

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON AUGUST 29, 2017</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>THAMES VALLEY PARKWAY NORTH BRANCH CONNECTION DETAILED DESIGN &amp; TENDERING APPOINTMENT OF CONSULTING ENGINEER</b>

<b>RECOMMENDATION</b>
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That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, and concurred by the Managing Director, Planning and City Planner, the following actions **BE TAKEN** with respect to the appointment of a Consulting Engineer for the Thames Valley Parkway North Branch Connection Project:

- (a) Dillon Consulting Limited, **BE APPOINTED** Consulting Engineers for the detailed design and tendering for the said project at an upset amount of \$503,321.50 (excluding HST) in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy;
- (b) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- (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.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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- Community & Protective Services Committee – July 19, 2016 - Thames Valley Parkway North Branch Connection, Class Environmental Assessment
- Community & Protective Services Committee - August 25, 2014 - Richmond to Adelaide Street North, Thames Valley Parkway, Environmental Assessment Study, Appointment of Consulting Engineer

## 2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of Strengthening our Community and Building a Sustainable City. The Thames Valley Parkway (TVP) North Branch Connection will promote vibrant and connected neighbourhoods, while promoting active transportation through connected mobility options and creating beautiful places and spaces.

## BACKGROUND

### Purpose

This report recommends the appointment of a consulting engineer to complete the detailed design and tendering for the TVP North Branch Connection project.

### Context

The City's primary recreational pathway system, the TVP, is approximately 42 km in length and runs along all three branches of the Thames River. The City's secondary recreational pathway system is approximately 120 km long and links London neighbourhoods to the TVP. While the pathway system is extensive there are gaps in the existing network. This project will close the highest priority gap in the City by completing the TVP connection between Richmond Street North and Adelaide Street North. In doing so it will provide a large part of the City's population in the north-east with a link to the entire pathway system and large areas of the city.

Completing this gap along the north branch TVP is an identified Council Strategic Plan Initiative and will help fulfill policies of the London Plan and recommendations outlined in numerous City master plans including London ON Bikes Cycling Master Plan, Thames Valley Corridor Plan, Smart Moves 2030 Transportation Master Plan, London Strengthening Neighbourhoods Strategy, Age Friendly London Action Plan and the Parks & Recreation Master Plan.

## DISCUSSION

### Background

A Class 'B' Environmental Assessment (EA) for the TVP North Branch Gap was begun in September 2014 to determine:

- the preferred alignment for TVP primary pathway system between Richmond Street North and Adelaide Street North along the North Branch of the Thames River, and
- to make recommendations for the preferred secondary pathway alignments that link neighbourhoods within the study area to the TVP.

The Environmental Study Report (ESR) for this project was completed and approved by Council on July 26<sup>th</sup> 2016. The ESR was subsequently placed on the public record for review until September 12<sup>th</sup> 2016.

The preferred alignment recommended in the ESR includes two new pathway bridges at Ross Park and west of the North London Athletic Fields, with the proposed pathway north of the river connecting the bridges (see Figure 1).

Figure 1 – Preferred Alignment



One request for a Part II Order was submitted to the Minister of the Environment and Climate Change (MOECC) in response to the EA. The Minister, in a letter dated April 10<sup>th</sup> 2017, stated that *“The Ministry is a supporter of multi-use trails and the Province is promoting cycling infrastructure under the Climate Change Action Plan”*. This letter also stated that an individual environmental assessment for this project was not required. This decision enables the project to proceed to construction, with no conditions being imposed by the MOECC.

## Project Description

The project will include the detailed design work to address:

- final pathway alignment;
- the design for two pathway bridges crossing the North Branch of the Thames River;
- site access;
- landscape & ecological restoration consistent with EIS recommendations;
- drainage and hydraulic modeling;
- natural environmental, archaeological, and Class EA compliance;
- consultation with regulatory agencies and agency approvals/permits;
- refined project cost estimates;
- tender document preparation; and,
- tendering and contractor recommendation.

## **Consultant Selection**

Dillon Consulting Limited was selected to complete the EA for this project through a competitive process in early 2014 involving submissions from four consultants in accordance with Section 15.2 (d) of the Procurement of Goods and Services Policy. This challenging EA was completed on budget, to a very high standard and involved extensive public and regulatory agency input.

This EA involved three years of ecological field work and input from the City ecologists, EEPAC, UTRCA and the MNRF to ensure a thorough understanding and appreciation for the natural heritage features & functions found within the study area. Achieving, or surpassing recommendations made in the resulting Environmental Impact Study will play a critical role in this project's short and long term success.

For these reasons and due to the consultant's intimate knowledge and experience with this project, Dillon Consulting was requested, by City staff, to submit a proposal to carry out the detailed design and tendering work necessary to prepare a contract package for this pathway project. Dillon Consulting has a long history of successful projects within the City of London and surrounding area. Dillon's local office has a knowledgeable staff component fully capable of completing this complex, multi-discipline assignment. Staff have reviewed the fee submission in detail, considering the hourly rates provided by each of the Consultant's staff members. City staff have confirmed that hourly rates are consistent with those submitted through competitive processes. City staff also reviewed the time allocated to each project related task. The amount of time allocated to each project task is consistent with prior projects of a similar nature noting the unique complexities of this assignment.

In accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that Dillon Consulting Limited be authorized to carry out engineering services related to detailed design and tendering for the TVP North Branch Connection project for an upset fee estimate of \$503,321.50 (excluding HST).

The continued use of Dillon Consulting Limited on this project for these additional services is of financial advantage to the City due to the fact that the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected. The approval of this work will bring the value of the overall consulting assignment to \$737,594.50. Subject to successful completion of the design phase of this project, Dillon will be considered for the construction administration stage.

Funding for this assignment is available in previously approved, capital budgets associated with the ongoing and planned development of the TVP.

There are no anticipated additional annual operating costs to the City associated with this assignment. Operating costs associated with future infrastructure maintenance will be reported on when staff bring forward a report recommending award of the construction contract.

**CONCLUSION**

Dillon Consulting Limited has demonstrated an understanding of the City requirements for this complex multi-discipline project. Dillon has the structural and aesthetic design capabilities and natural heritage knowledge for this study area needed to complete this work successfully. It is recommended that Dillon Consulting Limited be appointed to undertake the detailed design and tendering for the TVP North Branch Connection project.

**Acknowledgements**

This report was prepared with assistance from Jane Fullick, C.E.T., Senior Technologist, and Doug MacRae, P. Eng. Division Manager, of the Transportation Planning and Design Division and Jeff Bruin, OALA, CSLA, Manager of Parks & Open Space Design and Andrew Macpherson, OALA, Manager Environmental & Parks Planning.

<b>SUBMITTED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>EDWARD SOLDO, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION</b>	<b>JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING &amp; CITY PLANNER</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>	

Attach: Appendix A – Sources of Financing

- c. J. Bruin, Manager of Parks & Open Space Design  
S. Stanlake-Wong, Dillon Consulting Limited