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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 8, 2016
FROM:	JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	BOSTWICK ROAD ENVIRONMENTAL ASSESSMENT WHARNCLIFFE ROAD WEST TO PACK ROAD APPOINTMENT OF CONSULTING ENGINEER

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the appointment of a consulting engineer to carry out the Bostwick Road Environmental Assessment (EA) from Wharancliffe Road West to Pack Road:

- (a) Parsons Inc. **BE APPOINTED** Consulting Engineers to complete the Environmental Assessment and Preliminary Design study of the said project in the amount of \$254,089 (excluding H.S.T.), in accordance with Section 15.2 (d) of the Procurement of Goods and Services Policy;
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Environment and Transportation Committee, August, 2005: Bradley Avenue Extension, White Oak Road to Bostwick Road - Environmental Study Report
- Planning and Environmental Committee, October, 2012: The Southwest Area Secondary Plan Report

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2015-19 STRATEGIC PLAN

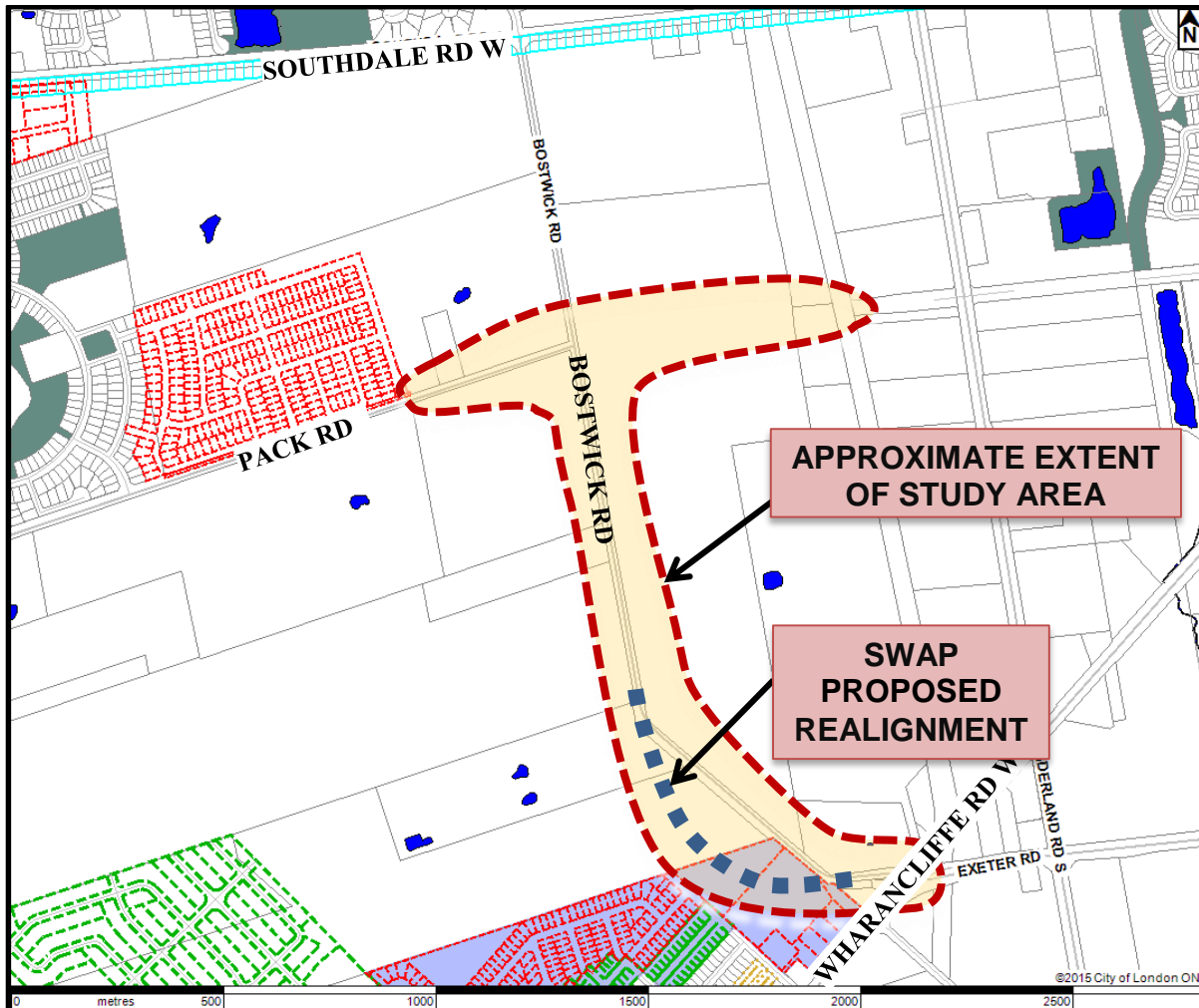
The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by improving transportation infrastructure as London grows. Improving this corridor for all road users will contribute to providing convenient and connected mobility choices.

BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake an EA for Bostwick Road, from Pack Road / Bradley Avenue extension to Wharancliffe Road West. The EA will also include a section of the Bradley Avenue extension to the east and section of Pack Road to the west. A map of the project area and corridor limits is shown below in Figure 1.

Figure 1: Project Area



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Context

The City of London is responsible for a transportation system that promotes the movement of goods and services to strengthen our economic growth and provides for sustainable transportation mobility choices for residents that improve our quality of life. Proactive transportation planning in growth areas facilitates development.

Bostwick Road realignment is identified in Southwest Secondary Plan (SWAP) and Official Plan amendment that was adopted by Municipal Council. This EA is required to establish in more detail the proposed realignment based on its impacts to the natural, social and economic environments.

Bostwick Road is identified as a north/south arterial road in the current Official Plan. Although the projected timing of this improvement is not imminent, the City has elected to commence the EA study in 2016 in order to identify the long-term property requirements for the coordination of developments within the SWAP.

As part of SWAP, medium density residential designation was allocated along Bostwick Road and at three quadrants of the intersection of Bostwick Road and Bradley Avenue.

DISCUSSION

Project Description

A Municipal Class Environmental Assessment (EA) was deemed necessary to identify in better detail the realignment for Bostwick Road west of Wharanclyffe Road and south of Bradley Avenue Extension through abutting developable lands in order to support the implementation strategy of the SWAP. The establishment of land dedication requirements is another outcome of the EA in order to deal with the short and long term anticipated development proposals along the subject corridor and for the protection of the future realignment of Bostwick Road.

The design of the 2-lane arterial road will mainly accommodate traffic flowing south of Southdale Road, intersecting future Bradley Avenue extension and the proposed Kilbourne Road to the south, and collecting traffic volumes from adjacent developments in a safe and efficient manner. In addition, the final alignment for Bradley Avenue extension where it intersects with Bostwick Road needs to be determined. The EA for Bradley Avenue which was completed in 2005, recommended two options “X & Y” near Bostwick Road to be carried forward as the preferred alternatives. This EA will evaluate both options and recommend the preferred alignment.

The primary components that will be incorporated in this assignment include:

- Review and document the key findings of the SWAP, Bradley Ave Extension ESR, and transportation impact studies relevant to the study corridor and development areas;
- Development and evaluation of alternatives considering natural, social and economic environment considerations;

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- Identifying appropriate right-of-way/ways and property requirements to accommodate the future realignment of Bostwick Road and Bradley Avenue extension;
- Recommending the appropriate geometric design concept and future improvements for intersections associated with the realignment of Bostwick Road to mitigate future deficiencies, accommodate increased traffic demand, and improve safety;
- Developing a functional and visually attractive design concept for vehicular travel lanes, cycling facilities and sidewalks to appropriately accommodate the speed and safety of travel for motorists, cyclists and pedestrians;
- Engaging the public and stakeholders to allow public input throughout the study process and ensure active involvement in developing the recommendations for improvements and realignment of Bostwick Road and Bradley Avenue extension; and,
- Documenting in a clear and transparent manner the process undertaken and provide formal documentation and presentations.

Consultant Selection

The consultant selection process has been undertaken in accordance with the City's Purchasing and Procurement Policy as proposals were obtained from three qualified firms. Stantec Consulting Ltd., Amec Foster Wheeler Group and Parsons Inc. were selected and asked to submit detailed proposals and work plans. All three firms responded with written proposals including a summary of the project tasks, schedule, and costs. An evaluation committee reviewed the submissions for the project.

Based on the evaluation criteria and selection process identified in the Request for Proposal, the evaluation committee determined the proposal from Parsons provides the best overall value to the City.

Parsons has an experienced project team that exhibited a clear understanding of the project scope and requirements. Their experience on similar projects of this nature, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, illustrated their expertise for this undertaking. The consultant project team is familiar with the challenges presented in this project having been involved in several past projects in the area.

In accordance with Section 15.2 (d) of the Procurement of Goods and Services Policy, Civic Administration is recommending Parsons be appointed as the consulting engineer for the EA. The submission from Parsons includes a fee submission that indicates that the EA can be completed within the funds available.

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CONCLUSION

Initiation of the EA will support the implementation strategy of SWAP. The EA will establish land requirements to protect for the future realignment of Bostwick Road and the Bradley Avenue Intersection as development proposals along the adjacent lands move forward.

Based on the thorough consultant procurement process, it is recommended that Parsons Inc. be awarded the consulting assignment for the Municipal Class Environmental Assessment of Bostwick Road including Bradley Avenue Intersection, from Wharancliffe Road South to Pack Road at an upset amount of \$254,089 (excluding H.S.T.).

Acknowledgements

This report was prepared with the assistance of Ardian Spahiu, P.Eng., Transportation Design Engineer, of the Transportation Planning & Design Division.

PREPARED BY:	REVIEWED AND CONCURRED BY:
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RECOMMENDED BY:	
JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES & CITY ENGINEER	

Attach: Appendix A – Source of Financing

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