zoning By-law Amendment – 599-601 Richmond Street

That it BE NOTED that the Notice of Planning Application, dated April 19, 2023, related to the Zoning By-law Amendment, from N. Pasato, Senior Planner, for the property located at 599-601 Richmond Street, was received.

#### 3.4 Notice of Planning Application – Zoning By-law Amendment – 165-167 Egerton Street

That it BE NOTED that the Notice of Planning Application, dated April 19, 2023, related to the Zoning By-law Amendment, from C. Maton, Senior Planner, for the property located at 165-167 Egerton Street, was received.

3.5 Public Meeting Notice – Zoning By-law Amendment – 129-131 Base Line Road West

That it BE NOTED that the Public Meeting Notice, dated May 3, 2023, related to the Zoning By-law Amendment, from N. Pasato, Senior Planner, for the property located at 129-131 Base Line Road West, was received.

3.6 (ADDED) Revised Notice of Planning Application – Official Plan and Zoning By-law Amendments – 610-620 Beaverbrook Avenue

That it BE NOTED that the Revised Notice of Planning Application, dated May 11, 2023, related to the Official Plan and Zoning By-law Amendment, from A. Riley, Senior Planner, for the property located at 610-620 Beaverbrook Avenue, was received.

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

4.1 Active Transportation Sub-Committee Request for Information on Dundas Place Temporary East-West Connection for Cycling and Pedestrians

That it BE NOTED that the attached report, from J. Vareka, with respect to the Active Transportation Sub-Committee Request for Information on Dundas Place Temporary East-West Connection for Cycling and Pedestrians, was received; it being further noted that this matter will BE DEFERRED to the next Integrated Transportation Community Advisory Committee sub-committee meeting.

**5. Items for Discussion**

5.1 Review of the Neighbourhood Connectivity Plan Pilot Program – D. Foster

That the Municipal Council BE REQUESTED to consider the following actions arising from the Integrated Transportation Community Advisory Committee (ITCAC) review of the Neighbourhood Connectivity Plan Pilot Program:

- a) to amend the Mobility Policy 349 to request that all city streets exempted from this policy be designated for parking on one side of the street only clearly defined exceptions such as cul-de-sacs;
- b) to direct the Civic Administration to investigate appropriate means to review the future draft of the Neighbourhood Connectivity Plans with ITCAC in advance of consideration by the Civic Works Committee; and
- c) to commend the Civic Administration for a very thorough and successful process which should now be formalized and applied;

it being further noted that the presentation and attached photos, from D. Foster, related to this matter, were received.

5.2 Integrated Transportation Community Advisory Committee Request for an Update on the Mobility Master Plan and Consultation for 2023

That it BE NOTED that the verbal update from S. Grady, Traffic and Transportation Engineer, Environment and Infrastructure, in relation to the Mobility Master Plan and Consultation for 2023, was received.

**6. Adjournment**

The meeting adjourned at 3:47 PM.

ITCAC: Active Transportation Subcommittee

Topic: Dundas Place temporary closures to cars entering from east & west sides.

Date: May 17, 2023.

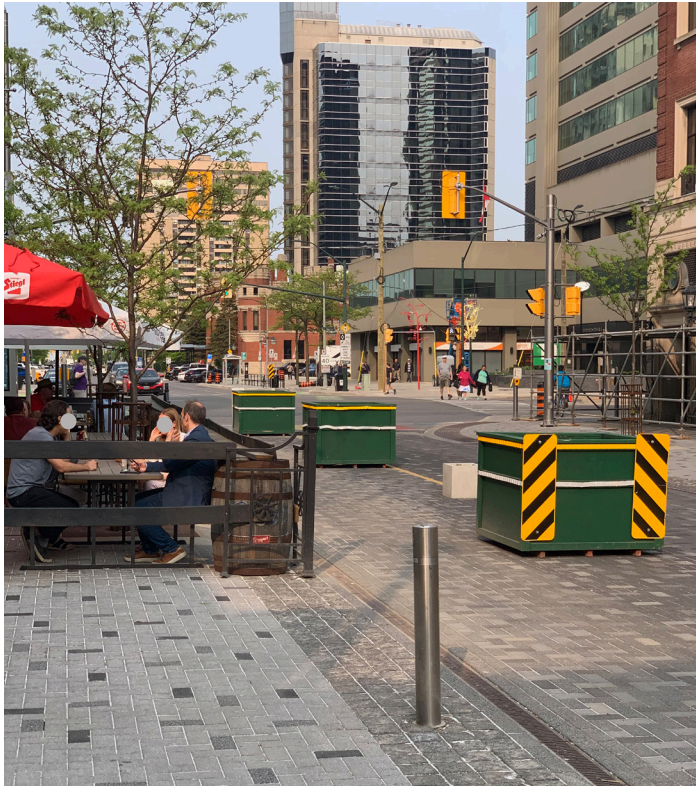
**Background:**

For the third year, Dundas Place is being closed to car traffic on a temporary basis which began the second week of May 2023 and will be in place until November. Many in the cycling community would like this to be made a permanent feature, some of the reasons being:

- Less east/west through traffic by cars creates a safer street for both cyclists and pedestrians.
- Transforms Dundas Place into a 'shared space' by limiting cars that are just passing through in favour of those using the street as a destination.
- Improved network for cyclists connecting the Dundas Cycle Tracks to the TVP.
- Reduced confusion for drivers who may be unaware that the street gets converted twice a year and are confronted with unexpected driving situations - presumably leading to safer intersections (reduced conflict with pedestrians/cyclists)
- Improve navigation for drivers specifically relating to GPS mapping systems. As of yesterday (May 16) google maps is still directing cars onto Dundas St from East-West entrances. Apple maps appears to be working correctly.
- Reduced through-traffic improving the comfort on the street for users, patio-goers etc. (less noise, pollution, improved access to shops etc.)

**Question for the city:**

The city of London website mentions the reason for it being temporary is due to 'construction mitigation'. This is the third time it has been done on a temporary basis - our question would be; why not make it permanent?



East Entrance (Dundas at Wellington)



West Entrance (Dundas at Rideout)



5.1 - Review of the Neighbourhood Connectivity Plan Pilot Program



5.1 - Review of the Neighbourhood Connectivity Plan Pilot Program



## 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: RFT-2023-083 Traffic Signal Rebuilds for  
Wonderland Road South at Village Green Avenue and at  
Teepie Terrace – Irregular Result

**Date:** June 13, 2023

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the Village Green Avenue at Wonderland Road South and Teepie Terrace at Wonderland Road South Traffic Signal Rebuild project (Tender RFT 2023-083):

- (a) The bid submitted by EARTH (Holdings) Inc., at its tendered price of \$941,478.00, excluding HST, **BE ACCEPTED** as per Section 8.5 a) iii) of the Procurement of Goods and Services Policy; it being noted that the bid submitted by EARTH (Holdings) Inc, was the only compliant bid of two bids received and meets the City's specifications and requirements;
- (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 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 2023-083); and,
- (e) the Mayor and the City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Linkage to the Corporate Strategic Plan

Municipal Council's 2023-2027 Strategic Plan identifies "Mobility and Transportation" as a strategic area of focus. The following report supports the Strategic Plan by building infrastructure that provides safe, integrated, connected, reliable, and efficient transportation choices.

## Analysis

### 1.0 Background Information

#### 1.1 Purpose

This report recommends award of a construction tender to EARTH (Holdings) Inc. for reconstruction of traffic signals at the intersections of Village Green Avenue at Wonderland Road South and Teepie Terrace at Wonderland Road South. The results of this tender process are irregular due to the receipt of only one compliant bid.



## 1.2 Background

The continued infrastructure renewal of City assets is necessary for the safe and reliable operation of the London mobility network. Within the project area, Wonderland Road is the major street with both intersections connecting vital neighbourhoods to local businesses that line Wonderland Road.

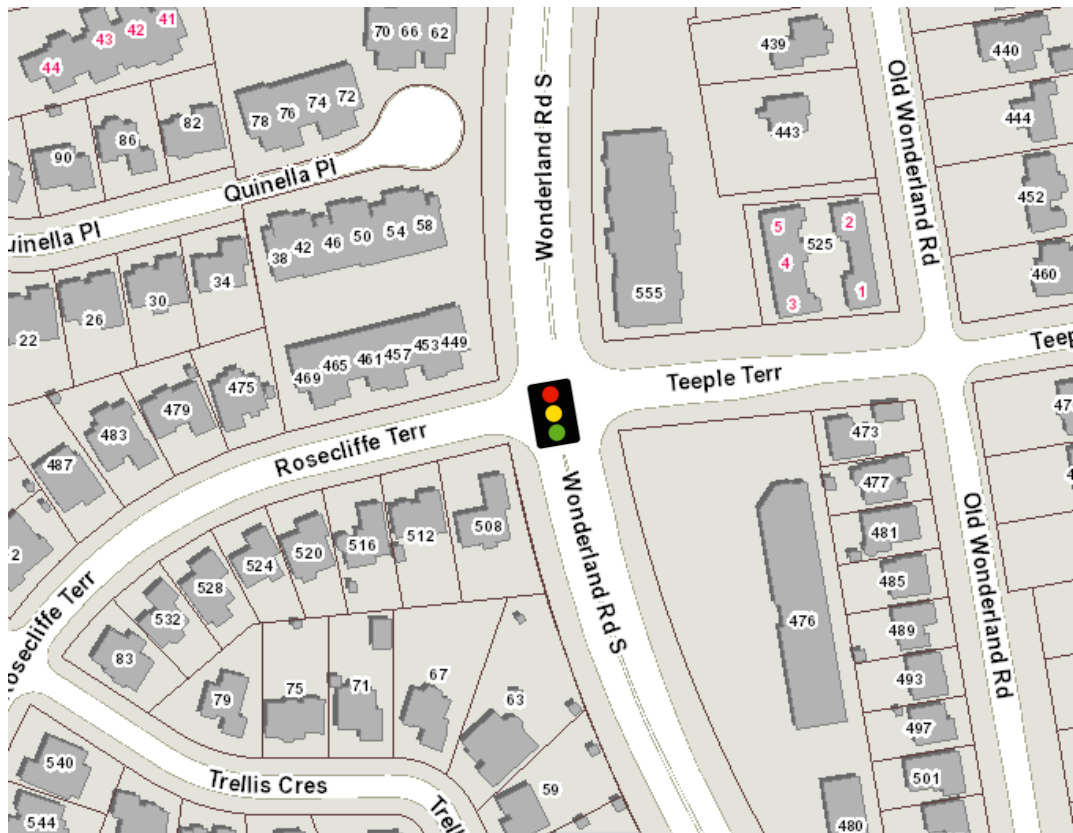


Figure 1: Teepie Terrace and Wonderland Road South Site Location

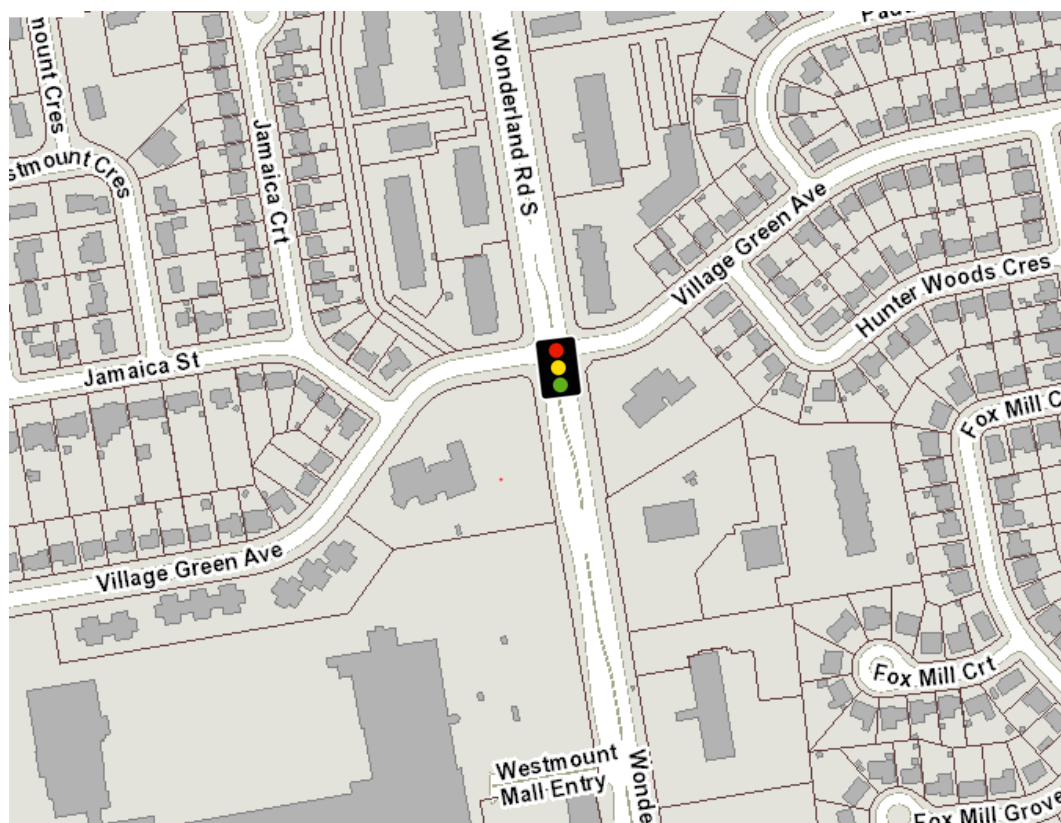


Figure 2: Village Green Avenue and Wonderland Road South Site Location

## 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.

Improvements to the subject intersection will include:

- Replacing aging street lighting and traffic signals;
- Installing new concrete sidewalks, curb, and gutter; and,
- Accessibility improvements to meet current Accessibility for Ontarians with Disabilities Act (AODA) standards.

### 2.2 Construction Schedule

The traffic signal rebuilds at these two Wonderland Road South intersections are planned to begin in Summer 2023 and will require the full construction season, with some planned carry-over work in 2024.

### 2.3 Procurement Process

The request for tenders (RFT) was published on March 17, 2023. Tenders for the traffic signal rebuild project (RFT 2023-083) were opened on March 17, 2023. Two contractors submitted bids; however one submission did not meet the contract requirements and was therefore disqualified. The one qualified bid is shown below, noting the price includes a contingency, and excludes HST:

<b>Contractor</b>	<b>Company Name</b>	<b>Tender Price Submitted</b>
1.	ERTH (Holdings) Inc.	\$941,478.00

When receiving only one compliant bid submission the result is considered irregular as per Section 8.10 (b) of the Procurement of Goods and Services Policy whereby the specifications of a competitive bid were not met by two or more suppliers. As per Section 13.2 b) and 8.5 a) iii) of the Procurement of Goods and Services Policy, Committee and City Council must approve award of contracts when a tender result exceeds \$100K and is irregular.

The only submitted valid bid by ERTH (Holdings) Inc. is 26% higher than the tender estimate that was prepared prior to the tender opening. The tender results indicate an increase due to time and material inflation from the construction industry and represent the increasing industry costs for a project of this size, scope, and complexity based on current market and supply chain conditions. This tender includes a \$70,000 contingency allowance (excluding HST).

Funds for this tender award are available in the Transportation and Mobility capital budget.

### 3.0 Financial Impact / Considerations

#### 3.1 Operating Cost

Anticipated annual operating costs for the Traffic Engineering service area associated with additional infrastructure is summarized below:

Location	Rationale	Increase in Annual Operating Cost
Teeple Terrace at Wonderland Road S	AODA pedestrian buttons, radar detection, uninterruptable power supply, pavement markings	\$9,264
Village Green Avenue at Wonderland Road S	AODA pedestrian buttons, radar detection, uninterruptable power supply, pavement markings	\$12,538

### Conclusion

Civic Administration has reviewed the tender bids and recommends that the construction contract for the Teeple Terrace at Wonderland Road S and Village Green Avenue at Wonderland Road S traffic signal rebuild project be awarded to ERTH (Holdings) Inc. in the amount of \$941,478.00 including contingency and excluding HST, in accordance with Section 8.5 a) iii) of the City of London's Procurement of Goods and Services Policy. This tender resulted in an irregular result due to the receipt of only one compliant bid.

Lifecycle renewal of the traffic signals at Teeple Terrace at Wonderland Road South and Village Green Avenue at Wonderland Road South is necessary to maintain safe and reliable traffic operations in this important corridor.

**Prepared by:** Shane Maguire, P.Eng.  
Division Manager, Traffic Engineering

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

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

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

**cc:** Steven Mollon, City of London  
Laura Steffler, ERTH (Holdings) Inc.

**Appendix "A"**

#23116

June 13, 2023  
(Award Contract)

Chair and Members  
Civic Works Committee

RE: RFT-2023-083 Traffic Signal Rebuild for Wonderland Road South at Village Green Avenue and at Teeple Terrace - Irregular Result (Subledger TF210019)  
Capital Project TS406722 - Traffic Signals - Maintenance  
Capital Project TS512322 - Street Light Maintenance  
ERTH (Holdings) Inc. - \$941,478.00 (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:

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>TS406722 - Traffic Signals - Maintenance</b>				
Engineering	559,494	559,494	0	0
Construction	2,597,284	760,597	718,536	1,118,151
Traffic Signals	1,185,923	1,185,923	0	0
<b>TS406722 Total</b>	<b>4,342,701</b>	<b>2,506,014</b>	<b>718,536</b>	<b>1,118,151</b>
<b>TS512322 - Street Light Maintenance</b>				
Engineering	300,000	228,093	0	71,907
Construction	2,750,852	798,384	239,512	1,712,956
<b>TS512322 Total</b>	<b>3,050,852</b>	<b>1,026,477</b>	<b>239,512</b>	<b>1,784,863</b>
<b>Total Expenditures</b>	<b>\$7,393,553</b>	<b>\$3,532,491</b>	<b>\$958,048</b>	<b>\$2,903,014</b>

**Sources of Financing**

<b>TS406722 - Traffic Signals - Maintenance</b>				
Capital Levy	3,742,553	2,506,014	718,536	518,003
Drawdown from Transportation Renewal Reserve Fund	600,148	0	0	600,148
<b>TS406722 Total</b>	<b>4,342,701</b>	<b>2,506,014</b>	<b>718,536</b>	<b>1,118,151</b>
<b>TS512322 - Street Light Maintenance</b>				
Capital Levy	2,707,863	1,026,477	239,512	1,441,874
Drawdown from Transportation Renewal Reserve Fund	342,989	0	0	342,989
<b>TS512322 Total</b>	<b>3,050,852</b>	<b>1,026,477</b>	<b>239,512</b>	<b>1,784,863</b>
<b>Total Financing</b>	<b>\$7,393,553</b>	<b>\$3,532,491</b>	<b>\$958,048</b>	<b>\$2,903,014</b>

<b>Financial Note</b>	<b>TS406722</b>	<b>TS512322</b>	<b>Total</b>
Contract Price	706,109	235,369	941,478
Add: HST @13%	91,794	30,598	122,392
Total Contract Price Including Taxes	797,903	265,967	1,063,870
Less: HST Rebate	-79,367	-26,455	-105,822
<b>Net Contract Price</b>	<b>\$718,536</b>	<b>\$239,512</b>	<b>\$958,048</b>

**Note 1:** There will be additional annual operating costs of \$9,264 for Teeple Terrace at Wonderland Road South and \$12,538 for Village Green Avenue at Wonderland Road South.

Jason Davies  
Manager of Financial Planning & Policy



## Report to Civic Works Committee

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

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

**Subject:** Vauxhall WWTP Pilot Plant – Request to Negotiate and  
Execute Site Access Agreement

**Date:** June 13, 2023

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to granting approval for the installation of a long-term pilot facility at Vauxhall Wastewater Treatment Plant:

- a) Civic Administration **BE AUTHORIZED** to negotiate terms for site access, installation and operation of a pilot testing facility by Pall Water at Vauxhall Wastewater Treatment Plant.
- b) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

## Executive Summary

This report seeks Municipal Council approval to grant permission to Pall Water to install a pilot test facility for their surface water and wastewater effluent treatment systems at the City's Vauxhall Wastewater Treatment Plant.

Pall Water develops and sells advanced technology for the treatment of surface water for use as potable water sources and wastewater treatment plant effluent to improve effluent quality and ensure regulatory compliance. This technology could help inform future capital investment and long term treatment strategies at the City's wastewater treatment plants. There is space available at the plant, and no City funds will be used to construct or operate this pilot facility.

## Linkage to the Corporate Strategic Plan

This report supports the City's 2023-2027 Strategic Plan in the area of Economic Growth, Culture and Prosperity:

- London is a regional centre that proactively attracts and retains talent, business, and investment
  - Foster and leverage strategic partnerships that promote collaboration, innovation, and investment in business and employment.

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

None

## 2.0 Discussion and Considerations

### 2.1 City Support of Industry Research

The City of London has a long history of supporting research in the water and wastewater treatment fields, including the research facility located at Greenway Wastewater Treatment Plant (run by Western University) and multiple short- and long-term pilots hosted at various City facilities. This has benefitted the industry by promoting the development of new wastewater treatment technologies, offering much needed access for academic and institutional research, and providing City staff with the opportunity to access product developers at an early stage and gain insight into potential trends in the industry.

The opportunity to access to City facilities for this purpose is granted on a case by case basis. Pilot testing has been initiated by the City in the past, but typically requests are received as unsolicited proposals submitted by researchers or companies. These are considered based on the order in which they are received. The City has accommodated multiple vendors in the past in this way, including direct competitors testing similar technologies. Approved pilots typically involve very little modification to existing infrastructure and are not considered if they negatively impact existing operations.

This request builds on that history and provides insight into a technology that is expected to form an increasingly significant part of wastewater treatment in London over the coming decades. Pall Water, part of Trojan Technologies, develops and sells membrane treatment technology. They approached the City with a request to locate a pilot testing facility at the Vauxhall Wastewater Treatment Plant.

### 2.2 Selection of Vauxhall as Preferred Location

Vauxhall Wastewater Treatment Plant provides a unique location for Pall Water due to its proximity to the Thames River and space available on site. Since the goal of the pilot project is to test equipment for the treatment of both surface water and treated wastewater, this location provides relatively simple access to both.

From the perspective of Wastewater Treatment Operations, the proposed location is in a relatively untravelled part of the plant property and is not expected to impact operations in any significant way. In addition, new infrastructure installed as part of the flood protection measures recently constructed provides good access to water and power sources. Finally, the Vauxhall sewershed is not expected to experience significant growth in treatment capacity demand relative to the capacity available. Accordingly, dedicating a portion of the site to pilot testing is not expected to restrict long-term plans at the site.

### 2.3 Expected Form of the Pilot Plant and Agreement

Pall's proposal indicates that up to four twenty-foot seacan containers would be required in order to house the expected pilot equipment. There is sufficient space on site to accommodate this request.

Due to the significant expense of re-locating equipment to Vauxhall and completing the installation, Pall has requested that a term of at least five years be considered, possibly up to ten. Wastewater Treatment Operations is agreeable to this in principle, as long as an option to terminate with notice is included in the agreement.

City staff will also not play any role in operating the pilot facility. The agreement will consider only the provision of access to the site, as well as utilities on a cost recovery basis. The facility will also run in parallel to the existing treatment processes and will not affect them in any way. Costs associated with electrical consumption will be recovered from Pall Water. The Ontario Ministry of the Environment, Conservation and Parks will be consulted to confirm no impact to the operating approvals in place for Vauxhall will occur, and any permits or approvals required for the installation of equipment and the extraction of surface water from the Thames River will be the responsibility of Pall Water to obtain and manage. Pall will be required to carry all appropriate licenses, permits and insurance and will not be able seek compensation from the City in the case of interruption to site access, wastewater supply or upon reasonable notice to vacate the site.

At this time, Civic Administration is seeking approval from Council to negotiate the terms of a site access agreement with Pall Water generally in the form described above. Part of that approval will be to grant the authority to the Mayor and City Clerk to execute any agreements and approvals resulting from the negotiations between Pall Water and City staff, upon review by Risk Management, Legal, and Realty Services (if required). This would include any requested confidentiality agreements. Civic Administration is under no obligation to implement any agreement in this regard, so if suitable terms are not able to be negotiated then no Agreement will be presented to the Mayor and City Clerk for execution. No further report to Council would be made on this subject unless a request is received to extend the term of the agreement beyond ten years.

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

The City of London will not provide any funding to support this pilot facility. The City would provide a location and allow connection to City infrastructure for the purpose of electrical power and water sample feeds. Electrical power feeds will be metered so that costs can be recovered from Pall Water.

## **Conclusion**

The City has made it a priority to support research in the water and wastewater treatment industry in the past. In line with this priority, Civic Administration is seeking approval to negotiate the terms of a site access agreement with Pall Water for the installation of a pilot facility at the Vauxhall Wastewater Treatment Plant. If Wastewater Treatment Operations, Legal, Realty and Risk Management staff all support the terms of a draft agreement to be negotiated with Pall Water, staff is seeking Council authorization for the Mayor and Clerk to execute that agreement. The City will not contribute any funds to install or operate this facility, there is no risk contemplated to existing treatment processes, and no term beyond ten years will be considered without seeking Council approval.

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

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

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

Appendix 'A' Draft By-Law

cc: Aynsley Hovius, Solicitor II  
Jason Wills, Manager III, Legal Services



Bill No.  
2023

By-law No. A.

A by-law to authorize the negotiation of a site access Agreement between The Corporation of the City of London and Pall Water and to authorize the Mayor and City Clerk to execute the Agreement when finalized.

WHEREAS subsection 5(1) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that the power of a municipality shall be exercised by its council;

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

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting, among other things: accountability and transparency of the municipality and its operations; economic, social and environmental well-being of the municipality; and financial management of the municipality;

AND WHEREAS it is considered acceptable that Civic Administration negotiate terms for research activities on City property;

AND WHEREAS it is appropriate to authorize the Mayor and City Clerk to execute such duly negotiated Agreement on behalf of the City;

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

1. Civic Administration are authorized to negotiate the terms of a site access agreement with Pall Water for the purposes of establishing a research test facility at Vauxhall Wastewater Treatment Plant.
2. The Mayor and City Clerk are authorized to execute the Agreement negotiated and approved by Civic Administration under section 1 of this by-law.
3. This by-law shall come into force and effect on the day it is passed.

PASSED in Open Council on June 27, 2023.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 27, 2023  
Second Reading – June 27, 2023  
Third Reading – June 27, 2023

## 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:** Vauxhall WWTP Pilot Plant – Request to Negotiate and  
Execute Site Access Agreement

**Date:** June 13, 2023

## Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the attached proposed by-law (Appendix 'A') **BE INTRODUCED** at the Municipal Council meeting on June 27, 2023, and that the following actions **BE TAKEN** with respect to granting approval for the installation of a long-term pilot facility at Vauxhall Wastewater Treatment Plant:

- a) Civic Administration **BE AUTHORIZED** to negotiate terms for site access, installation and operation of a pilot testing facility by Pall Water at Vauxhall Wastewater Treatment Plant.
- b) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project.

## Executive Summary

This report seeks Municipal Council approval to grant permission to Pall Water to install a pilot test facility for their surface water and wastewater effluent treatment systems at the City's Vauxhall Wastewater Treatment Plant.

Pall Water develops and sells advanced technology for the treatment of surface water for use as potable water sources and wastewater treatment plant effluent to improve effluent quality and ensure regulatory compliance. This technology could help inform future capital investment and long term treatment strategies at the City's wastewater treatment plants. There is space available at the plant, and no City funds will be used to construct or operate this pilot facility.

## Linkage to the Corporate Strategic Plan

This report supports the City's 2023-2027 Strategic Plan in the area of Economic Growth, Culture and Prosperity:

- London is a regional centre that proactively attracts and retains talent, business, and investment
  - Foster and leverage strategic partnerships that promote collaboration, innovation, and investment in business and employment.

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

None

## 2.0 Discussion and Considerations

### 2.1 City Support of Industry Research

The City of London has a long history of supporting research in the water and wastewater treatment fields, including the research facility located at Greenway Wastewater Treatment Plant (run by Western University) and multiple short- and long-term pilots hosted at various City facilities. This has benefitted the industry by promoting the development of new wastewater treatment technologies, offering much needed access for academic and institutional research, and providing City staff with the opportunity to access product developers at an early stage and gain insight into potential trends in the industry.

The opportunity to access to City facilities for this purpose is granted on a case by case basis. Pilot testing has been initiated by the City in the past, but typically requests are received as unsolicited proposals submitted by researchers or companies. These are considered based on the order in which they are received. The City has accommodated multiple vendors in the past in this way, including direct competitors testing similar technologies. Approved pilots typically involve very little modification to existing infrastructure and are not considered if they negatively impact existing operations.

This request builds on that history and provides insight into a technology that is expected to form an increasingly significant part of wastewater treatment in London over the coming decades. Pall Water, part of Trojan Technologies, develops and sells membrane treatment technology. They approached the City with a request to locate a pilot testing facility at the Vauxhall Wastewater Treatment Plant.

### 2.2 Selection of Vauxhall as Preferred Location

Vauxhall Wastewater Treatment Plant provides a unique location for Pall Water due to its proximity to the Thames River and space available on site. Since the goal of the pilot project is to test equipment for the treatment of both surface water and treated wastewater, this location provides relatively simple access to both.

From the perspective of Wastewater Treatment Operations, the proposed location is in a relatively untravelled part of the plant property and is not expected to impact operations in any significant way. In addition, new infrastructure installed as part of the flood protection measures recently constructed provides good access to water and power sources. Finally, the Vauxhall sewershed is not expected to experience significant growth in treatment capacity demand relative to the capacity available. Accordingly, dedicating a portion of the site to pilot testing is not expected to restrict long-term plans at the site.

### 2.3 Expected Form of the Pilot Plant and Agreement

Pall's proposal indicates that up to four twenty-foot seacan containers would be required in order to house the expected pilot equipment. There is sufficient space on site to accommodate this request.

Due to the significant expense of re-locating equipment to Vauxhall and completing the installation, Pall has requested that a term of at least five years be considered, possibly up to ten. Wastewater Treatment Operations is agreeable to this in principle, as long as an option to terminate with notice is included in the agreement.

City staff will also not play any role in operating the pilot facility. The agreement will consider only the provision of access to the site, as well as utilities on a cost recovery basis. The facility will also run in parallel to the existing treatment processes and will not affect them in any way. Costs associated with electrical consumption will be recovered from Pall Water. The Ontario Ministry of the Environment, Conservation and Parks will be consulted to confirm no impact to the operating approvals in place for Vauxhall will occur, and any permits or approvals required for the installation of equipment and the extraction of surface water from the Thames River will be the responsibility of Pall Water to obtain and manage. Pall will be required to carry all appropriate licenses, permits and insurance and will not be able seek compensation from the City in the case of interruption to site access, wastewater supply or upon reasonable notice to vacate the site.

At this time, Civic Administration is seeking approval from Council to negotiate the terms of a site access agreement with Pall Water generally in the form described above. Part of that approval will be to grant the authority to the Mayor and City Clerk to execute any agreements and approvals resulting from the negotiations between Pall Water and City staff, upon review by Risk Management, Legal, and Realty Services (if required). This would include any requested confidentiality agreements. Civic Administration is under no obligation to implement any agreement in this regard, so if suitable terms are not able to be negotiated then no Agreement will be presented to the Mayor and City Clerk for execution. No further report to Council would be made on this subject unless a request is received to extend the term of the agreement beyond ten years.

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

The City of London will not provide any funding to support this pilot facility. The City would provide a location and allow connection to City infrastructure for the purpose of electrical power and water sample feeds. Electrical power feeds will be metered so that costs can be recovered from Pall Water.

## **Conclusion**

The City has made it a priority to support research in the water and wastewater treatment industry in the past. In line with this priority, Civic Administration is seeking approval to negotiate the terms of a site access agreement with Pall Water for the installation of a pilot facility at the Vauxhall Wastewater Treatment Plant. If Wastewater Treatment Operations, Legal, Realty and Risk Management staff all support the terms of a draft agreement to be negotiated with Pall Water, staff is seeking Council authorization for the Mayor and Clerk to execute that agreement. The City will not contribute any funds to install or operate this facility, there is no risk contemplated to existing treatment processes, and no term beyond ten years will be considered without seeking Council approval.

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

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

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

Appendix 'A' Draft By-Law



cc: Aynsley Hovius, Solicitor II  
Jason Wills, Manager III, Legal Services

## Appendix 'A'

Bill No.  
2023

By-law No. A.

A by-law to authorize the negotiation of a site access Agreement between The Corporation of the City of London and Pall Water and to authorize the Mayor and City Clerk to execute the Agreement when finalized.

WHEREAS subsection 5(1) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that the power of a municipality shall be exercised by its council;

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

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting, among other things: accountability and transparency of the municipality and its operations; economic, social and environmental well-being of the municipality; and financial management of the municipality;

AND WHEREAS it is considered acceptable that Civic Administration negotiate terms for research activities on City property;

AND WHEREAS it is appropriate to authorize the Mayor and City Clerk to execute such duly negotiated Agreement on behalf of the City;

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

1. Civic Administration are authorized to negotiate the terms of a site access agreement with Pall Water for the purposes of establishing a research test facility at Vauxhall Wastewater Treatment Plant.
2. The Mayor and City Clerk are authorized to execute the Agreement negotiated and approved by Civic Administration under section 1 of this by-law.
3. This by-law shall come into force and effect on the day it is passed.

PASSED in Open Council on June 27, 2023.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 27, 2023  
Second Reading – June 27, 2023  
Third Reading – June 27, 2023

## 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: Stormwater Infrastructure and  
Channel Remediation Projects

**Date:** June 13, 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 contract administration services for three 2023 Stormwater Infrastructure and Channel Remediation construction projects:

- (a) The following consulting engineers **BE APPOINTED** to carry out consulting services for the identified stormwater infrastructure 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) AECOM Canada Ltd. **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration of Mud Creek Phase 2A Culvert replacement on Oxford Street West in the total amount of \$127,098 (including contingency), excluding HST;
  - (ii) The engineering design fees for AECOM Canada Ltd. **BE INCREASED** to recognize the additional design scope of work for the project in accordance with the estimate on file, by \$196,758.61, excluding HST, from \$746,074 to a total upset amount of \$942,832.61;
  - (iii) Stantec Consulting Limited **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration of Hyde Park Assignment 'A' Project, in the total amount of \$188,054.50 (including contingency), excluding HST;
  - (iv) The engineering design fees for Stantec Consulting Limited **BE INCREASED** to recognize the additional design scope of work for the project in accordance with the estimate on file, by \$15,534, excluding HST, from \$301,032.57 to a total upset amount of \$316,566.57;
  - (v) Matrix Solutions Inc. **BE APPOINTED** consulting engineers to complete the resident inspection and contract administration of Hyde Park Assignment 'B', in the total amount of \$159,815.03 (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

The engineering consultants work with city staff to complete challenging stormwater infrastructure lifecycle replacement needs in response to climate change and to accommodate development growth within the City. There are three 2023 Stormwater Infrastructure Projects for which a consultant award for contract administration is required, including Mud Creek Phase 2A, Hyde Park Package A Phase 1, Hyde Park Package B Phase 1. The engineering consulting work recommended for the 2023 projects will support the construction and reconstruction of an estimated \$10,900,000 of capital stormwater infrastructure.

## Linkage to the Corporate Strategic Plan

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

- Climate Action and Sustainable Growth:
  - Waterways, wetlands, watersheds, and natural areas are protected and enhanced.
  - London is more resilient and better prepared for the impacts of a changing climate; and
  - Infrastructure is built, maintained, and secured to support future growth and protect the environment.
- Mobility and Transportation
  - London's active transportation network is better connected and serves persons of all ages and abilities.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

- CWC – July 26, 2022 – Consultant Contract Increase for Mud Creek Phase 2 Detailed Design.
- CWC – March 1, 2022 – Appointment of Consulting Engineer for the Hyde Park EA SWM Works – Assignment 'B' Detailed Design
- CWC – August 31, 2021 - Appointment of Consulting Engineer for the Hyde Park EA SWM Works – Assignment 'A' Detailed Design

### 2.0 Discussion and Considerations

#### 2.1 Work Description

There are three significant stormwater management infrastructure projects scheduled for construction starting in summer 2023 that require consultant awards for contract administration. Location maps of these projects are provided in Appendix 'B'.

##### 2.1.1 Mud Creek Phase 2A: Oxford Street Culvert Crossing

In 2021, the City completed Phase 1A and 1B of the Mud Creek Project consisting of new twin tunnels under the Canadian National Railway (CNR) embankment as well as constructing a deeper and wider natural channel corridor to Wonderland Road.

AECOM's current assignment includes the detailed design and tendering of the Phase 2 Mud Creek project which includes approximately 850 linear metres of a new realigned natural channel from the CNR embankment, northerly to Oxford Street, and the construction of a new Oxford Street water crossing.



It was determined that Phase 2 needed to be split into two separate construction phases to accommodate environmental approvals and extensive tree removals. The two separate phases will be:

- Phase 2A – New Culvert construction on Oxford Street West to facilitate the realigned Mud Creek – Summer/Fall 2023.
- Phase 2B – Removal of the existing Mud Creek culvert on Oxford Street West, Mud Creek channel remediation and re-alignment from the existing twin tunnels north of the CN Rail line to Oxford Street West – Fall 2023 to Fall 2024.

AECOM's original design assignment did not anticipate the following additional items:

- Separation of the project into two phases and the subsequent the need for two separate tenders
- Structural design effort to develop a design and specifications for the pedestrian bridge crossing within the Phase 2B corridor
- Civil design work to size and specify a new outfall on the north side of Oxford St.
- Additional Environmental and Arboricultural work
- Increase consultation meetings with external, directly impacted interested parties with the project

### **2.1.2 Hyde Park EA Works Assignment 'A' – Phase 1**

Stantec's assignment included the detailed design of several components of the stormwater management (SWM) works recommended by the Hyde Park EA Addendum. Appendix 'B' shows the location of the works identified as follows:

1. Hyde Park SWM 1 Retrofit within existing block.
2. Hyde Park SWM 1B1 Retrofit within existing block.
3. Trenchless design of a new storm culvert under the CP Rail line, and a new storm channel south of the CP Rail into a new inlet into SWM facility 1B1.
4. Decommissioning of the temporary Matthews Hall Subdivision SWM Facility.

All work was designed and will be constructed in accordance with the mitigation and compensation plan identified in the Environmental Impact Study (EIS) and additional features identified through this detailed design.

Due to ongoing land acquisition negotiations and CP Rail tunnel crossing approvals, the above noted work was separated into two project tenders. Phase 1 tender will consist of Item #1 and the remaining items #2-4 will be included in the Phase 2 tender.

Stantec's original design assignment did not anticipate the separation of this project into two separate tender phases and thus, additional engineering fees are required to facilitate the preparation of two separate tenders for the above noted phases.

### **2.1.3 Hyde Park EA Works Assignment 'B'**

The Consultant assignment included the detailed design of several components of the stormwater management (SWM) works recommended by the Hyde Park EA Addendum. Appendix 'B' shows the location of the works identified as follows:

1. Retrofit Outlet Structure for Hyde Park SWMF 3E.
2. Investigations of Existing Canterbury Estates SWM Facility.
3. 70 +/- metres of Stanton Drain natural channel Remediation (110 +/- metres following the centerline of the channel); and
4. Incorporate and/or verify natural channel design, ecological enhancements and applicable mitigation/compensation features for projects listed above, as identified in the Environmental Impact Study (EIS) completed during the EA, and any additional features identified through this detailed design.

All work was designed and will be constructed in accordance with the mitigation and compensation plan identified in the Environmental Impact Study (EIS) and additional features identified through this detailed design.

Based on current engineering estimates, all three construction tenders are anticipated to be awarded through the Administrative Approval of Tender Acceptance/Contract Award (AATACA), to an upset limit of \$6 million per project.

### 3.0 Financial Impact/Considerations

#### 3.1 Consulting Engineer Services

In accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy, Civic Administration recommends that the engineering services associated with the increase in design and the resident inspection and contract administration services be awarded to ensure that the City receives the product specified and associated value.

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 a minimum 10% contingency and excludes HST.

**Table 1: Summary of Project Assignments**

Assignment	Consultant	Design Fee Increase	Inspection and Contract Administration Fee	Previously Awarded Fees	Total Project Fees
Mud Creek Phase 2A	AECOM	\$196,758.61	\$127,098.00	\$746,074	\$1,069,930.61
Hyde Park Assignment ‘A’ – Phase 1A	Stantec	\$15,534	\$188,054.50	\$301,032.57	\$504,621.07
Hyde Park Assignment ‘B’	Matrix	\$0	\$159,815.03	\$172,416.50	\$332,231.53

Staff have reviewed the fee submissions, including hourly rates and the time allocated to each project task, as provided by each consultant. 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.

Funds have been budgeted in the Stormwater and Parks Planning capital budgets to support the recommended awards, as identified in Appendix ‘A’ - Sources of Financing.

## Conclusion

Replacing infrastructure at the end of its lifecycle and rehabilitating existing stormwater infrastructure is essential to building a sustainable city and to adapt to climate change for the future. The recommended engineering consultant assignments will allow the construction projects to be completed in the best financial and technical interests of the City. It is recommended that AECOM, Stantec, and Matrix Solutions 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:** **Shawna Chambers, P.Eng., DPA**  
**Division Manager, Stormwater Engineering**

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

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

cc: John Freeman  
Gary MacDonald  
Alan Dunbar  
Jason Davies  
Paul Titus

Appendix 'A' – Sources of Financing

Appendix 'B' – Location Maps

## Appendix "A"

#23122

June 13, 2023

(Appoint Consulting Engineers)

Chair and Members

Civic Works Committee

RE: Appointment of Consulting Engineers for Contract Administration Services for Stormwater Infrastructure and Channel Remediation Projects

(Subledger SWM21003) Mud Creek Phase 2A

(Subledger SWM21005) Hyde Park Assignment A

(Subledger SWM22002) Hyde Park Assignment B

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

Capital Project ES3020-HP6 - SWM Facility - Hyde Park No 6

AECOM Canada Ltd.- \$323,856.61 (excluding HST) - Mud Creek Phase 2A

Stantec Consulting Limited - \$203,588.50 (excluding HST) - Hyde Park Assignment 'A'

Matrix Solutions Inc. - \$159,815.03 (excluding HST) - Hyde Park Assignment 'B'

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

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

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
<b>ES2681-2 - Mud Creek East BR Phase 2</b>				
Engineering	1,346,566	1,017,010	329,556	0
Construction	17,323,034	5,680,949	0	11,642,085
<b>ES2681-2 Total</b>	<b>18,669,600</b>	<b>6,697,959</b>	<b>329,556</b>	<b>11,642,085</b>
<b>ES3020-HP6 - SWM Facility - Hyde Park No 6</b>				
Engineering	457,682	87,881	369,801	0
Land Purchase	669,748	669,748	0	0
Construction	1,286,270	506,111	0	780,159
City Related Expenses	3,000	2,780	0	220
<b>ES3020-HP6 Total</b>	<b>2,416,700</b>	<b>1,266,520</b>	<b>369,801</b>	<b>780,379</b>
<b>Total Expenditures</b>	<b>\$21,086,300</b>	<b>\$7,964,479</b>	<b>\$699,357</b>	<b>\$12,422,464</b>

### Sources of Financing

<b>ES2681-2 - Mud Creek East BR Phase 2</b>				
Drawdown from Sewage Works Renewal Reserve Fund	11,780,517	4,226,412	207,950	7,346,155
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (note 1)	6,889,083	2,471,547	121,606	4,295,930
<b>ES2681-2 Total</b>	<b>18,669,600</b>	<b>6,697,959</b>	<b>329,556</b>	<b>11,642,085</b>
<b>ES3020-HP6 - SWM Facility - Hyde Park No 6</b>				
Drawdown from Sewage Works Renewal Reserve Fund	99,306	52,043	15,196	32,067
Drawdown from City Services - Storm Water Reserve Fund (Development Charges) (Note 1)	2,317,394	1,214,476	354,605	748,312
<b>ES3020-HP6 Total</b>	<b>2,416,700</b>	<b>1,266,520</b>	<b>369,801</b>	<b>780,379</b>
<b>Total Financing</b>	<b>\$21,086,300</b>	<b>\$7,964,479</b>	<b>\$699,357</b>	<b>\$12,422,464</b>

**Appendix "A"**

**#23122**

June 13, 2023

(Appoint Consulting Engineers)

Chair and Members  
Civic Works Committee

RE: Appointment of Consulting Engineers for Contract Administration Services for Stormwater Infrastructure and Channel Remediation Projects

(Subledger SWM21003) Mud Creek Phase 2A

(Subledger SWM21005) Hyde Park Assignment A

(Subledger SWM22002) Hyde Park Assignment B

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

Capital Project ES3020-HP6 - SWM Facility - Hyde Park No 6

AECOM Canada Ltd.- \$323,856.61 (excluding HST) - Mud Creek Phase 2A

Stantec Consulting Limited - \$203,588.50 (excluding HST) - Hyde Park Assignment 'A'

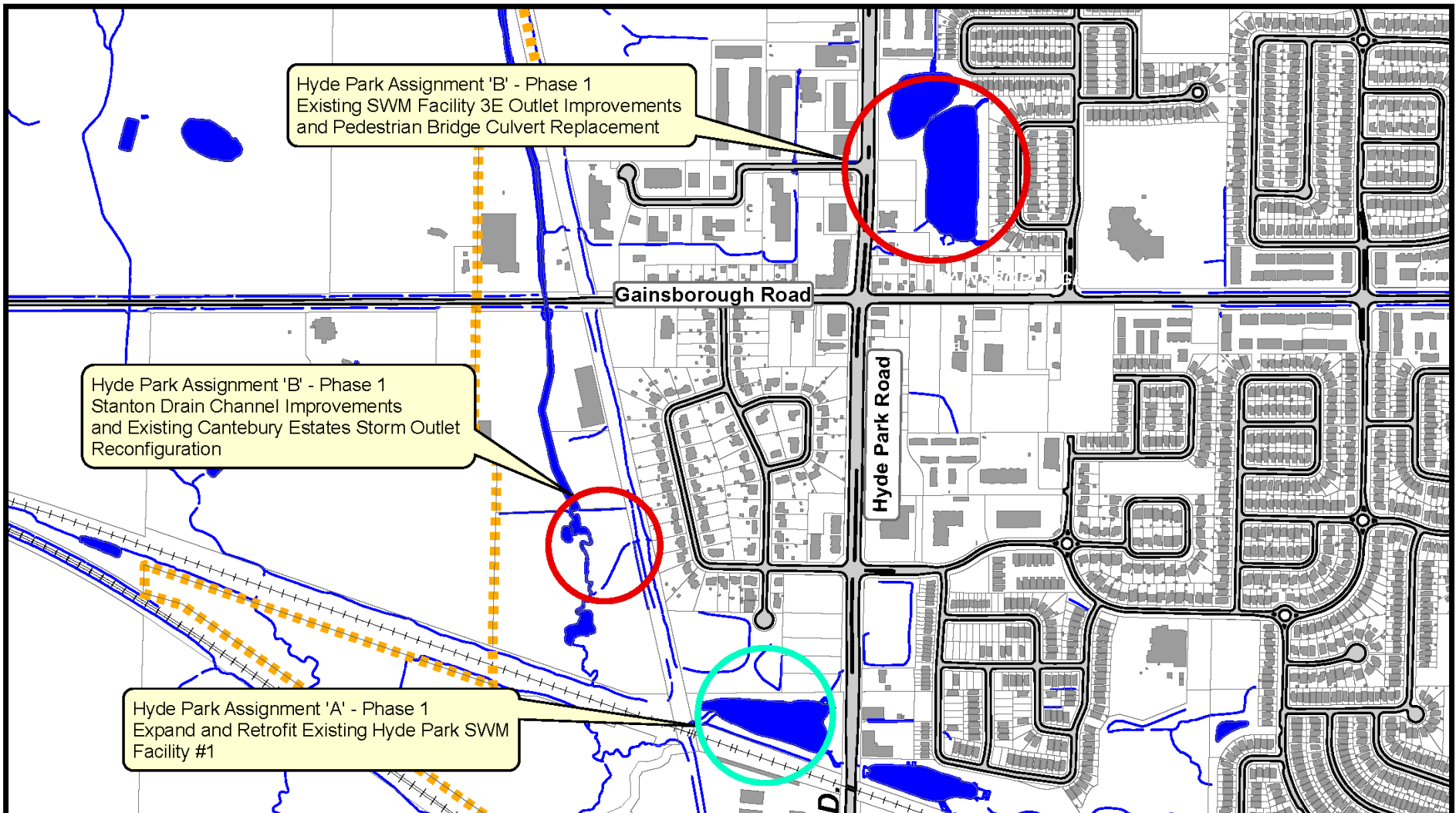
Matrix Solutions Inc. - \$159,815.03 (excluding HST) - Hyde Park Assignment 'B'

<b>Financial Note:</b>	<b>ES2681-2 (AECOM)</b>	<b>ES3020-HP6 (Stantec Consulting)</b>	<b>ES3020-HP6 (Matrix Solutions)</b>	<b>Total</b>
Contract Price	\$323,857	\$203,589	\$159,815	\$687,261
Add: HST @13%	42,101	26,467	20,776	89,344
Total Contract Price Including Taxes	365,958	230,056	180,591	776,605
Less: HST Rebate	-36,402	-22,883	-17,963	-77,248
Net Contract Price	<u>\$329,556</u>	<u>\$207,173</u>	<u>\$162,628</u>	<u>\$699,357</u>

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

Alan Dunbar  
Manager of Financial Planning & Policy

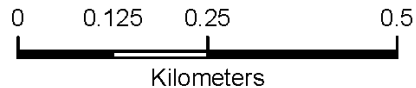
hb



**PROJECT LOCATION MAP : HYDE PARK ASSIGNMENT 'A' AND 'B'**



1:9,000

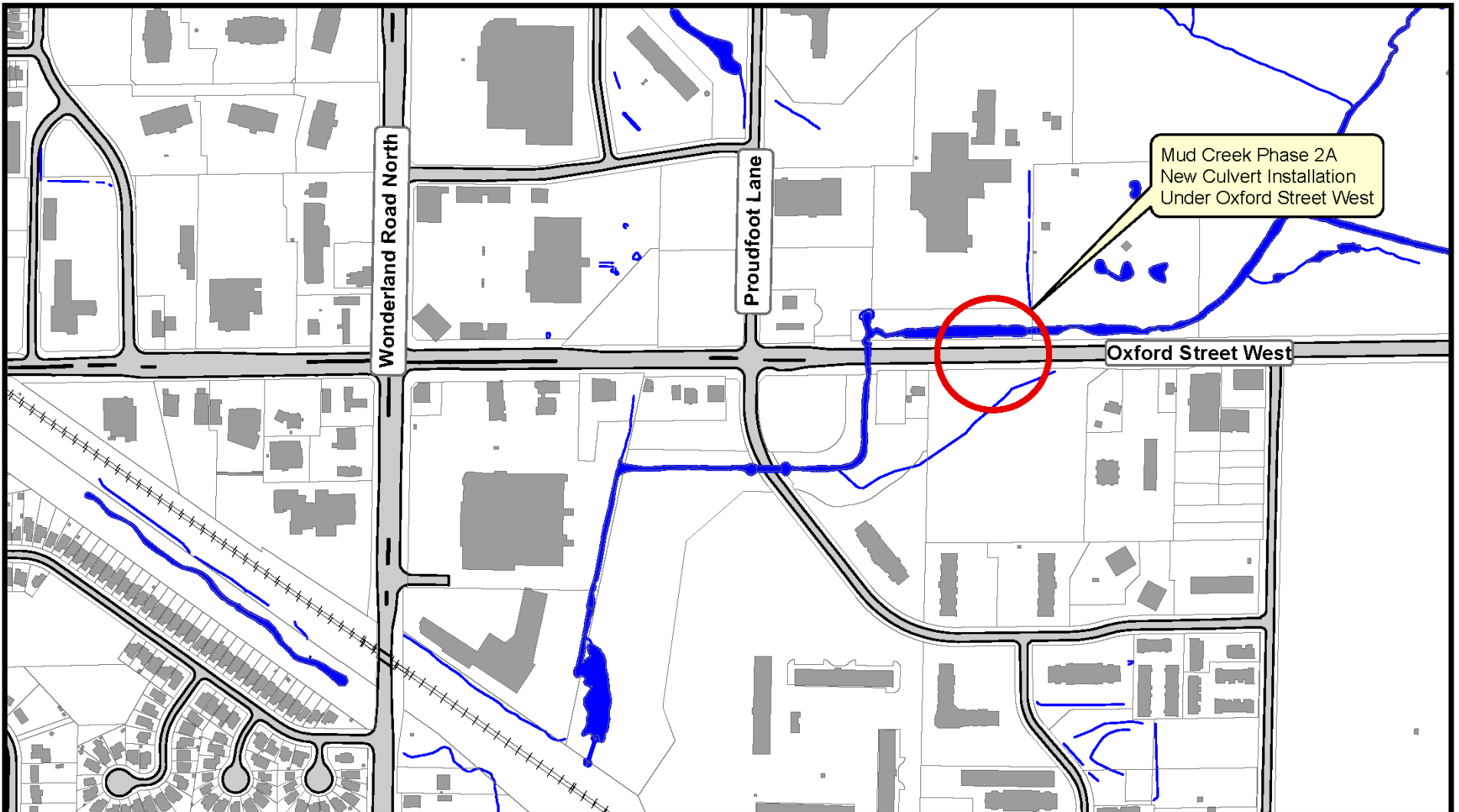


**Legend**

- Hyde Park Assignment 'A' - Phase 1
- Hyde Park Assignment 'B' - Phase 1
- Urban Growth Boundary
- Land Parcel
- Road
- Railroad
- Water Body



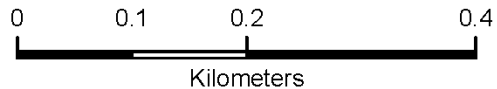
**London**  
CANADA




**PROJECT LOCATION MAP : MUD CREEK PHASE 2A**




1:6,000



**Legend**

 Mud Creek Phase 2A  
New Culvert Installation

 Water Body

 Land Parcel

 Road

 Railroad



**London**  
CANADA



## Report to Civic Works Committee

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

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

**Subject:** Funding to Support UTRCA Capital/Maintenance Projects and  
City Watercourse Monitoring Program

**Date:** June 13, 2023

## Recommendation

That on the recommendation of Deputy City Manager, Environment and Infrastructure, the following actions **BE TAKEN** with respect to the appointment of Upper Thames River Conservation Authority (UTRCA):

- (a) Upper Thames River Conservation Authority **BE AUTHORIZED** to carry out the following projects with the City share in the total amount of \$85,000, including contingency, excluding HST; noting the requirements of this provincial funding program are unique, in that only Conservation Authorities can apply, requiring the use of clause 14.3. (a) of the Procurement of Goods and Service Policy:
  - a. Fanshawe Dam – Safety Boom Design;
  - b. Fanshawe Dam – Monitoring Upgrades;
  - c. Fanshawe Dam – Drainage Gallery & Pressure Relief Well Repairs; and
  - d. West London Dyke – Supplemental Hand Railing Design and Installation.
- (b) Upper Thames River Conservation Authority **BE APPOINTED** to complete the 2023 Dingman Creek Surface Monitoring Program in accordance with the estimate, on file, at an upset amount of \$243,701 (including 10% contingency), excluding HST. This is a unique program for which the UTRCA offers licences as well as full services to complete this work in accordance with Section 14.4 (d), (e) & (h) of the City of London's Procurement of Goods and Services Policy;
- (c) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A';
- (d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (e) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract; and
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

This report seeks approval to fund two Upper Thames River Conservation Authority (UTRCA)-related projects including (1) the City's share of projects eligible for provincial capital funding through the Ministry of Natural Resource and Forestry (MNRF) Water and Erosion Control Infrastructure (WECI) program and (2) for UTRCA staff to continue the Dingman Creek subwatershed 2023 annual surface monitoring program on behalf of the City.

### Water and Erosion Control Infrastructure (WECI) Program

The WECI program is a Ministry of Natural Environment and Forestry (MNRF) capital-cost share program that provides funding for flood or erosion control structures such as dams and dykes. This funding can only be accessed by Conservation Authorities (CAs), but can be used for infrastructure owned by municipalities in cases where the infrastructure is maintained by the CA. Over the past 18 years, in partnership with the

UTRCA, approximately \$14,250,000 in WECl funding has been used to repair and reconstruct City-owned infrastructure. The most recent reconstruction of West London Dyke Phase 7, from St. Patrick's Street to Oxford Street, was completed in late 2020 with some landscaping and amenity features in 2021.

### **Dingman Creek Surface Monitoring Program**

The Dingman Creek subwatershed is the largest subwatershed within the City of London with a total area of 17,200 hectares, 74% of which is located within city limits. The subwatershed is the focus of significant urban development and is the subject of an on-going Environmental Assessment and floodplain mapping update. The proposed one-year monitoring program would continue the City's historical water quantity, quality, and biological monitoring programs in Dingman Creek. Data obtained by this program is used to calibrate floodplain modeling, assess overall stream health, and identify opportunities for stormwater management improvements.

After successful implementation of a three-year pilot project, this report recommends the UTRCA continue with a one-year monitoring program of the Dingman Creek, recognizing that the Ministry of Environment, Conservation and Parks (MECP) are expected to provide new stormwater management monitoring guidance to municipalities by the end of 2023.

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

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

- Climate Action and Sustainable Growth:
  - London is one of the greenest and most resilient cities in Canada in alignment with the Council-declared climate emergency and the Climate Emergency Action Plan.
  - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

## **Analysis**

### **1.0 Background Information**

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

- Civic Works Committee – April 20, 2022 – Appointment of Services for Dingman Creek Surface Water Monitoring Program
- Civic Works Committee – June 22, 2021 – Appointment of Consulting Engineer for the Dingman Creek Subwatershed Stage 2 Lands; Schedule C Municipal Class Environmental Assessment
- Civic Works Committee – August 12, 2019 – Upper Thames River Conservation Authority and City of London Flood Protection Projects.
- Civic Works Committee – March 18, 2019 – Appointment of Services for Dingman Creek Surface Water Monitoring Program (ES2452)
- PEC — November 12, 2018 — Upper Thames River Conservation Authority Dingman Creek Subwatershed Screening Area Mapping
- Civic Works Committee – June 18, 2018 – Upper Thames River Conservation Authority and City of London Flood Protection Projects
- Civic Works Committee – July 17, 2017 – Water and Erosion Control Infrastructure (WECl) Program: 2017 Provincially Approved Project Funding

(Sole Sourced)

- Civic Works Committee – August 22, 2016 – Water and Erosion Control Infrastructure (WECI) Program: 2016 Provincially Approved Project Funding (Sole Sourced)
- Civic Works Committee – February 2, 2016 – West London Dyke Master Repair Plan Municipal Class Environmental Assessment Study
- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination
- CWC — October 6, 2015— Dingman Creek Subwatershed Stormwater Servicing Strategy Schedule C Municipal Class Environmental Assessment

## 2.0 Discussion and Considerations

### 2.1 WECI Program

WECI funding is provided through a prioritization process that includes existing flood and erosion control infrastructure. Projects are selected for funding by a committee made up of five CA representatives, one MNRF representative, and one Conservation Ontario (CO) staff representative. There is one UTRCA staff member on this committee. The committee reviews and scores project submissions and determines the priority list of eligible projects on an annual basis.

The program is a 50/50 cost share with the local municipality or other contributors with flood or erosion control infrastructure needs and must have a Council resolution or legally binding agreement to demonstrate financial commitment.

### 2.2 WECI Project Descriptions

In 2023, UTRCA was successful in receiving funding to complete the work on the following structures:

- a) *Fanshawe Dam – Safety Room Design*: A Dam Safety Report was completed in 2022 by the KGS Group and it recommended a safety boom be implemented in the reservoir on the upstream side of the dam as a high priority. UTRCA will engage a consultant through a competitive process to perform design services.
- b) *Fanshawe Dam – Monitoring Upgrades*: Repairs to this structure include updating the telemetry system which remotely monitors dam performance (e.g., reservoir water level, flow, and gate/valve position). The upgrades will consider alternative/redundant communication methods and sensors, as well as connection of monitoring added through ongoing Dam Safety Review, including embankment borehole water levels, and other parameters not previously monitored.
- c) *Fanshawe Dam – Drainage Gallery & Pressure Relief Well Repairs*: Repairs to this structure were identified in the 2022 Fanshawe Dam Safety Review as a priority item to be addressed. The scope of work includes cleaning the trough, cleaning, and flushing of the pressure relief wells and replacement of the current pressure gauges and valves. Additionally, the corroded pipe fittings will be replaced.
- d) *West London Dyke – Supplementary Hand Railing Design and Installation*: With physical effort, the public is currently able to gain access from both sides of the dyke maintenance ramp. The scope of this project is to design and install a minimum of four supplementary sections of hand railing to mitigate any potential safety hazards to the public. The existing hand railings were installed as part of the West London Dyke Rehabilitation Project Phase 4 near Cummings Avenue.

Table 1 summarizes the 2023 provincially approved project funding for dyke and dams:

**Table 1: Summary of Provincially Approved WECl projects**

<b>Project Title and Structure Name</b>	<b>Estimate of Total Project Cost</b>	<b>City of London Share of Non-Funded Costs (\$)</b>
<b>Fanshawe Dam – Safety Boom Design</b>	\$35,000	\$17,500
<b>Fanshawe Dam – Monitoring Upgrades</b>	\$20,000	\$10,000
<b>Fanshawe Dam – Drainage Gallery &amp; Pressure Relief Well Repairs</b>	\$55,000	\$27,500
<b>West London Dyke – Supplementary Hand Railing Design and Installation</b>	\$60,000	\$30,000
<b>TOTAL PROJECT COSTS</b>	<b>\$170,000</b>	<b>\$85,000</b>

### **2.3 Dingman Surface Monitoring Work Description**

Before 2018, surface water monitoring programs within the Dingman Creek subwatershed were conducted by various consultants and City staff, in addition to UTRCA completing their own monitoring separate from City programs. In 2018 the City awarded UTRCA a three-year subwatershed pilot monitoring program. The program was intended to streamline surface water monitoring data collection, data sharing, and reporting between the City and UTRCA. Benefits of this collaborative approach include long-term consistency in data collection, reduction in data collection duplication, and digital data archiving through UTRCA’s existing Western Ontario Environmental Database (WOED) accessible to both parties.

The 2018 pilot project successfully achieved its goals and staff recommend continuing to work with the UTRCA staff to conduct monitoring of Dingman Creek. The one-year Dingman Creek surface water monitoring program includes:

- a) Continuous flow and water level monitoring data at four existing permanent stations in the Dingman Creek subwatershed to calibrate future floodplain and stormwater modeling conditions,
- b) Collection of Dingman Creek monitoring data to build upon the existing historical datasets of water chemistry data and biologic data (including aquatic invertebrate and fisheries data),
- c) Compiling data into a single database that can be shared, accessed, and utilized by both UTRCA and the City, and
- d) An annual Dingman Creek Subwatershed Surface Monitoring Report, to be updated at regular intervals to consider overall trends of the Dingman Creek system.

A one-year program is recommended at this time, as it is anticipated later this year the Ministry of Environment, Conservation and Parks will be providing new stormwater management monitoring guidance by the end of 2023. This new guidance may impact future watercourse monitoring in Dingman Creek and other locations across the city.

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

#### **3.1 Procurement Process**

##### **Water and Erosion Control Infrastructure (WECI) Program**

The WECI program provides matched funding to CAs for the major reconstruction and maintenance of flood or erosion control structures that are either owned or maintained by CAs. Because of this requirement, the City must use Clause 14.3.a) “statutory or market-based monopoly” of its Procurement Policy to engage in this project. The UTRCA will administer the WECI projects and submit invoices to the City as work is completed, after subtracting the provincial and federal funding share.

##### **Dingman Creek Surface Monitoring Program**

The UTRCA has experienced and knowledgeable staff trained in performing surface water monitoring tasks as part of their day-to-day activities. These staff are well-versed in the Dingman Creek monitoring program, surface water monitoring protocols, and have a vested interest in ensuring consistency and reliability in data collection. Additionally, UTRCA owns and operates specialized equipment and software licenses such as the existing continuous water flow monitoring network and Water Information Systems by KISTERS (WISKI), which support the overall long-term monitoring program.

As a result of the above, the selection procedure for the assignment utilized a non-competitive procurement process in accordance is in accordance with Section Section 14.4 (d), (e) & (h) of the Procurement of Goods and Services Policy. This one-year program is an extension of services previously provided by the UTRCA.

### **Conclusion**

Firstly, City staff and UTRCA staff are committed to work together to complete the current program of approved WECI-funded projects and endeavour to maximize the City of London’s potential to receive future provincial funding for City-owned flood and erosion control infrastructure.

Secondly, the proposed team at UTRCA has experience in consistently delivering the Dingman Creek subwatershed monitoring program and is well-qualified to deliver an annual monitoring report. Based on the review of the submitted work plan, it is recommended that retaining UTRCA is in the best financial and technical interests of the City.

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

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

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

**CC:** John Freeman  
Gary MacDonald  
Alan Dunbar  
Jason Davies

Adrienne Sones  
Monica McVicar  
Laura Flynn, UTRCA  
David Charles, UTRCA

Appendix 'A' – Sources of Financing

## Appendix "A"

#23124

June 13, 2023

Chair and Members  
Civic Works Committee

RE: Funding to Support UTRCA Capital/Maintenance Projects and City Watercourse Monitoring Program  
(Subledger NT23ES09) Fanshawe Dam Safety Boom  
(Subledger NT23ES10) Fanshawe Dam Monitoring Upgrades  
(Subledger NT23ES11) Fanshawe Dam Drainage Gallery and Pressure Relief Well Repairs  
(Subledger SWM23003) West London Dyke – Supplemental Hand Railing Design and Installation  
Capital Project ES543519 - Subwatershed Impact Monitoring  
Capital Project ES2474 - UTRCA Remediating Flood Control Works Within City Limits  
Upper Thames River Conservation Authority - \$328,701.00 (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
<b>ES543519 - Subwatershed Impact Monitoring</b>				
Engineering	1,280,473	258,392	86,496	935,585
Construction	6,106	6,106	0	0
<b>ES543519 Total</b>	<b>1,286,579</b>	<b>264,498</b>	<b>86,496</b>	<b>935,585</b>
<b>ES2474 - UTRCA Remediating Flood Control Works Within City Limits</b>				
Engineering	7,707,414	7,459,424	247,990	0
Construction	17,582,878	6,102,664	0	11,480,214
City Related Expenses	82,401	82,401	0	0
<b>ES2474 Total</b>	<b>25,372,693</b>	<b>13,644,489</b>	<b>247,990</b>	<b>11,480,214</b>
<b>Total Expenditures</b>	<b>\$26,659,272</b>	<b>\$13,908,987</b>	<b>\$334,486</b>	<b>\$12,415,799</b>
<b>Sources of Financing</b>				
<b>ES543519 - Subwatershed Impact Monitoring</b>				
Drawdown from City Services - Stormwater Reserve Fund (Development Charges) (Note 1)	1,286,579	264,498	86,496	935,585
<b>ES2474 - UTRCA Remediating Flood Control Works Within City Limits</b>				
Capital Sewer Rates	1,000,000	1,000,000	0	0
Debenture By-law No.-W.5610-251	2,750,000	2,750,000	0	0
Drawdown from Sewage Works Renewal Reserve Fund	21,570,948	9,842,744	247,990	11,480,214
Other Contributions	51,745	51,745	0	0
<b>ES2474 Total</b>	<b>25,372,693</b>	<b>13,644,489</b>	<b>247,990</b>	<b>11,480,214</b>
<b>Total Financing</b>	<b>\$26,659,272</b>	<b>\$13,908,987</b>	<b>\$334,486</b>	<b>\$12,415,799</b>



## Appendix "A"

#23124

June 13, 2023

Chair and Members  
Civic Works Committee

RE: Funding to Support UTRCA Capital/Maintenance Projects and City Watercourse Monitoring Program  
(Subledger NT23ES09) Fanshawe Dam Safety Boom  
(Subledger NT23ES10) Fanshawe Dam Monitoring Upgrades  
(Subledger NT23ES11) Fanshawe Dam Drainage Gallery and Pressure Relief Well Repairs  
(Subledger SWM23003) West London Dyke – Supplemental Hand Railing Design and Installation  
Capital Project ES543519 - Subwatershed Impact Monitoring  
Capital Project ES2474 - UTRCA Remediating Flood Control Works Within City Limits  
Upper Thames River Conservation Authority - \$328,701.00 (excluding HST)

---

<b>Financial Note:</b>	<b>ES5435</b>	<b>ES2474</b>	<b>Total</b>
Contract Price	\$85,000	\$243,701	\$328,701
Add: HST @13%	11,050	31,681	42,731
Total Contract Price Including Taxes	96,050	275,382	371,432
Less: HST Rebate	-9,554	-27,392	-36,946
Net Contract Price	\$86,496	\$247,990	\$334,486

**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.

---

Alan Dunbar  
Manager of Financial Planning & Policy

hb

## 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 Price Increase: Springbank Reservoirs 1 & 3 Roof  
Membrane Replacement and Repairs Project

**Date:** June 13, 2023

## Recommendation

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

- a) Springbank Reservoirs 1 & 3 Roof Membrane Replacement and Repairs (Tender RFT 2022-016) construction contract value with Stone Town Construction Limited **BE INCREASED** by \$1,499,636.96 for a total contract value of \$10,768,014.71 (excluding HST) in accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy;
- b) the financing for these projects **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendices 'A.'
- c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these projects; and,
- d) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

## Executive Summary

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

Previous leakage tests and inspections identified the need to replace the roof membranes on Springbank Reservoirs #1 and #3 and to perform repairs to the roof structures of both reservoirs within the next five years.

The rehabilitation of Springbank #1 was successfully completed in 2022, with the installation of the roof cover and the repairs to the reservoir being within the expected scope identified during the design phase and accounted for in the contract.

As work began on Springbank #3, it was found that there were significantly more repairs needed than were identified in the contract. In addition to the roof repairs, several valves that control the flow of water in and out of the reservoir were found to be leaking and should be repaired at this time.

Completing these repairs now through increasing the value of the contract is necessary to ensure the longevity and operability of this critical drinking water asset.

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

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

- Climate Action and Sustainable Growth:
  - Infrastructure is built, maintained, and secured to support future growth and protect the environment.

## **Analysis**

### **1.0 Background Information**

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

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

Civic Works Committee – May 10, 2022 – Contract Award: Tender RFT 2022-016 Springbank Reservoirs 1 & 3 Roof Membrane Replacement and Repairs Project – Irregular Result

### **2.0 Discussion and Considerations**

#### **2.1 Discussion**

This overall project is to rehabilitate two separate reservoirs – Springbank Reservoir #1 and Springbank Reservoir #3. The work primarily consists of replacing the roof cover that provides waterproofing for the reservoirs as well as making required concrete repairs within the reservoir.

Due to the inherent difficulties in accurately inspecting the internal side of the roof of a live, in-ground drinking water reservoir, there was some uncertainty in the scope of the reservoir repairs. The number of and types of repairs required on the inside of the reservoir were estimated based on what was observed during the visual inspection as well as the experience of the consultant on previous projects.

In 2022, Springbank Reservoir #1 was rehabilitated, which included completing concrete repairs inside the reservoir as well as the full replacement of the roof waterproofing cover. This work was completed in late 2022 and the number of repairs needed was generally consistent with the estimates included in the contract.

Recently, after Springbank Reservoir #3 was drained and equipment was set up to inspect the inside of the roof, it was observed that there were more repairs needed than originally anticipated in the contract. The required repairs are mostly on the structural concrete that make up the roof of the reservoir. Most of these additional repairs are in locations that could not be seen during the design-phase inspection under live conditions.

If these repairs are not addressed, it is expected that the deterioration of the roof will continue and accelerate in places, eventually risking the structural integrity of the roof. The repairs are expected to keep the reservoir in a good state of repair for several decades, ensuring that we are maintaining this critical asset for the future. The

additional cost of these repairs is \$1,098,817.76 excluding HST.

Additionally, when Reservoir #3 was drained to prepare for the rehabilitation, it was found that some of the valves that control the flow in and out of the reservoir were leaking. There is a financial and operational advantage to the City in replacing these valves during this project while the reservoir is already drained. The valves can only be replaced while the reservoir is empty and draining the reservoir costs between \$20,000 and \$40,000 in water costs, not including staff time. There is also an operational impact when the reservoir is drained and out of service. The additional cost associated with the replacement and installation of these valves is \$400,819.20 excluding HST.

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

While some of the repair and valve costs will be covered by the project contingency, additional funds are needed for the full cost of this additional work.

#### Reservoir Repairs

An additional \$1,098,817.76 for our contract with Stone Town Construction Limited is required to complete the repairs to the reservoir. The funding is available in the Water Capital Asset Renewal & Replacement Reserve Fund per the Source of Financing attached as Appendix 'A'.

#### Reservoir Valve Replacement

An additional \$400,819.20 for our contract with Stone Town Construction Limited is required to complete the replacement of several valves that control the flow in and out of the reservoir. The funding is available in the approved water capital budgets per the Source of Financing attached as Appendix 'A'.

## **Conclusion**

In accordance with Section 20.3 (e) of the Procurement of Goods and Services Policy, it is recommended that the contract value be amended for Springbank Reservoirs 1 & 3 Roof Membrane Replacement and Repairs Project.

**Prepared by:** Aaron Rozentals, P.Eng., GDPA,  
Division Manager, Water Engineering

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

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

**Attach:** Appendix 'A' – Sources of Financing

**cc:** John Simon, Division Manager, Water Operations  
Gary McDonald, Budget Analyst, Finance & Corporate Services

**Appendix "A"**

#23123

June 13, 2023  
(Contract Price Increase)

Chair and Members  
Civic Works Committee

RE: RFT2022-016 Springbank Reservoirs 1 and 3 Roof Membrane Replacement and Repairs Project  
(Subledger FW200001)  
Capital Project EW3583 - Springbank Reservoir 1 and 3 Protective Membrane  
Stone Town Construction Limited - \$1,499,636.96 (excluding HST)

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

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

<b>Estimated Expenditures</b>	<b>Approved Budget</b>	<b>Additional Funding Requirement</b>	<b>Revised Budget</b>	<b>Committed To Date</b>	<b>This Submission</b>
Engineering	1,147,278	0	1,147,278	1,147,278	0
Construction	9,431,501	1,526,037	10,957,538	9,431,508	1,526,031
City Related Expenses	0	18,627	18,627	18,627	0
<b>Total Expenditures</b>	<b>\$10,578,779</b>	<b>\$1,544,664</b>	<b>\$12,123,443</b>	<b>\$10,597,413</b>	<b>\$1,526,031</b>

**Sources of Financing**

Drawdown from Water Works Renewal Reserve Fund (Note 1)	10,578,779	1,544,664	12,123,443	10,597,413	1,526,031
<b>Total Financing</b>	<b>\$10,578,779</b>	<b>\$1,544,664</b>	<b>\$12,123,443</b>	<b>\$10,597,413</b>	<b>\$1,526,031</b>

**Financial Note:**

Contract Price Excluding Taxes	\$10,768,015
Less Previous Price Excluding Taxes	<u>\$9,268,378</u>
	\$1,499,637
Add: HST @13%	<u>194,953</u>
Total Contract Price Including Taxes	1,694,590
Less: HST Rebate	<u>-168,559</u>
Net Contract Price	<u>\$1,526,031</u>

**Note 1:** The additional funding requirement for this project is available as a drawdown from Water Works Renewal Reserve Fund. The uncommitted balance in the reserve fund will be approximately \$64.3 million with the approval of the project. The additional funding requirement also accounts for approximately \$18,000 of miscellaneous project expenditures.

Kyle Murray  
Director, Financial Planning & Business Support

hb

## 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:** Blackfriars Bridge – Long Term Use  
Public Participation Meeting

**Date:** June 13, 2023

## Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the future operation of the Blackfriars Bridge:

- (a) the proposed by-law, attached as Appendix A, **BE INTRODUCED** at the Municipal Council meeting to be held on June 25, 2023, for the purpose of amending the Traffic and Parking Bylaw to annually prohibit motor vehicles on the Blackfriars Bridge from May 1 to October 31 beginning in 2024; and,
- (b) the recommendation from the Long Term Use Study as described in the report and associated bylaw **BE SUBMITTED** to the Director of the Environmental Approvals Branch, Ontario Ministry of Environment, Conservation and Parks as required by the previous environmental assessment review.

## Executive Summary

### Purpose

This report provides a review of options and a recommendation for the long-term use of Blackfriars Bridge by pedestrians, cyclists and motorists. A traffic study and a public engagement survey have been undertaken to inform the recommendation related to the future use of the bridge.

### Context

In 2016, the City completed a Class Environmental Assessment (EA) which recommended that Blackfriars Bridge be rehabilitated to provide a one-way eastbound motor vehicle operation, two-directional cycling operation and a pedestrian sidewalk. As part of the EA process, two Part II order requests were submitted to the Ontario Ministry of Environment and Climate Change (MOEEACC), now named the Ministry of Environment, Conservation and Parks (MECP). A decision letter from the MOEEACC in 2017 approved the Environmental Study Report with the following condition:

“that within 5 years of Project completion, the Proponent must submit a report with additional traffic studies to the Director of the Environmental Approvals Branch. The report shall study the traffic patterns of the bridge and shall demonstrate the need for the continued use of the bridge for vehicle traffic. If it is determined through the report that the bridge is no longer required for vehicle traffic within the City’s transportation network, the City shall document this determination in the report and consider converting the Project to a pedestrian and cycling only bridge and acquire any necessary approvals for implementation.”

The bridge rehabilitation project commenced in the fall of 2017 and the bridge was re-opened to public use on December 1, 2018. The requirement for a report within the five years from project completion referenced in the MOEEACC letter correlates to a deadline of December 2023. A submission to MECP communicating Municipal Council’s direction on this matter is planned by that deadline.

In response to pandemic public health considerations, the bridge was temporarily restricted to only walking and cycling in May 2020. This was part of an overall city plan to support physical distancing in public areas of sidewalks, bridges and parks. As the provincial pandemic restrictions were being eased in the fall of 2021, City Council received a petition requesting that the bridge remain closed to vehicle traffic. In November 2021 City Council passed the following resolution (2021-11-16 Resolution 5.4-14-CWC):

“the consideration for Blackfriars Bridge remaining closed to vehicle traffic indefinitely BE REFERRED to a future meeting of the Civic Works Committee in order for the Civic Administration to complete the required usage study as required in the Provincial EA, provide the related report to council, and allow for a more fulsome public engagement with respect to this matter.”

The bridge was reopened to vehicle traffic in November 2021. This report provides a summary of the study and corresponding recommendation for Council consideration.

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

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

## **Analysis**

### **1.0 Background Information**

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

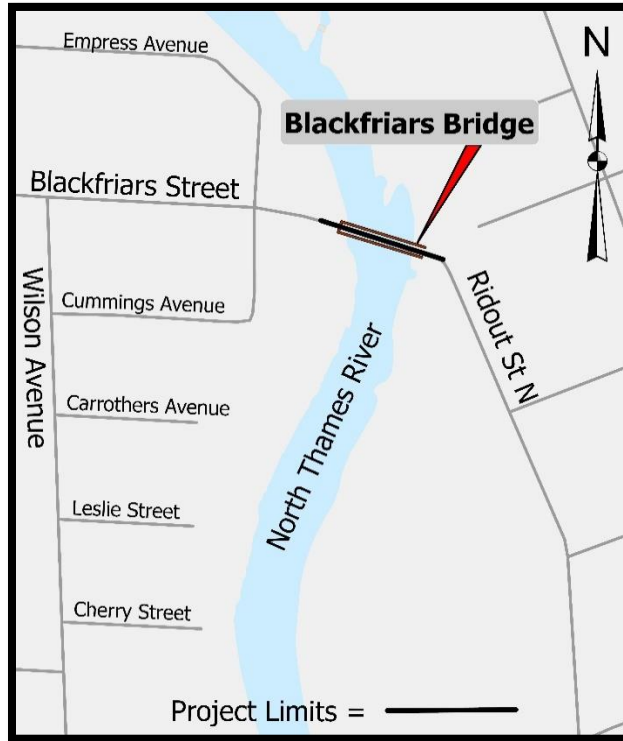
- Council Resolution – November 16, 2021 – Traffic Study and Public engagement
- Civic Works Committee – August 29, 2017 – Contract Award Tender No. 17-72 Blackfriars Bridge Rehabilitation
- Civic Works Committee – June 7, 2017 – Blackfriars Bridge Project Status update
- London Advisory Committee on Heritage (LACH) – May 10, 2017 – Heritage Alteration Permit Application at Blackfriars Bridge (2 Blackfriars Street)
- Civic Works Committee – April 25, 2016 – Blackfriars Bridge – Detailed Design & Tendering Appointment of Consulting Engineer
- Civic Works Committee – February 2, 2016 – Blackfriars Bridge - Environmental Study Report
- Civic Works Committee – May 26, 2014 – Appointment of Consulting Engineers, Blackfriars Bridge Environmental Assessment

### **2.0 Discussion and Considerations**

#### **2.1 History**

Blackfriars Bridge spans the north branch of the Thames River, connecting Blackfriars Street to Ridout Street North as shown in Figure 1 below.

Figure 1. Bridge Location



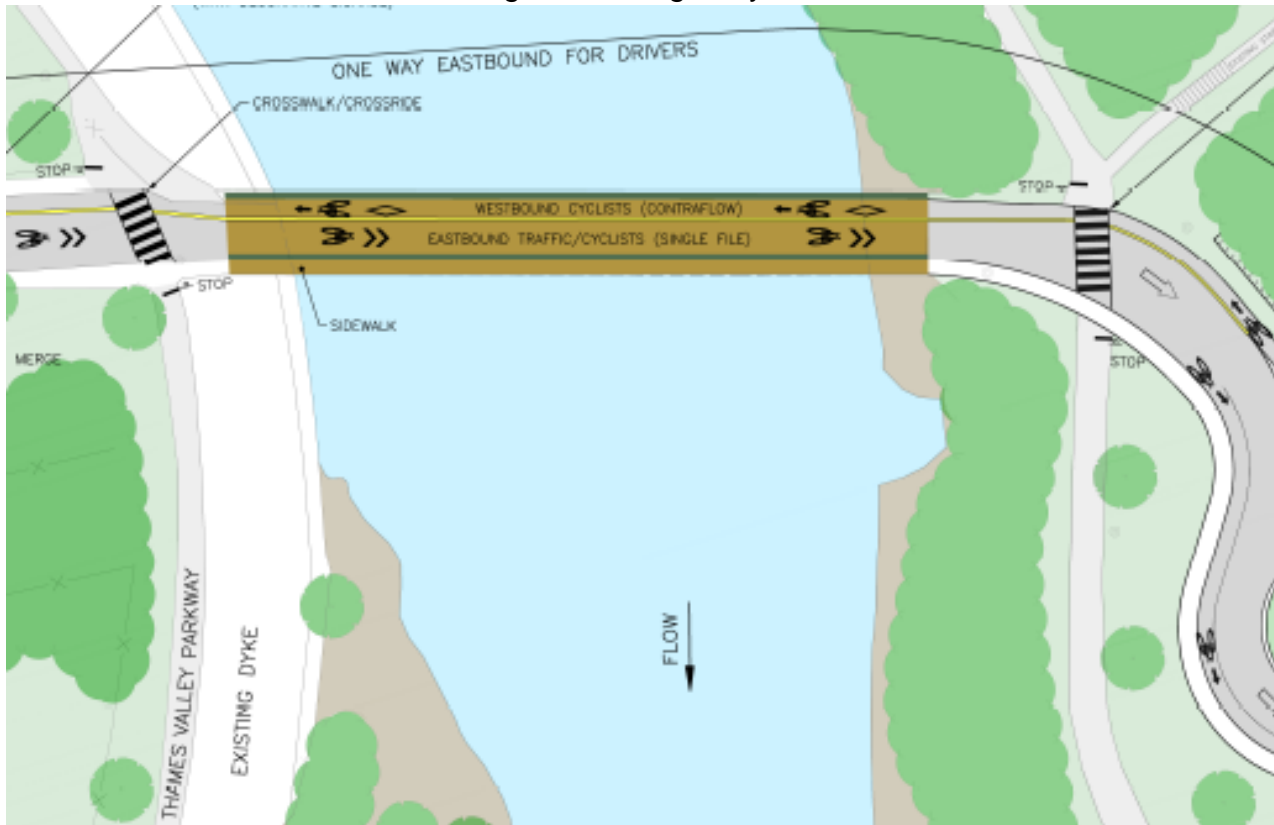
This is the third distinct bridge in this location, providing travel over the Thames River since 1831. The first and second structures, built in 1831 and 1851, were destroyed by flooding in 1851 and 1875, respectively. Blackfriars Bridge, originally constructed in 1875, has been a landmark within the City of London for more than 145 years. Until its most recent rehabilitation, which was completed in 2018, the bridge allowed for vehicle travel in both east and west bound directions with approximately 5,500 vehicles per day using this bridge to cross the river. The bridge was individually designated under Part IV of the Ontario Heritage Act in 1992 by By-law No. L.S.P.-3140-106, as well as being designated under Part V of the Ontario Heritage Act in both the Blackfriars/Petersville Heritage Conservation District and the Downtown Heritage Conservation District.

Due to deteriorating bridge condition and as a matter of public safety, the bridge was closed to all users on August 20, 2013. A report to the Civic Works Committee on September 9, 2013 provided some recommendations for interim repairs and that the bridge be temporarily closed to vehicle usage, while an EA was completed to determine the future for this structure. The conversion of the bridge to pedestrian-only use required the installation of chain link fencing to reduce the area that pedestrians could access due to bridge loading constraints.

The EA was initiated in July 2014, and followed the Municipal Class Schedule 'C' process. The Notice of Completion for the EA was issued on February 25, 2016 recommending that the bridge be rehabilitated maintaining its core uses. With consideration of the public consultation combined with recommendations from a risk assessment, the bridge would be converted from a dual direction vehicle bridge to eastbound-only for motor vehicles. Westbound motor vehicle usage would be prohibited, but a westbound cycle lane would be incorporated into the design as shown in Figure 2 below.



Figure 2. Bridge Layout



City Council accepted this recommendation on Feb. 17, 2016, and the EA public review commenced. During the 30-day public review period two Part II Orders were received by the MOEEACC. In April 2017, MOEEACC issued their decision on the Part II Order Requests, and authorized the City to proceed with the project, subject to a condition of studying traffic patterns and use.

A contract for the rehabilitation of Blackfriars Bridge was awarded in Fall 2017 at which time the bridge was closed to all users. The rehabilitated bridge was subsequently reopened to all users on December 1st, 2018 with the configuration shown in the EA. The rehabilitation restored the bridge to good condition and it can continue to serve Londoners for future generations.

In March 2020, the Province declared restrictions in response to the Coronavirus Pandemic. In May 2020, driving of motor vehicles on the bridge was temporarily prohibited based on its significance as a walking route, the narrow and constrained sidewalk, and the desire to provide space to support pandemic-related physical distancing. This closure remained in place until November 2021.

In the Fall 2021, when pandemic restrictions were being eased, City Council received a petition requesting that the Blackfriars Bridge remain as a pedestrian/cyclist-only bridge on a permanent basis. Council passed a resolution that this decision be deferred to a future CWC meeting, following the completion of the required traffic usage study, and that as part of this study, public engagement be sought. To meet provincial requirements, the usage study is to be completed and submitted to MECP by December 2023.

## 2.2 Discussion

A traffic study and a comprehensive community survey have been completed to inform decisions related to the future use of the bridge. The reports for the traffic study and community survey can be found at the project website <https://getinvolved.london.ca/blackfriarsbridge>.

### Traffic Study

Dillon Consulting was retained to complete a traffic study which included a review of information in the area from 2013 before the bridge closure and after rehabilitation.

The findings from the Traffic Study indicate:

- Daily volumes of motor vehicle and active transportation (walking and cycling) on the bridge are currently similar. Current car volumes of 1,000 on a typical day are much lower than in 2013 when they were approximately 5,500.
- The lower car volumes may be due in part to driver route selection associated with the change to one-way traffic configuration for vehicles and also recent Covid-related traffic pattern changes (lower number of work trips into downtown).
- Modelling closing Blackfriars Bridge to all traffic and reallocating the current traffic volumes to the Oxford Street East and Riverside Drive river crossings predicts minimal traffic impacts on those structures.
- The bridge and adjoining Thames Valley Parkway (TVP) are used extensively by cyclists and pedestrians. Bridge counts performed on a weekday in September, 2022 indicate almost as many walkers and cyclists as motor vehicles. The count measured 471 pedestrian trips across the bridge sidewalk in 8 hours, which translates to nearly 800 pedestrian trips in a typical 24-hour period. Cycling counts suggest 140 bicycle trips across the bridge daily. Pedestrian activity on the TVP was similar to the bridge proper and cycling activity slightly higher.
- A review of the collision information near the bridge did not identify any concerns. There have been no reported collisions since the bridge was re-opened to traffic in late 2018.
- The bridge connecting Blackfriars Street and Ridout Street is classified as a Neighbourhood Connector Street. Based on the London Plan, neighbourhood connectors are intended to provide priority for pedestrians and move low to medium volumes of cycle and vehicle movements. The current vehicular volumes are at the low end of the range expected on streets of that classification.
- The bridge has a posted speed limit of 20 km/h.
- The bridge's 3-tonne load limit restricts traffic to light-duty vehicles only.
- The bridge does provide connectivity to downtown for drivers, particularly Blackfriars residents, and a potential alternate route during downtown construction and any unplanned or emergency road closures.

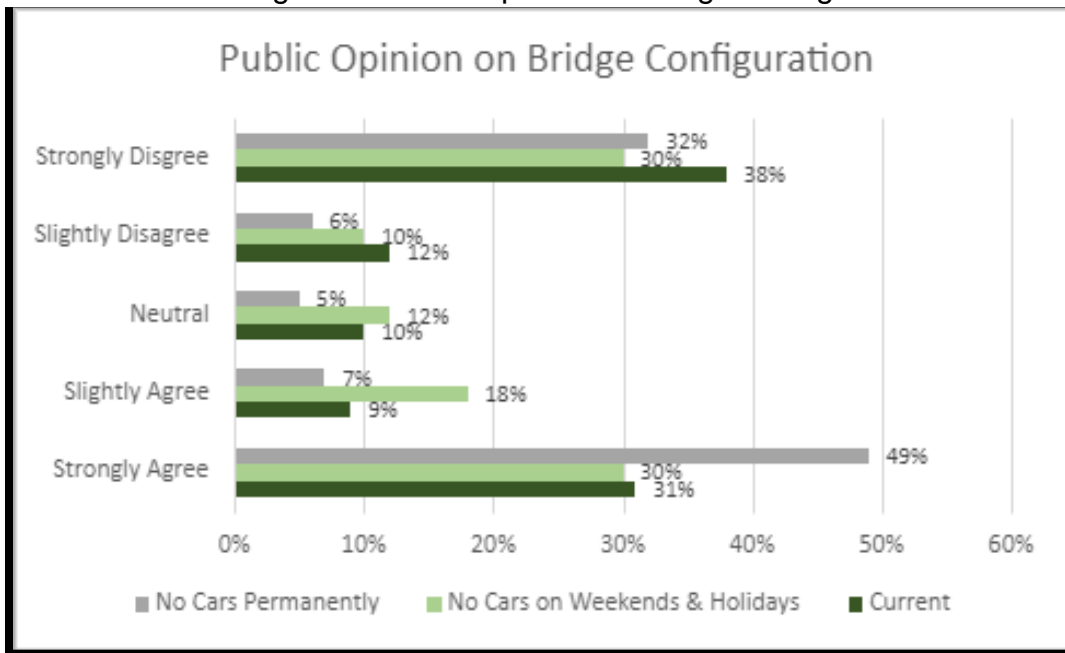
### Public Engagement

Western University's HEAL Lab conducted a comprehensive community survey involving nearly 1,200 respondents who provided their thoughts and perceptions related to bridge use. This survey involved neighbourhood residents, bridge users and included online and intercept surveys of pedestrians and cyclists. Resident feedback was also gathered through the City's Get Involved website.

A summary of the findings of the survey indicates:

- There was good distribution of survey responses from across the city. Nearly 50% of the survey responses are from the neighbourhoods surrounding the bridge.
- The survey feedback regarding the use of the bridge is mixed with strong opinions about preference. As shown in Figure 3 below, 49% of the survey respondents indicated that they strongly agree with closing the bridge to car traffic while 32% strongly disagree.
- Most survey comments were related to discontinuing car traffic on the bridge, but this was followed closely by a desire to maintain car traffic.

Figure 3. Public Opinion on Bridge Configuration



- Of all respondents, 61% identified active travel as their primary travel mode, 20% identified motorized travel as their primary mode, and the balance identified various combinations and other modes.
- The most predominant purpose provided for crossing the bridge was for recreation and leisure at 34% followed by utilitarian trips for errands or appointments. Commuting was identified by 11% of the respondents.
- The survey results also indicate that most users feel safe when crossing the bridge. 28% of the active travel users felt uncomfortable some of the time citing the speed of vehicles as a concern.

### 2.3 Options and Considerations

Blackfriars Bridge serves several functions and is cherished by many Londoners. It serves as one of a few mobility connections across the North Branch of the Thames River and connects Blackfriars/Petersville Neighbourhood to Downtown. The bridge is also an individually designated heritage feature that informs an awareness of London’s history. Blackfriars Bridge is also a recognizable neighbourhood feature that creates identity and establishes a destination and gathering point.

Three options and associated considerations for the future operation of the bridge are described below. The findings of the community survey and technical considerations are both important due to the uniqueness of the bridge.

#### Option 1: Continue with the current bridge configuration

- With car traffic volumes relatively low, the current configuration could be considered to adequately accommodate all users and mobility needs.
- This option provides one-way car access to downtown for commuters, neighbourhood residents and local businesses.
- This option provides a level of roadway network redundancy for drivers to access downtown during construction, unanticipated closures or events.

### **Option 2: Dedicate the bridge to walking and cycling during the warmer months by prohibiting car traffic from May to October annually**

- This option supports active transportation and responds to increased use of the TVP and nearby parks during higher demand months while providing access for all users during the winter and shoulder months.
- This would retain partial roadway network redundancy for drivers to access downtown during unanticipated disruptions.
- Partially aligns with the goals of the Climate Emergency Action Plan (CEAP).
- A gate system, signage and minor ongoing operating resources may be required.
- A communications strategy will be required to provide information related to bridge use throughout the year.

### **Option 3: Dedicate the bridge to walking and cycling year-round by prohibiting cars permanently**

- This option would permanently reduce some vehicular connectivity to downtown for residents and businesses.
- Aligns with the goals of the CEAP.
- Would reduce traffic volumes on adjacent neighbourhood streets.
- Would require operational changes to accommodate snow removal.
- A gate to prevent cars but allow operations may be required.
- To ensure compliance with bridge code requirements, physical measures to limit pedestrian loading on the bridge may need to be considered under unique scenarios.

## **Conclusion**

All three of the options presented in this report are feasible based on the technical work completed to date and can be supported by Civic Administration. Civic Administration are recommending Option 2 based on the information obtained through the consultative and technical process. Option 2, a partial year dedication of the bridge to active mobility, supports healthy lifestyles during times of higher use and considers neighbourhood feedback around easy access to Downtown in the colder months.

With Option 2, the bridge would be dedicated to active transportation during the warmer months of higher active mobility and outdoor recreation. Car traffic would be permitted to use the bridge only from November to April. These months correspond to lower usage of the TVP and adjacent parks. If approved as proposed, this annual configuration is recommended to start in 2024 when the construction-related traffic disruption in and around the Downtown will be significantly reduced and connectivity on other routes improves.

The adoption of Option 2 has minimal impact to the surrounding major road network on Oxford Street and Riverside Drive, but does result in some local limitations for residents and businesses that rely on the bridge for vehicular mobility. It is acknowledged that there will be some impacts for residents in the surrounding neighbourhood who drive needing to take a more circuitous route, however, there are also some benefits associated with lower traffic volumes on connecting streets.

The attached By-law amendment reflects the implementation of Option 2 beginning in 2024 as described above.

Pending Council direction, a response to the Ontario Ministry of the Environment, Conservation and Parks (MECP) will be made as required by the previous EA condition.

**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: By-law to amend Traffic and Parking Bylaw (PS-114)

**c:** Shane Maguire, City of London  
Karl Grabowski, City of London  
Jane Fullick, City of London

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

Bill No.

By-law No. PS-114

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

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

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

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

### 1. Vehicles Prohibited

Section 35 of the By-law PS-114 is amended **by deleting it in its entirety and replacing it** with the following:

35. (1) No person shall use a bicycle, a motor assisted bicycle, a wheelchair, a motor assisted wheelchair, an Electric Kick-Scooter, a Cargo Power-assisted Bicycle or an animal-drawn vehicle on the highways set out in Column 1 of Schedule 22 of this by-law between the limits set out in Columns 2 and 3.

(2) No person shall operate a vehicle except for a bicycle, a motor assisted bicycle, power-assisted bicycle, a wheelchair, a motor assisted wheelchair, an Electric Kick-Scooter, a Cargo Power-assisted Bicycle, on Blackfriars Street from a point a point 24 m east of Napier Street to Ridout Street N from May 1 to October 31.

2. This by-law comes into effect May 1, 2024.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 25, 2023

Second Reading – June 25, 2023

Third Reading – June 25, 2023





# Blackfriars Bridge – Long-term Use



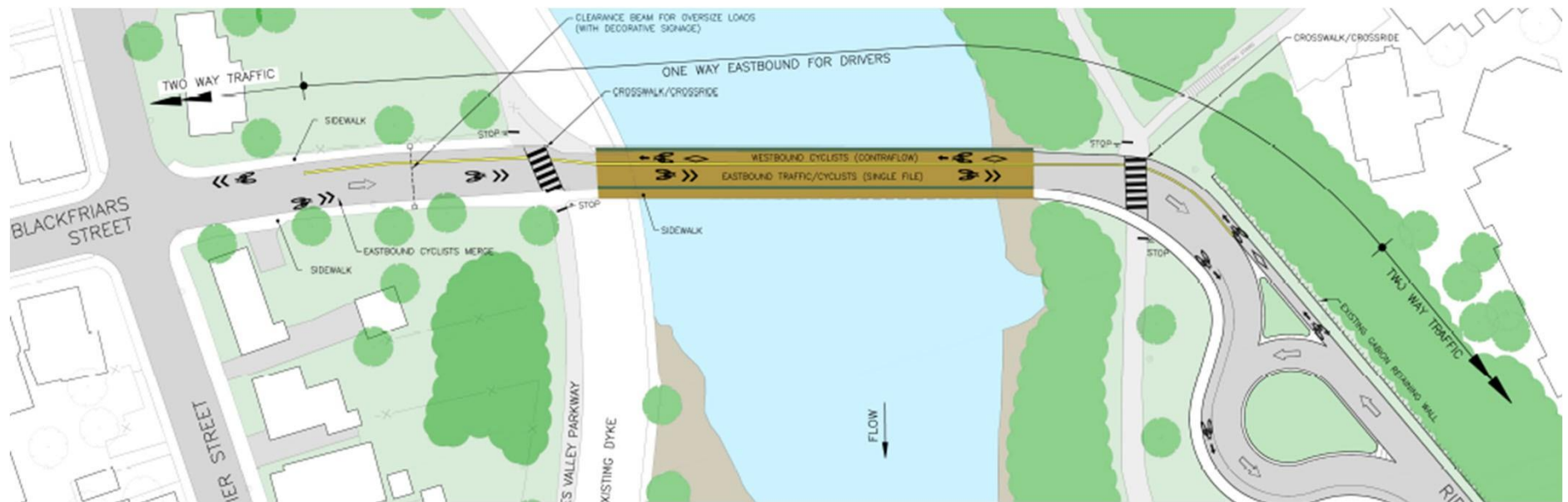
Civic Works Committee  
Public Participation Meeting

June 13, 2023

Garfield Dales  
Manager Transportation Planning & Design

# Background

- A Traffic Study and Public Survey were completed.
- The volume of vehicles using the bridge reduced significantly after it was converted to one-way.
- Walking and cycling use of the bridge increases during the warmer months similar to increased use of the Thames Valley Parkway and nearby parks.







# Long-term Use Assessment

## Traffic Study Findings:

Typical daily crossings:

- 1,000 vehicle drivers (was previously 5,500)
- 800 pedestrians
- 140 cyclists

Minimal predicted traffic impacts to parallel river crossings associated with vehicle rerouting

## Public Survey Results:

1,200 completed surveys; 50% of responses from nearby neighbourhoods

49% strongly agree with closing the bridge to car traffic, while 32% strongly disagree





# Options Considered

## 1. Existing Configuration

- Year-round use for all users.

## 2. Dedicate the bridge to walking and cycling during the warmer months by prohibiting car traffic.

- Exclusive use by pedestrians and cyclists (no cars) from May 1 to October 31.
- Bridge available to all users, including vehicle drivers during the remainder of year.
- Gate or barrier system to be explored.

## 3. Dedicate the bridge to walking and cycling year-round by prohibiting cars permanently.

- A permanent prohibition of car traffic.
- A gate or barrier system to be explored.



# Recommendation

All options are feasible.

## **Recommendation:**

**Option 2:** Dedicate the bridge to walking and cycling during the warmer months by prohibiting car traffic from May 1 to October 31 annually.

Recommended to begin in 2024.

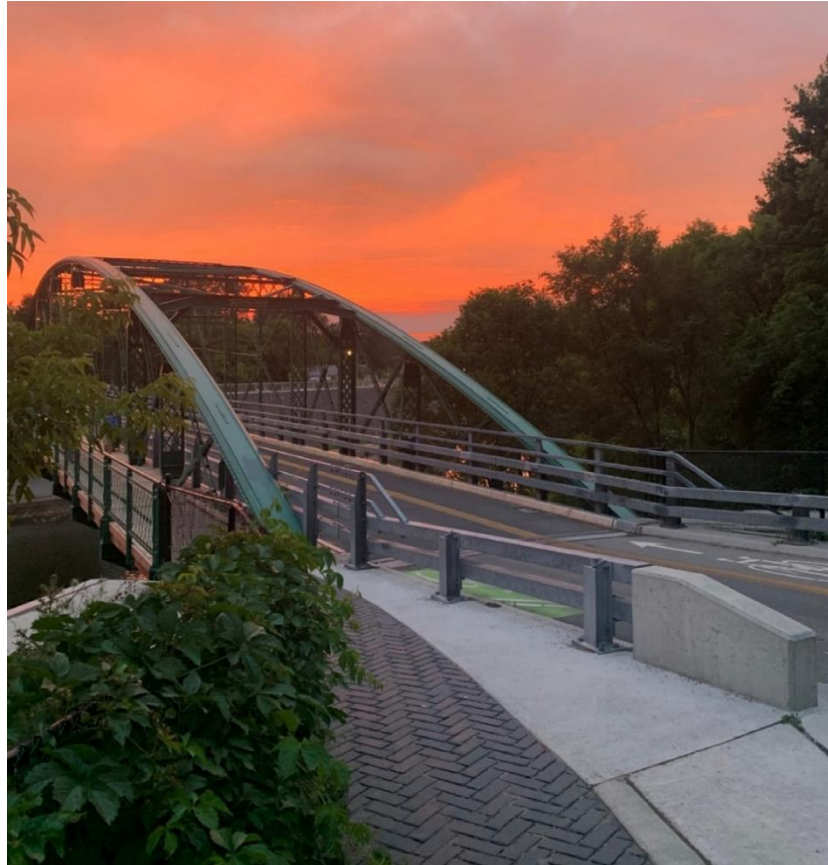


## Next Steps

- Council Direction and By-Law Amendment
- Report to the Province by end of year to satisfy the environmental assessment condition
- Resident and driver notifications such as signage and social media
- Determine details such as a barrier or gate system
- Any restriction is recommended to commence in 2024 based on current construction traffic impacts around the Downtown



# Thank You



[london.ca](http://london.ca)

The City of London  
300 Dufferin Avenue  
London, ON  
N6A 4L9

Attn: Civic Works Committee

Dear Madam Chair and members of the Civic Works Committee

Thank you for taking the time to hear public input on the future of the Blackfriars's Bridge. I have had the opportunity to read through the traffic study and would like to make some comments.

First, I would like to thank staff for completing the study as promised and putting forth their recommendation. It is important to stress that unlike others, I will acknowledge that these are my own comments. I am not speaking on behalf of the community of Blackfriars or others because this has been a very divisive issue. There is no real agreement in the community on the future of the bridge. That said, I believe the recommendation in front of you is not practical in many ways.

For background, I want to state that I cross the bridge by walking, cycling and by vehicle. I cross the bridge easily over 1000 times annually, with over 90% of those being as a pedestrian. In that time, I could count on one hand the number of times where I have seen a driver act aggressively around pedestrians or cyclists. In most cases, drivers give way to anyone crossing the bridge or crossing north/south across the street. They are courteous, patient, and aware of the surroundings. Isn't this exactly what multi-use is meant to represent.

When this was discussed in October of 2022, at that point Councillors said there would be thousands of cars cutting through the neighbourhood daily. This has not come to pass, nor will it. There are those who choose Blackfriars Bridge as their entrance to the downtown, but not many do so. When looking at the numbers, it is important to bear in mind that at times, access to the core from Riverside was blocked completely due to construction. This was one of the open access points for people to use.

To assume this bridge can't be used in harmony with multiple uses is simply unfounded. There is no defined reason not to leave the bridge as is year-round. Still, on the arguments people give, I'd like to address a few of them below.

- 1. Closing the bridge is better for the community**

Many of the people who live in Blackfriars use the bridge daily to drive. For residents, the choice of closing it will, at times lengthen their trips, which is neither good for the environment or the community as we will be moving through the neighbourhood to exit.

When the bridge was closed to traffic, there were several times when nefarious activity was carried out on the bridge, so the free flow of traffic has been a welcome addition.

2. **Closing the bridge is climate friendly**

This is far from the truth. This means that we will be moving traffic to other busy roadways, adding to idling, traffic issues and lengths. For this to be accurate, we would require a specific number of London drivers to give up driving if the bridge was closed stating the “only reason for driving a vehicle was to cross the bridge in the first place”. I’m yet to find one of those people.

3. **The Blackfriars Bridge is unsafe for cyclists or pedestrians**

Neither of those is accurate, as there is simply no physical evidence to back up that statement. I would argue the bridge is extremely safe as demonstrated in my original comments about first-hand experience of using the bridge on a regular basis. Yes, the walking area is tight to pass, but the simple solution at times is patience and letting someone pass.

4. **Removing cars creates a well needed cycle lane**

With the renovation of Dundas Place at the forks, there are full cycle lanes and lights right there. These have been functional for only one year, and it would be beneficial to use the existing infrastructure without creating new. These lanes are still not fully operational as at the time of this letter, the intersection is still being worked on.

5. **Londoners will easily adapt to the open close schedule**

If we know one thing about Londoners, they do not adapt well to change. We also know that when it comes to driving, it’s the path of least resistance. A great example of that is the number of cars still going westbound over the bridge. Closing the bridge annually at the end of October will put passenger vehicles, emergency vehicles and delivery vehicles on Blackfriars Street with nowhere to go except exit through small residential streets. Frustrated, attempting to find their way out of the community quickly, I am concerned that this will create neighbourhood safety issues, especially around the school.

Lastly, I would like to address some of the reasons to keep the bridge open to traffic, moving eastbound.

1. It was the only untouched west access point to the downtown in recent memory. With construction so prevalent, the number one argument in the last election for London residents not coming to the core was access, even before safety. In a downtown that is suffering immensely to get people there, removing an access point will make it that much more difficult. It could hurt merchants, residential intensification, and any form of rebound in filling commercial vacancy.
2. Make no mistake that the Blackfriars Bridge is a treat for all people to go over. Whether you’re cycling, walking, or driving, it is one of London’s treasures that deserves to be accessed by all Londoners, not a select few.
3. From experience, safety is not an issue. Yes, some people speed down Blackfriars Avenue, but closing the bridge will not stop that. These same people will be left speeding through a neighbourhood of children. Closing the bridge can’t fix ignorance.

4. Blackfriars has commercial businesses that deserve exposure to Londoners, not just the neighbourhood. Residents from Oakridge and Hyde Park, Byron and North London not only have access to a beautiful route in the city, but view of some wonderful establishments.

I would urge this committee to vote down the recommendation from staff and instead leave the bridge as it is today, serving our community and the city as it has so effectively for decades. It is functional, safe, and beautiful. A gem that should be accessible to all who choose to enjoy its historic path.

Simply put, you are trying to fix something that is not broken.

Thank you for the opportunity to address you.

Highest regards

John Fyfe-Millar, C.I.M., P.Mgr., C.Mgr.  
Resident, Blackfriars Neighbourhood



To whom it may concern,:

As a taxpayer and resident of London's Ward 13 ,I cross Blackfriars bridge virtually every day.

I do so as a pedestrian, as a cyclist, and as a motorist.

**I urge council to vote to continue with the current bridge configuration providing one-way access for people driving cars and two-way access for people walking and riding bikes.**

To close the bridge to vehicular traffic would represent a massive abuse of eight million taxpayer dollars simply to appease one vocal constituency at the expense of the common good. (For context, the TVP connection between Moss Park and Huron Flats, opened in 2020, at a cost of \$6.3 million and included the pathway construction, two bridges and landscaping with over 450 trees and 1050 shrubs.)

As a frequent user of the thoroughfare, whether on foot or while cycling, I have never, NOT ONCE, found the one-way vehicular traffic an impediment or a danger. Indeed, I could argue that, by my observation, motorists on the bridge are courteous and cautious. The same cannot be said of many cyclists, (and I write this as a frequent cyclist), who speed down the hill from Ridout towards the pedestrian crossing, or who cross on the TVP assuming they have the right of way.

The bridge is also a natural connection for the Blackfriars community to the downtown. Closing it would force residents to take longer and more arduous routes to reach downtown destinations – again, to appease a particular constituency.

There may be some merit to suggesting closing the bridge at weekends over the summer months in the same way other cities limit popular routes for recreational activities, but prohibiting vehicular traffic completely from May to October would lead to a massive underutilization of a public asset and a slight to the very community that uses it the most (Note the underutilization of the Colborne Street bike lanes.)

The current configuration of the bridge is as it was intended, and it ought not to be changed.

Regards,

Norman

**Norman N. Sproule**

████████████████████  
████████████████████  
██

[REDACTED]

---

**From:** Hailey's Comet [REDACTED]  
**Sent:** Thursday, June 8, 2023 10:24 PM  
**To:** CWC  
**Subject:** [EXTERNAL] Regarding The Use of Blackfriars' Bridge

Hello to the Civic Works Committee Members,

My name is Hailey Tallman, a life-long Londoner who chooses, for many reasons, NOT to own a car. From 1997-2021 my parents lived in the Cherryhill area, and I would walk downtown along Blackfriars' from our house. There really was and is no other pleasant option, as Oxford is not a people-friendly place, and Riverside has become very busy as well.

London's city councils have often put the convenience of drivers over preserving our natural areas, the quality of life of residents, or safety of pedestrians and cyclists.

With climate change rearing its ugly head all around us, do we really want to prioritize speeding vehicles over our beautiful, historic bridge, giving people one more reason to hop in their vehicle instead of walk or cycle downtown? Remember that City Council declared we are in a climate emergency back in 2018/2019? We need to be de-incentivising driving every chance we get to preserve our air, quality of life, mental health, not to mention reviving downtown with more spaces for people and less space for cars. Providing a thoroughfare through the Blackfriars' neighbourhood for cars to speed through is not going to help the businesses in that area to thrive. Imagine what that neighbourhood could attract if it were much more pedestrian friendly - the shops that would open up, the gardens, parks, community gatherings - it would become a really peaceful nature hub and increase property value!

I urge you to consider proposing the permanent closure of Blackfriars' Bridge to cars, and a permanent opening to people and community!

Thank you,  
Hailey Tallman  
[REDACTED]

# Blackfriar's Bridge: A Treasure We Don't Want to Lose

## Recommendion: Vote for Option 3

If we want Blackfriars Bridge to survive, City Council needs to ban all vehicular traffic on it. This may seem extreme, but there is scientific reasoning to support this recommendation (see the explanation below, following the Introduction).

## Introduction

We all know that Blackfriars Bridge is special. If any other bridge in London currently carrying vehicular traffic needed replacement, no one would mind if that bridge was replaced with a newer, more modern one that didn't look anything like the original. In fact, they would welcome it, especially if the new bridge was bigger and wider.

But we know that is not the case with Blackfriars Bridge. The city closed the bridge to vehicular traffic in 2013, cut it in half in 2017, and restored it over the next year. When the bridge was lovingly reassembled in 2018, it wasn't bigger and wider. It came back the same as before because people loved it the way it was. Photographed endlessly, Blackfriars Bridge has come to represent London. Recently, the province agreed, designating it as a historic structure under Part IV of the Ontario Heritage Act.

Built in 1875, Blackfriars Bridge was designed to carry horses, buggies, and people on foot. Motor vehicle traffic came later and the destruction it caused to the bridge was the main reason for the vehicular restrictions in 2013 and refurbishment in 2017. So why would we even think of letting bridge-destroying motor vehicle traffic back on Blackfriars Bridge when we know it was the main cause of its deterioration the first time around?

## The Science Behind Road Surface Destruction

If we double the weight of a vehicle, it doubles the damage to the road surface, right?

WRONG!

So, just how much damage do motor vehicles cause to our road surfaces compared to bicycles?

According to scientific calculations, it would take 160,000 bicycle trips to cause as much damage to the road surface as a single car **driving down the same road JUST ONCE!**

What????

According to scientists in the USA, the greater the axle load of a vehicle, the greater the damage to the road caused by the motor vehicle (to the fourth power).

What does that mean in plain English?

## **We're gonna need an example**

Well, it turns out that [State Highway officials in Illinois already figured this out way back in the 1950s](#) in a series of experiments where they paved six loops, each with two lanes, all of varying thicknesses, and then had trucks of different axle loads drive on those roads almost continuously FOR TWO YEARS STRAIGHT!

And what did they find?

That the service life of the road is reduced by approximately the fourth power of the axle load.

Meaning that heavy vehicles absolutely DESTROY roads compared to lighter ones. It's called the **Fourth Power Law** and here is how it works.

Prepare to have your mind blown!

Let's start our calculations by comparing a truck and a car, where the load per axle is 10 times greater from the truck compared to that of the car

Even though the LOAD on the road from one axle (2 wheels) is 10 times greater for a truck than for a car, the fourth power law says that the STRESS (or damage) to the road is 10, raised to the power of 4.

$10^4 = 10 \times 10 \times 10 \times 10 = 10,000$  times as large as a **car**

**That means that even though the axle load from the truck is 10 times greater than for the car, the damage to the road is 10,000 times worse.**

It's amazing that our roads have lasted as long as they have. Fortunately, trucks are not allowed on Blackfriars Bridge, only cars under 3 tonnes (6,000 lbs).

## So, how does a car compare to a bicycle?

[The average weight of a car is about 4,000 lbs.](#) Compared to a 200 lb cyclist, a car is approximately 20 times heavier.

Doing the math:  $20^4 = 20 \times 20 \times 20 \times 20 = 160,000$  times as large. 160,000 to 1

That means that even though the axle load for a car is 20 times greater than for a bicycle, the damage to the road is 160,000 times worse.

**That means that you could travel on a road 160,000 times by bicycle before you would do as much damage to the same road as 1 trip by car.**

From this it can be deduced that a large part of the damage in the streets is caused by heavy motor vehicles compared to the damage caused by lighter vehicles.

Those numbers are astounding! Clearly we can see that with no cars on the Blackfriars Bridge, it will last much, much longer!

If we want to save Blackfriars Bridge, we can't afford to have bridge-destroying cars anywhere near this structure. Unless, of course we want to have to go through the same refurbishment of the bridge in the future as we did in 2017.

## Conclusion

Vehicles obviously found a way to bypass Blackfriars Bridge during the approximately seven years that the City of London closed Blackfriars Bridge to vehicular traffic (from May 13, 2013, to Dec 1, 2018, and from April 2020 to Nov 8, 2021). We know that drivers were slightly inconvenienced, but hey, saving the bridge was worth it.

In fact, according to [the Dillon Report commissioned by the City of London](#), eastbound vehicle traffic on the bridge has already decreased by 65% since 2013. Their report showed that the peak number of cars travelling eastbound on Blackfriars Bridge on a weekday AM pre-2013 was 400 per hour. On Sept 15, 2022, it was reduced to 141 per hour.

**This is Council's opportunity to decrease the number of cars per hour on the bridge down to zero.**

We've all seen the math now. We know what happens to a bridge when we let cars on it. Do we really want history to repeat itself? Is driver convenience really worth destroying the bridge we all love?

The Dillon Report shows that there are viable alternatives to the Blackfriars Bridge (Riverside Drive and Oxford Street). Surely drivers can use those roads again to bypass the bridge. Saving Blackfriars Bridge should trump driver convenience. Our heads support what our hearts tell us: cars don't belong on this bridge.

Option 3 is the best option to save Blackfriars Bridge. It is also aligned with the city's official plan. As it says in Direction #8 of The London Plan: "Make wise planning decisions." We urge you to do just that.

Make the citizens of London proud. Save Blackfriars Bridge. Give the road back to pedestrians and cyclists. Make a wise planning decision. **Vote for Option 3.**

Sincerely,

Lawrence Durham

Resident of Ward 7 and frequent user of Blackfriars Bridge (by bicycle)

## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee  
**From:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic Development  
**Subject:** Core Area Parking Initiatives  
**Date:** June 13, 2023

## Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the following actions be taken with respect to initiatives to support parking in the City's Core Area:

- a) The Civic Administration **BE DIRECTED** to bring forward a business case as part of the 2024-2027 Multi-Year Budget that provides funding to undertake a Downtown Parking Strategy Update;
- b) The Civic Administration **BE DIRECTED** to undertake a procurement process to redevelop the parking lot at 185 Queens Avenue for the purposes of a mixed-use development including affordable and market units and a privately owned and operated parking garage that provides both public and reserve parking;
- c) The Civic Administration **BE DIRECTED** to extend the current temporary free parking promotion in the Core Area to the first quarter of 2024;
- d) The Civic Administration **BE DIRECTED** to bring forward a bylaw amendment that would allow reserved parking in City parking lots at a bulk discounted monthly rate; and
- e) This staff report **BE RECEIVED** for information.

## Executive Summary

Parking demand in the Core area is closely linked to economic activity, building vacancy rates, employment numbers and other indicators. At this time, it is also highly dependent on return-to-work strategies and people returning to the core. These initiatives include:

- Extending the temporary free municipal parking program,
- Allowing bulk discounted reserve parking in municipal parking lots,
- Reinitiating the procurement process on 185 Queens Ave, and
- Undertaking a Downtown Parking Strategy Update.

This report provides further background and the financial implications of these proposed short and long-term initiatives with the goal of supporting parking in the Core Area.

## Linkage to the Corporate Strategic Plan

The 2023-2027 Strategic Plan identifies Council's priorities and implementing strategies to inform the associated 2024-2027 Multi-Year Budget. The following outcomes of the Economic Growth, Culture and Prosperity as well as the Mobility and Transportation strategies include: London's Core Area is a vibrant neighbourhood and attractive destination; and Londoners of all identities, abilities and means can move throughout the City safely and efficiently. It also specifically addresses the following strategies:

- Economic Growth, Culture, and Prosperity strategy 4.1 a) "Decrease commercial vacancy through new programs and initiatives.",
- Economic Growth, Culture, and Prosperity strategy 4.3 e) "Explore and implement strategies to support the retention of existing businesses",
- Economic Growth, Culture, and Prosperity strategy 4.3 d) "Update the Downtown Parking Strategy",
- Climate Action and Sustainable Growth strategy 2.1 a) "Implement the Climate

Emergency Action Plan with a focus on actions up to 2027 that will contribute towards achieving 2030 emissions reduction targets.”,

- Mobility and Transportation strategy 1.2 a) “Complete and implement the Mobility Master Plan.”, and
- Housing and Homelessness 1.1 “a) Increase the supply, range, and depth of affordability of quality housing options where people feel safe.”

## Discussion

### 1 Background

#### 1.1 Previous Reports Related to this Matter

Planning and Environment Committee – October 7, 2019 – 185 Queens Avenue Parking Lot Redevelopment

Strategic Priorities and Policy Committee – October 28, 2019 – Core Area Action Plan

Strategic Priorities and Policy Committee – April 28, 2020 – COVID-19 Financial Impacts and Additional Measures for Community Relief

Strategic Priorities and Policy Committee – May 18, 2021 – Comprehensive Report on Core Area Initiatives

Strategic Priorities and Policy Committee – November 30, 2021 – Strategy to Reduce Core Area Vacancy

Strategic Priorities and Policy Committee – May 30, 2023 – Core Area Land and Building Vacancy Reduction Strategy

#### 1.2 Prior Council Direction: Timeline

##### Q4-2017 Parking Strategy

In December 2017, a Parking Strategy was prepared to assess the parking needs in the Downtown. The Strategy observed utilization rates for 6 sub-areas of the Downtown. The 185 Queens Avenue (known as Municipal Lot #5) property, is located in Sub-area 4 and in proximity to Sub-area 3, which had the highest peak weekday utilization rates of 81 and 89% respectively. The Strategy noted that a 90% utilization rate is considered “maximum practical occupancy”.

The Strategy projected an adequate parking supply in most of the downtown and a future parking supply deficit of approximately 200 to 300 public parking spaces in sub-areas 3 & 4 and suggested an opportunity to participate with developers in joint venture projects to integrate public parking within new developments as a sufficient and effective way to overcome this deficit. The Strategy also made recommendations related to transportation demand management to increase mobility options, transit, and the importance of the City’s ability to influence parking supply.

As shown in the following map, the 185 Queens Avenue site, is located in a very strategic central location to sub-areas 3 & 4, and also to all 6 sub-areas of the Downtown. (The site is immediately below (south) of the zone 4 label).



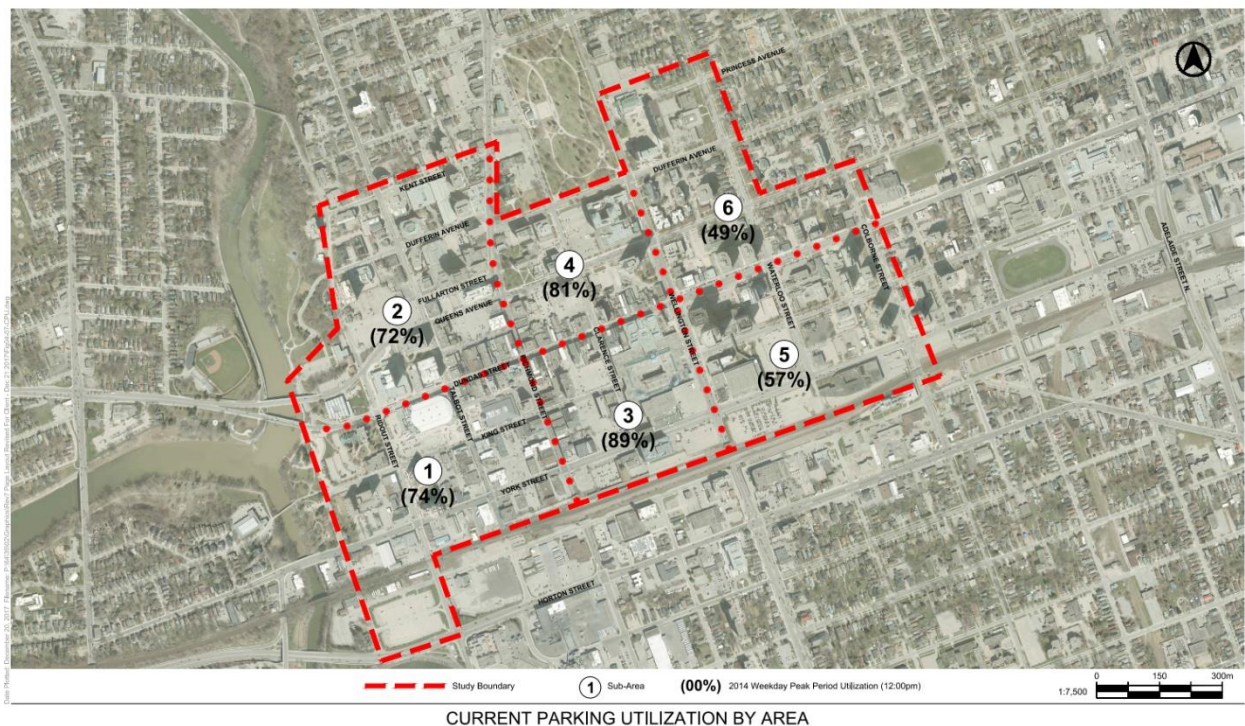


Figure 1: Downtown parking use by area.

#### **Q4- 2019 Adoption of the Core Area Action Plan**

In October 2019, Council adopted the Core Area Action Plan. Two parking related initiatives were included in the Plan: direction to undertake a procurement process for a mixed-use parking development at 185 Queens Avenue and introduce a program for temporary free parking:

*The Queens Avenue parking lot is municipally-owned and located within a high-priority zone in need of additional parking spaces as identified by the Downtown Parking Strategy. A procurement process will be undertaken to seek out a mixed-use residential/commercial development proposal that includes 200-300 public parking spaces, built to the City's municipal parking specifications. The intent is to leverage the development potential of this well-located site to obtain public parking at this strategically important location.*

*Experiment with temporary free municipal parking Municipal parking is offered within the Core Area in on-street spaces as well as within City parking lots. All of these spaces use Honk Mobile - an app that patrons use to pay for their parking space for a specified time. This action would see free parking offered in different locations, for different times, for different purposes. For example, it may be used in areas where construction is occurring, to provide greater convenience for customers. Alternatively, it could be used in coordination with businesses for sales events, or on days that are traditionally slower than other days. Methods to monitor the impact of free parking will be explored -for example, requiring completion of a three to five question survey to activate the Honk Mobile code for free parking. This will allow for a fact-based understanding of parking in the Core Area and how it relates to the business environment.*

#### **Q1-2020 185 Queens Avenue Procurement Initiated**

Staff initiated a Request for Qualification for a mixed-use development including a municipal parking garage that closed February 2020.

#### **Q2-2020 Covid Emergency – 185 Queens Avenue Procurement Canceled**

In March 2020 the Covid emergency was declared. Staff outlined in an April report to the Strategic Priorities and Policy Committee that the financial impacts related to the Covid pandemic were estimated at \$33M. As a result, the procurement process

for a mixed-use parking development was cancelled to balance the financial impacts and risks to the City.

### **Q2-2020 Temporary Free Parking via Honk App Initiated**

This initiative was funded in the 2020-2023 Multi-Year Budget at \$150K annually. The intent of this initiative was to focus on the impact public construction projects have on existing businesses and to provide for reduced parking rates for special events. Subsequently, the temporary free parking was expanded to the entire core area following the COVID 19 pandemic providing 2 hours of free parking as an incentive to Londoners to visit the Core Area. The program is still in place.

### **Q2-2021 Parking Structure Initiative**

In May 2021, it was recommended that the parking structure initiative be cancelled noting that future parking opportunities will be explored as the post-pandemic parking demand and corresponding parking revenues is better understood.

Rather than cancel this item, at its meeting on May 25, 2021, City Council also directed Civic Administration to report back on the status of the geographic distribution of parking demand, parking revenue and any recommended modifications or alternatives in the second quarter of 2022. Future structured parking opportunities were also to be explored at a high-level. The recommendation was modified as follows:

- d) Civic Administration BE DIRECTED to report back to a Strategic Priorities and Policy Committee meeting to be held in the 2nd Quarter of 2022 on the status of the geographic distribution of parking demand, parking revenue and any recommended modifications or alternatives to the Core Area Action Plan #11; it being noted that future structure parking opportunities will also be explored.

### **Q3- 2021 Building Vacancy**

In November 2021, staff brought forward a report to develop a strategy to reduce core area land and building vacancy. This strategy would then include a review of the Downtown Parking Strategy and provide input on a recommendation for any updates or changes to the strategy. A portion of the resolution is included below:

*That the Civic Administration BE DIRECTED to report back on a proposed strategy that sets out potential tools that may assist in reducing core area land and building vacancy, including, but not limited to:*

- c) an assessment of the related strategies in Our Move Forward - London's Downtown Plan, and the Downtown Parking Strategy for any recommended updates or changes;*

This direction for the parking review was in response to the status update provided for the 185 Queens Avenue parking lot. It was noted by staff that this review would not be a full update to the Downtown Parking Study that was approved by Council in December 2017 and suggested a major update should be contemplated after the completion of the Mobility Master Plan and would require approximately eighteen months (to allow for four seasons of data collection) and \$300,000 to \$450,000 to complete depending on scope.

### **Q4-2022**

In the fall of 2022, input was requested on the opportunities and challenges experienced in London's Core Area. Input was received from Core Area visitors, business owners, residents, workers, and property owners. The lack of parking was a frequently cited as a significant concern in the engagement survey results by respondents from all three core-area communities: Downtown, Midtown, and Old East Village. Concerns expressed about parking were the limited supply and availability of public parking.

### **Q2-2023**

The Core Area Land and Building Vacancy Reduction Strategy was received by Council and sets out potential tools that may assist in reducing Core Area land and building vacancy. As part of the Core Area Land and Building Vacancy Study, Tate Economic Research conducted consultations with representatives of local partner organizations, realtors, and major landlords and developers. Parking was the second most frequently raised issue raised during these consultations. Partner organizations, realtors, and landlords and developers mentioned this issue, with a particularly large number of comments from realtors and landlords and developers. Frequently raised issues

focused on pricing and proximity of parking being key factors in attracting and retaining tenants. The importance of reserved or on-site parking was also mentioned, as was a suggestion from realtors that the City play a larger role in the provision of parking, with Guelph and Toronto identified as being successful in this area. The study also highlighted that surface parking lots were a prime candidate to implement municipal strategic priorities including affordable housing.

## **2 Core Area Parking: Next Steps**

As a result of the recent engagement work highlighting the concerns regarding parking, a preliminary analysis of the state of parking in the core was undertaken and a series of initiatives were developed to address concerns highlighted during the core area engagement and Core Area Land and Building Vacancy Reduction Strategy consultations. The subsequent sections provide a high-level parking demand analysis followed by a series of initiatives to address parking in the core area.

## **3 Parking Demand Analysis**

As part of the review of parking demand, an analysis was undertaken by the City's Transportation Planning and Design area. It was recommended that the 185 Queens Avenue joint venture opportunity only be reinitiated if beneficial for multiple purposes such as housing and not solely on the need for parking. This was based on the recent impacts of the pandemic and indications of reduced parking demand in the core and recognition of current City policies, plans and goals.

The recommendation includes supporting actions such as:

- continue to improve transit, cycling and pedestrian facilities in and to/from the downtown including linear infrastructure and amenities like secure bike parking and bike repair stations,
- consider designating municipal parking spaces for car/vanpooling,
- continue efforts related to development of a Transportation Management Association (TMA) to provide a variety of services that encourage more efficient use of transportation and parking resources – including incentives for choosing options like transit, cycling and walking car/vanpool matching and discount programs, parking management, and telework, and
- enhance TDM policies and programs through the Mobility Master Plan.
- continue to implement additional on-street parking spots where opportunities exist such as the recent creation of new spots during the pandemic.

Due to the unprecedented impacts of the pandemic on parking supply and demand, it is recommended that a major update of the Downtown Parking Strategy be undertaken after completion of the Mobility Master Plan. This update would take approximately eighteen months to allow for four seasons of data collection to be observed. A business case would be required in the 2024-2027 Multi-year budget to complete this task, to account for both the consulting costs and the addition of a new staff resource

## **4 Proposed Core Area Parking Initiatives**

The following sections provide a series of initiatives to address parking in the core area. These initiatives range from short to long-term in nature and several would need to be considered as part of the multi-year budget process.

### **4.1 Extend Temporary Free Municipal Parking Program**

In the 2020-2023 Multi-Year Budget a Temporary Free Municipal Parking Program was developed with the intent of providing free parking as part of public construction projects impacting existing businesses and to provide for reduced parking rates for special events. Subsequently, the temporary free parking was expanded to the entire core area following the COVID 19 pandemic. This program is ongoing and provides two hours of free parking as an incentive to Londoners to visit the Core Area. This program has been very successful, and the CORE code was used over 200,000 times in 2022 providing discounted parking to people visiting the core area. As the Core Area is still in recovery

it is recommended that this program be extended until Q1-2024. This timeframe will provide additional time for economic recovery to the spring of 2024 and allow much of the major construction to be completed in the Core Area. This approach also aligns with sustainable transportation actions included within the Climate Emergency Action Plan, the upcoming Mobility Master Plan, and the London Plan. Finally, this approach will also reduce the overall financial impacts of this temporary program on the next multi-year budget. The financial implications are discussed in the “Financial Implications” section of this report.

An analysis of the location and frequency of use of the promo code has been recently completed. One issue has been identified for corrective action and will result in a change to the temporary free municipal parking program on July 1<sup>st</sup> of this year. Several municipal parking lots in the downtown have reduced pricing targeted at daily parking users. These lots are being over subscribed to promo code users looking for daily parking at a highly discounted rate. Starting July 1st, the 2-hour promo code will no longer be available to users of several of the low-cost downtown day use parking lots. Signage will be provided to inform current parking lot users.

#### **4.2 Allow Bulk Discounted Reserve Parking in City Parking Lots**

Currently, the City cannot offer reserved parking at a bulk discounted rate to businesses in the core. To address the need for reserve parking, it is proposed that the appropriate bylaw amendments be made to allow core area business to reserve parking in underutilized city parking lots at a discounted rate. The work to develop this approach would include significant input from both Legal Services and from Procurement & Supply staff to ensure that the process is fair and open and is not contrary to the bonusing provisions of the *Municipal Act*. The opportunity to be explored would allow new and/or existing businesses to reserve a portion of the capacity in pre-determined City parking lots at a discounted daily rate. These spots would also be available to landowners that are attempting to attract or retain businesses in the core when they are negotiating lease agreements. These spots would be reserved during standard business hours and available during the evening and weekends for use by the public.

#### **4.3 Reinitiate Procurement Process on 185 Queens Ave**

As noted above, Civic Administration did not recommend the City taking on the financial risk of owning and operating additional parking in the downtown due to the lack of current demand and the uncertainty of the need for daily parking for workplaces post pandemic.

Given the concerns raised about reserved parking needs and the ongoing challenges of affordable housing supply, a Request for Proposal could incorporate these two purposes into a privately owned and operated mixed-use development. The benefit of moving forward with this approach at this time is a new development on this site will provide additional affordable and market housing in the downtown at a time when housing supply is extremely low. It will also provide additional public and reserved parking in the downtown with the amount of parking being determined through a competitive procurement at a low risk to the City of London.

It is recommended that a new procurement process be initiated in 2023 to seek out a mixed-use development that would provide:

- Daily parking privately operated that is available to the public;
- Reserved parking available to downtown businesses and offices; and
- Market and affordable housing units.

Applicant’s submissions would be evaluated based on the number of public parking, reserve parking spots created, and the number of affordable units provided as part of the development and available public parking spaces.

It is anticipated that there would be a good business case to provide private public and reserved parking in the downtown based on the needs expressed as part of the Core Area Land and Building Vacancy Reduction Strategy Engagement. Annual parking revenue for the 185 Queens Avenue lot was approximately \$247K per year (2019) prior to the pandemic and approximately \$ 241 K per year (2022) post pandemic. The lot contains 74 parking spots.

It is recommended that the City’s financial contribution to the development be limited to the value of the land and any existing Community Improvement Plan financial incentives available at the time of the development. In addition, the 185 Queens Avenue parking lot is a popular lot with an existing revenue stream that will benefit the new property owner. A Request for Proposal process could be initiated and Q3-2023 with a report back to Council targeted for Q4-2023.

#### **4.4 Undertake a Downtown Parking Strategy Update**

Council’s new Strategic Plan includes an update the Downtown Parking Strategy. It is recommended that the study area for the new strategy be reviewed for potential expansion noting the data collection and study costs would increase accordingly. The update would provide recommendations regarding future parking in the core, modal shifts to rapid transit and cycling infrastructure, and post-COVID return-to-work trends which may all impact the supply and demand for downtown parking. It is recommended that this strategy be included as part of a 2024-2027 Multi-Year Budget Business Case. This study could be initiated in 2025 for completion in 2026. This timing would allow the completion of the Mobility Master Plan to inform the work and also provide time for post-pandemic mobility trends such as corporate work strategies to stabilize.

### **5 Financial Impacts**

Each initiative proposed above will have an associated financial implication. The following sections highlight the financial considerations for each proposed initiative.

#### **5.1 Maintain 2-hour Downtown Free Parking Program Until Q1-2024**

In the 2020-2023 Multi-Year Budget a Temporary free Parking Program was developed using the Honk App. The cost of this initiative was estimated to the \$150,000 per year and was funded using temporary funding for 4 years from the Operating Budget Contingency Reserve (utilizing 2019 operating budget surplus). The intent of this initiative was to focus on the impact public construction projects have on existing businesses and to provide for reduced parking rates for special events. Subsequently, the temporary free parking was expanded to the entire core area following the COVID 19 pandemic providing 2 hours of free parking as an incentive to Londoners to visit the Core Area. As presented in the year-end operating budget monitoring reports, the following table summarises the annual deficits for the overall Parking Area:

Table 1: Year-end Monitoring Surplus/Deficit Summary, in millions.

<b>Year</b>	<b>Overall Budget Deficit</b>
2022	\$0.3 M
2021	\$2.7 M
2020	\$2.7 M

There are several factors that have led to these year-end deficits.

#### ***Factor 1: 2020-2023 Budget Parking Revenue Projection***

As set out in the initial 2020-2023 multi-year budget and revised during the budget updates, annual revenue targets for parking are set as follows:

Table 2: Multi-year Budget Parking Revenue Budget, in millions.

Year	Projected Revenue
2020	7.12
2021	8.01
2022	8.38
2023	8.38

When the 2020-2023 multi-year budget was developed it was anticipated that parking related revenue would increase by \$1.26M over the multi-year budget period.

**Factor 2: Change in Parking Demand**

Conversely to the multi-year budget revenue projection, there has been a marked decline in parking usage in the core due to the COVID-19 pandemic and after-effects of people not returning to the core. A recent study undertaken by the Institute of Governmental Studies at the University of California Berkley and the University of Toronto estimated that there has been an overall decline of 21% of people visiting London’s Downtown between January 2019 and November 2022.

**Factor 3: 2-hour Free Parking Promotion**

The current free parking program provides a promo code for 2 hours of free parking as an incentive to Londoners to visit the Core Area. This program has been very successful, and the “CORE” code was used over 200,000 times in 2022 providing discounted parking to people visiting the core area. Each time the promotional code is used there is a \$0.25 transaction free incurred by the City. In 2022, the total transaction fees related to the use of this program were approximately \$50,000.

In addition to this direct cost, there is a corresponding loss of revenue. This loss corresponds to the total fees that would have been paid by those visiting the core that used the promotional code. The total value of discounts from the program in 2022 is approximately \$1.0 M including the parking \$0.25 transaction fee as shown in Table 3 below This value overstates the actual loss of revenue as it is not possible to determine whether the user of the code would have come to the Core Area and paid for parking if the promotion was not available. Also, due to the nature of the Honk App, a user is likely to select 2-hours of free parking even if they only need parking for a very short time. Even with this theoretical revenue loss of \$1.0 M in 2022, the overall deficit in the Parking Services budget in 2022 was only \$0.3M.

Table 3. Lost Revenue through promotion, in thousands

Year	Lost Revenue ('000s)
2021	\$433
2022	\$942
2023	\$326 as of March 31, 2023

**Continuing the Free Parking Promotion to Q1 2024**

The overall surplus and deficit in the parking area is due to several factors including the reduction in parking in the core due to the pandemic, the post-covid hybrid working environment, the free 2-hour parking promotion, and the multi-year budget revenue projection for parking. If the current program is continued to the end of 2023, it is estimated that a similar annual deficit in the range of \$0.3 and \$3 million dollars could continue in 2023. Eliminating the 2-hour free parking promotion at this time will reduce but not eliminate the overall reduction in revenues experienced in the core area in 2023.



Core Area Parking revenues will only fully recover when people return to the Core in pre-COVID numbers.

## **5.2 Include a Downtown Parking Strategy Update as part of a Multi-Year Budget Business Case**

A major update of the Downtown Parking Strategy could be contemplated following the Mobility Master Plan. The new study would take approximately eighteen months (to allow for four seasons of data collection) and the cost is estimated at \$300,000 to \$450,000 to complete depending on scope, plus funding for a staff position to manage this project and its implementation.

## **5.3 Reinitiate Procurement Process on 185 Queens Ave**

The City's financial contribution to the development would be limited to the value of the land and any existing Community Improvement Plan financial incentives available at the time of the development. This will be clearly disclosed in the RFP document. As noted in a previous section it is anticipated that there would be a good business case to provide private public and reserve parking in the downtown based on the needs expressed as part of the Core Area Land and Building Vacancy Reduction Strategy Engagement. The viability of private parking at this location will be determined by the proponent through the number of daily and reserved parking spaces indicated in the proposal.

It is recommended that the City's financial contribution to the development be limited to the value of the land and any existing Community Improvement Plan financial incentives available at the time of the development. The 185 Queens Avenue parking lot is a popular lot with an existing revenue stream of approximately \$ \$247 K per year (2019) prior to the pandemic and approximately \$241 K per year (2022) post pandemic that will be a lost by the City and benefit the new property owner. A Request for Proposal process could be initiated and Q3-2023 with a report back to Council targeted for Q4-2023.

## **5.4 Initiate a Parking By-law Review to Allow Reserve Parking in City Parking Lots**

It is anticipated that providing the ability to rent larger portions of underutilized lots at discounted cost will increase the overall profitability of the City's parking inventory. The revenue from the discounted rates and the utilization of the program will be monitored to ensure that the program is having a net positive economic and parking revenue impact. The calculation of any discount will ensure that the revenue will meet the costs to provide parking services and not result in bonusing as defined under the *Municipal Act*.

## **Conclusion**

The recent Core Area Land and Building Vacancy Reduction Strategy and Core Area Engagement initiative have highlighted the community concerns related to parking in the Core Area. The initiatives highlighted above provide short and long-term actions to manage the need for public and reserve parking over the coming years. Following the completion of London's Mobility Master Plan, it is also recommended that a comprehensive Downtown Parking Strategy Update be undertaken to determine parking needs and will reflect the post-COVID Pandemic work environment.

**Recommended by:** Orest Katolyk, MLEO (C)  
Director, Municipal Compliance

**Recommended by:** Stephen Thompson, MCIP, RPP  
Director, Economic Services and Supports

**Recommended by:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic Development

**DEFERRED MATTERS**

**CIVIC WORKS COMMITTEE**

as of May 9, 2023

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
1.	<p><b><u>Garbage and Recycling Collection and Next Steps</u></b>                      That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps:                      ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</p>	January 10, 2017	Q3, 2023	K. Scherr J. Stanford	
2.	<p><b><u>Updates - 60% Waste Diversion Action Plan Including Green Bin Program</u></b>                      d) the Civic Administration BE DIRECTED to:                      i) continue to prioritize work activities and actions that also contribute to the work of the London Community Recovery Network; and,                      ii) submit a report to the Civic Works Committee by June 2021 that outlines advantages, disadvantages, and implementation scenarios for various waste reduction and reuse initiatives, including but not limited to, reducing the container limit, examining the use of clear bags for garbage, mandatory recycling by-laws, reward and incentive systems, and additional user fees.</p>	November 17, 2020	Q4, 2023	K. Scherr J. Stanford	
3.	<p><b><u>Green Bin Program Design - Community Engagement Feedback</u></b>                      That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer the following actions be taken with respect to the staff report dated March 30, 2021, related to the Green Bin Program Design and Community Engagement Feedback:</p>	March 30, 2021	Q2, 2022	K. Scherr J. Stanford	



File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>e) the Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee on the outcome of the procurement processes and provide details on the preferred mix of materials to collect in the Green Bin and any final design adjustments based on new information; and,</p> <p>f) the Civic Administration BE DIRECTED to report back to the Civic Works Committee by September 2021 on municipal programs options, advantages, disadvantages and estimated costs to address bi-weekly garbage concerns.</p>				
4.	<p><b><u>3rd Report of the Cycling Advisory Committee</u></b></p> <p>b) the following actions be taken with respect to a City of London PumpTrack:</p> <p>ii) the Civic Administration BE REQUESTED to report back on the process and fees associated with a feasibility study with respect to the establishment of a pumptrack facility in the City of London; it being noted that the communication, as appended to the agenda, from B. Cassell and the delegation from S. Nauman, with respect to this matter, was received.</p>	May 11, 2021	TBD	K. Scherr P. Yoeman	
5.	<p><b><u>Blackfriars Bridge</u></b></p> <p>That consideration of the Blackfriars Bridge remaining closed to vehicles indefinitely BE REFERRED to a future meeting of the Civic Works Committee in order for the Civic Administration to complete the required usage study as required in the Provincial EA, provide the related report to council, and allow for a more fulsome public engagement with respect to this matter.</p>	November 2, 2021	Q2, 2023	K. Scherr D. MacRae	

ATTN: City Clerk's Office  
Chair and Members of the Civic Works Committee

June 1, 2023  
Subject: Community Advisory Committee vacancies

Good Afternoon,

I am writing to advise that the City of London Environmental Stewardship and Action Community Advisory Committee (ESACAC) currently has several vacancies. Numerous committee members have resigned or ceased attending meetings, while others are expected to depart for extended leave of absence in upcoming months.

With these reductions in Committee membership, it has become increasingly difficult for our meetings to meet quorum requirements. Meanwhile, the Committee is tasked with sharing feedback on several imminent Council decisions related to our mandate, such as the renewal of the City of London's Tree Planting Strategy and Urban Forest Strategy. This work to be undertaken by our Committee will require extensive background review that is difficult to delegate and accomplish with insufficient human resources. Furthermore, it is anticipated that new Committee members will require onboarding to learn about their role and historical context for our work.

In correspondence exchanged with the City Clerk's office on March 7, 2023, it was stated that they would "begin the recruitment process by mid-April". No new information has been provided to date, and I have not received a response from the Clerk's office to my most recent inquiry earlier this week. We are also awaiting an update from staff about when exactly hybrid meetings will begin at City Hall so that our committee can gather together in person for the first time (per motion from the Strategic Priorities & Policy Committee, February 7, 2023, indicating this would happen before the end of the second quarter).

**At this time, I am requesting that City Staff open nominations for the vacant membership positions on the Environmental Stewardship and Action Community Advisory Committee as soon as possible.** The City may also wish to similarly open nominations for other Community Advisory Committees that presently have vacancies. I recommend establishing a timeline for this process, including recruitment and communications, as well as a deadline for applications to be submitted by.

I wish to also remind Council that **we are facing a Climate Emergency.** As the City, Council and Community all strive to implement the Climate Emergency Action Plan, I hope that you will prioritize facilitating consultations with relevant advisory committees, such as ESACAC. These committees serve at the discretion of Council and must be resourced appropriately in order to function.

Thank you for your consideration of this request.

Respectfully,

Brendon Samuels  
Chair, Environmental Stewardship and Action Community Advisory Committee