

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON FEBRUARY 21, 2017
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	WONDERLAND ROAD ENVIRONMENTAL ASSESSEMENT SOUTHDALE ROAD TO SARNIA 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 Wonderland Road Environmental Assessment:

- (a) Dillon Consulting Limited **BE APPOINTED** Consulting Engineers for the project in the amount of \$836,202 (excluding HST), in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;
- (b) the financing for this project **BE APPROVED** in accordance with the Sources of Financing Report attached hereto as Appendix A;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract 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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- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – July 20, 2015 - Wonderland Road South Environmental Assessment Study.
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City*. The proposed Wonderland Road improvements project is part of a strategic program of road improvements to provide improved mobility and safety for all road users.

BACKGROUND

Purpose

This report seeks the approval of the Municipal Council to retain an engineering consultant to undertake the environmental assessment (EA) for the Wonderland Road corridor from Southdale Road to Sarnia Road. The purpose of this EA is to satisfy the requirements of the Environmental Assessment Act by providing a comprehensive, environmentally sound planning process with public participation. The process will facilitate dialogue between parties with a number of different interests.

Context

The study area for this EA is the Wonderland Road corridor extending from Southdale Road to Sarnia Road. The surrounding land use is a mix of residential and commercial. Wonderland Road accommodates between 45,000 and 30,000 vehicles per day, within the corridor. The EA will identify and balance the needs of the full range of potential users within the corridor including users of all ages and abilities, pedestrians, cyclists, transit vehicles and motorists.

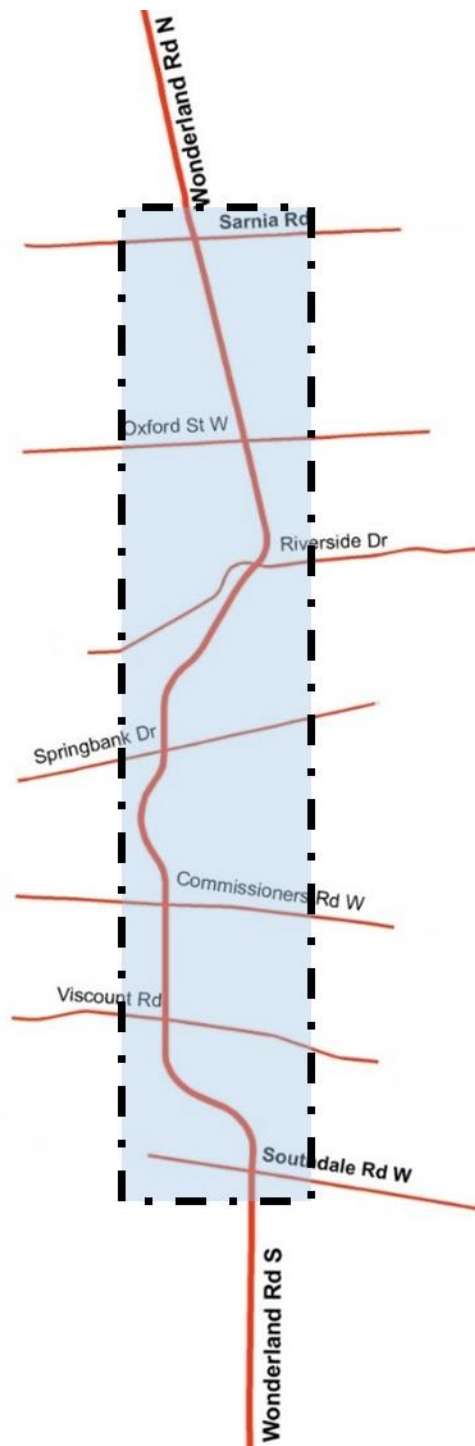
The London Plan identifies four distinct place types surrounding Wonderland Road between Southdale Road and Sarnia Road. The place types are: Transit Village, Neighbourhood, Shopping Area, and Green Space. Each of the place types have associated policies on the vision, the role within the City Structure, the use, intensity, and form in order to inform the vision for future development along the corridor. The majority of the Wonderland Road corridor, is classified as Urban Thoroughfare with sections of Main Street around Oxford Street.

The EA must integrate technical considerations, public and stakeholder input, transportation engineering, land use planning, and urban design to develop a balanced and implementable solution that work toward the timeframes for corridor improvements identified in the Development Charges Background Study. Due to the rising traffic volumes and developments in the area, the City has identified a need for improvements along Wonderland Road. The EA is required to proceed with the implementation strategy.

DISCUSSION

Project Description

The Wonderland Road widening project was identified in the 2030 Smart Moves Transportation Master Plan (TMP). Recommendation was made to widen Wonderland Road from Sarnia Road to Commissioners Road West from 4 lanes to 6 lanes as well as the possible widening of the Canadian National Railway (CNR) Subway, Canadian Pacific Railway (CPR) overpass and the Guy Lombardo Bridge crossing the Thames River. The segment of Wonderland Road South from Commissioners Road West to Southdale Road West was added to this EA to develop comprehensive corridor solutions consistent with the Wonderland Road South Environmental Assessment completed July 2015 that extended to Southdale Road. A map of the study area is displayed in the following illustration:



Environmental Assessment Study Limits

The intent of this EA is to explore various geometric designs alternatives and develop a functional plan for the preferred design. These alternatives will be evaluated using a range of criteria including impacts on local businesses, compatibility with future development, opportunity to accommodate transit, cyclists and pedestrians, and various environmental and engineering considerations. The EA will also review the phasing and timing of the improvements. The timing of improvements along Wonderland Road will be determined based on the identified improvements, proximate road construction projects, rapid transit implementation and the availability of property.

The proposed EA assignment will:

- Develop and evaluate design alternatives considering natural, social, cultural and economic environment considerations;
- Recommend the future improvements for the corridor and intersections to mitigate future deficiencies, accommodate increased traffic demand, and improve safety;
- Develop a functional and visually attractive design concept;
- Engage the public and stakeholders to allow public input and active involvement throughout the study process;
- Determine the appropriate right-of-way and property requirements;
- Coordinate with planned development;
- Coordinate underground service needs;
- Coordinate with Shift Rapid Transit Initiative;
- Coordinate with ongoing EA's, projects, studies;
- Assess and document the ecological and natural features within the corridor and identify management needs; and,
- Document in a clear and transparent manner the process undertaken and provide formal documentation and presentations.

Issues of special interest in the project area include:

Canadian Pacific Rail (CPR) Overpass: The existing bridge is a three span concrete slab on a prestressed concrete beam. The structure constructed in 1987 and is generally in good condition.

Canadian National Rail Underpass: The existing CNR rail structure was constructed in 1957 with two rail tracks crossing Wonderland Road. The current center span is not long enough to span 6 lanes so this structure will require a detailed review of creative alternatives. The complexity of the design and construction is high and will require detailed stakeholder engagement.

Guy Lombardo Bridge across the Thames River: The existing bridge is a 220 metre long, five span box steel girder bridge constructed in 1977. The bridge is in generally good condition with about half of its planned life remaining. The developed alternatives will consider the required increased capacity for both motorized and active transportation.

Natural Environment: The Thames River is part of the City's Natural Heritage System and designated as Significant Valley Lands in the London Plan. This component requires a comprehensive review, field investigations and agency staff consultations to confirm current and accurate information pertaining to known features, including rare species and species at risk.

Cultural Environment: The City of London is currently undergoing an update to the Archaeology Master Plan. Assessment for archaeological potential will identify areas where advanced assessment is required during detailed design. A Cultural Heritage Evaluation Report (CHER) will be completed for the Guy Lombardo Bridge and will focus on identifying the structure's potential heritage value and heritage attributes.

Urban Design: A key detail for this corridor is the balancing of form and function and the integration of Urban Design elements into the Urban Throughfare, Transit Village and Main Street areas. Alternative designs will require the integration of The London Plan, Cycling Master Plan, Transportation Master Plan and the ongoing Rapid Transit EA.

Implementation: Traffic management and construction staging will play a critical role in the development of the preferred alternative for the EA. The timing of construction will be subject to a coordinated implementation with Shift Rapid Transit and taking into consideration overall financing as part of the Development Charges Review process.

The study will provide justification for the preferred design improvements to the existing road cross section. The preferred design will need to reflect both the existing and planned land use, urban form and transportation contexts. The corridor will need to serve the surrounding community in their day to day activities in a variety of travel modes.

Consultant Selection

The consultant selection process has been undertaken in accordance with the Procurement of Goods and Services Policy. After an open posting, Stantec Consulting Ltd., Dillon Consulting Ltd., and MMM Group, were asked to submit detailed proposals and work plans. All firms responded with written proposals including a summary of the project tasks, schedule, and costs. An evaluation committee reviewed the submissions for the project. Given the large scope and complexity of the EA, the short-listed consultants delivered presentations to support their proposals.

Based on the evaluation criteria and selection process identified in the request for proposal, the evaluation committee determined the proposal from Dillon Consulting Ltd. provides the best overall value to the City.

Dillon 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 and across London. Dillon Consulting Ltd. (formally M.M. Dillon) was retained in 1974 to complete six contracts for the Hutton-Wonderland Connection Design Study including the road crossing for the Thames River (i.e. currently known as the Guy Lombardo Bridge).

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, the civic administration is recommending Dillon Consulting Ltd. be appointed as the consulting engineer for the EA. The submission from Dillon Consulting Ltd. includes a fee submission that indicates that the EA can be completed within the project funds available.

CONCLUSION

This study will set the needs and balance the requirements of users of all ages and abilities, pedestrians, cyclists, transit vehicles and motorists. The need for this environmental assessment has been identified as a result of the rising traffic volumes and developments in the area.

Based on the technical evaluation of the proposals and the supporting consultant presentations it is recommended Dillon Consulting Ltd. be awarded the consulting assignment for the Wonderland Road Environmental Assessment. The consultant assignment is valued at an upset amount of \$836,202 excluding HST.

Acknowledgements

This report was prepared with assistance from Ted Koza P.Eng., and Josh Ackworth C.E.T. of the Transportation Planning & Design Division.

PREPARED BY:	REVIEWED AND CONCURRED BY:
DOUG MACRAE, P.ENG DIVISION MANAGER, TRANSPORTATION PLANNING & DESIGN	EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES & CITY ENGINEER	

Attach: Appendix A – Sources of Financing

c: Jason Johnson; Dillon Consulting Ltd (130 Dufferin Avenue Suite 1400, London, Ontario)