

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors Friday,
Friday, February 26, 2021 Meeting

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: MID HUMBER GAP MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

KEY ISSUE

Update to the Board of Directors regarding the award of contract #10035248 – planning and engineering consulting services in support of the Mid Humber Gap Municipal Class Environmental Assessment (MCEA).

RECOMMENDATION

IT IS RECOMMENDED THAT the staff report regarding the award of contract for professional planning and engineering consulting services in support of the Mid Humber Gap Municipal Class Environmental Assessment be received.

BACKGROUND

The Mid Humber Gap Project was one of 26 multi-use trail projects identified in the *Bikeway Trails Plan* adopted by Toronto City Council in 2012. The project is defined as a 1.4 km gap in the Humber Recreational Trail (HRT) near Weston Road and Lawrence Ave West, in the City of Toronto. This gap constitutes a significant barrier to a continuous trail system from Toronto's north-west boundary to Lake Ontario and is a discontinuity in the 80 km Pan Am Path, which extends from Brampton to Pickering. The Mid-Humber Gap is also identified in Toronto and Region Conservation Authority's (TRCA) Trail Strategy for the Greater Toronto Region as a key missing link in the regional trail network.

The Mid Humber Gap Project study area (**Attachment 1**) is located between two completed sections of the Humber River Recreational Trail just south of Mallaby Park and west of St. Phillips Road and the southern entrance to Crawford-Jones Memorial Park off Cardell Avenue.

In 2013, the City contacted TRCA to request assistance in planning and implementing a trail connection project to close the gap, via a multi-staged approach.

Stage 1 – Trail Construction and Improvement Work (Completed 2013)

In 2013, the City and TRCA completed Stage 1 of the Mid Humber Gap Project. During Stage 1, a 600-metre trail was constructed to connect Mallaby Park to the HRT system and a pre-existing dirt trail was formalized into a 3.5-meter-wide paved multi-use pathway.

Deliverables:

- Construction of a 600-metre trail connecting Mallaby Park to Cruickshank Park
- Preparation of preliminary trail alignment concepts for Stage 2 – Feasibility Study

Stage 2 – Feasibility Study (Completed 2019)

In 2019, the City and TRCA completed Stage 2 of the Mid Humber Gap project. During Stage 2, a Feasibility Study was undertaken to evaluate conceptual trail alignment options to close the remaining gap in the HRT between Mallaby Park and Crawford-Jones Memorial Park. The Mid Humber Gap project schedule is aligned with the City's 2019 *Cycling Network Plan*

Item 12.10

Update (Update to the 2016 *Cycling Network 10-Year Plan*). The 2019 Plan acknowledges that the Stage 2 - Feasibility Study was underway at the time of publishing and anticipated that the scoping of the Municipal Class Environmental Assessment (MCEA) could occur in 2020.

The Feasibility Study mirrors the formal MCEA process and provides project rationale for pursuing Stage 3 – MCEA Schedule B Planning Process. The Feasibility Study evaluated a range of conceptual trail alignments, culminating in a recommended “in-ravine” and “on-road” option.

Trail alignment constraints include a steep slope and private property on the east bank of the river, and a privately owned golf course on the west bank. These constraints increase the complexity of the project, and likely require the construction of bridges, boardwalk structures, and securement of property. The Feasibility Study confirmed the rough order of magnitude costs for each trail alignment reviewed. Implementation costs are expected to be in the range of \$3.5 and \$9.5 million which subsequently makes this project subject to the MCEA Schedule B process.

The work undertaken as part of the Feasibility Study was informed by limited available baseline data and site topography. Information gaps were identified and recommended to be addressed in Stage 3 of the work. Most notably, a subsurface investigation was deemed required to inform the placement and design of any proposed water crossings. Complete ecological, geotechnical, water resources and geomorphologic assessments were also recommended to inform and refine the proposed trail alignment concepts.

The work on the Mid Humber Gap implements a key component of the Loop Trail concept that is being advanced by the City of Toronto, Evergreen and TRCA. The loop trail is an 81 kilometre off road multi-use route connecting the waterfront in the south, the Don Valley in the east, the Finch corridor in the North and the Humber Valley in the west. The completion of this section of the HRT will also provide an opportunity to include interpretive signage that celebrates the rich history of the Humber River as one of Canada’s Heritage Rivers.

The Mid Humber Gap MCEA was brought forward at the November 20, 2020 Board of Directors Meeting, with the recommendation (Res.#A185/20) approved, in part, as follows:

THAT, subject to the execution of the Letter Agreement with the City of Toronto, the Chief Executive Officer be delegated authority to award any contracts plus an appropriate contingency, required to move forward with the Mid Humber Gap Municipal Class Environmental Assessment, if staff is unable to report to the Board of Directors as per TRCA Procurement Policy due to timing constraints;

THAT staff report back on the contract award to the future Board of Directors meeting.

RATIONALE

RFP documentation was posted on the public procurement website www.biddingo.com on December 14, 2020 and closed on January 22, 2021. One (1) announcement and two (2) addendums were issued to questions received. A total of twenty-six (26) firms downloaded the documents and four (4) proposals were received from the following Proponent(s):

- AECOM Canada Ltd.
- Aquafor Beech Ltd.
- R.J. Burnside and Associates Ltd.
- WSP Canada Ltd.

Item 12.10

The proposal from Planmac Engineering was disqualified because it was received after the submission deadline of 12:00 pm on January 22, 2021.

An Evaluation Committee comprised of staff from TRCA and the City of Toronto reviewed the proposals. The criteria used to evaluate and select the recommended Proponent included the following:

Rated Criteria	Weight	Minimum score
Proponent's Information and Profile	5	
Key Personnel	20	
Experience and Case Studies	20	
Scope of Work Capabilities	20	
Proposed Work Plan and Timeframe	15	
Sub-Total	80	50
Pricing	20	
TOTAL	100	

At the proposal evaluation meeting held on January 29, 2021 consensus was reached between all members of the committee. Therefore, it is recommended that contract No. 10035248 be awarded to R.J. Burnside and Associates Ltd at a total cost not to exceed \$185,516.04, plus 15% contingency, plus applicable taxes, it being the highest ranked Proponent meeting TRCA specifications. Proponent's scores and staff analysis of the evaluation results can be provided in an in-camera presentation, upon request.

FINANCIAL DETAILS

Undertaking the MCEA for the Mid-Humber Gap is a fee for service project undertaken through a Letter of Agreement with the City of Toronto, Transportation Services division under the Master Service Agreement. The Letter Agreement was executed on December 12, 2020. A budget of \$825,300 was approved by the City of Toronto plus a 10% contingency. The total maximum value of this project as per the Letter Agreement is \$907,830 plus HST. Funds will be tracked in account 186-42.

DETAILS OF WORK TO BE DONE

- Formal initiation of the MCEA process in January 2021 with the estimated completion of the study in February 2022.
- Stage 4 (Implementation) of the project will be discussed with the City of Toronto when TRCA is nearing completion of the MCEA.
- TRCA will continue to work with its partners in seeking funding from senior levels of government to implement components of the Regional Trail Strategy and Ravine Strategy (which includes the Loop Trail).

Report prepared by: Corey Wells, extension 5233

Emails: corey.wells@trca.ca

For Information contact: Lisa Turnbull, extension 5645

Emails: lisa.turnbull@trca.ca

Date: February 1, 2021

Attachments: 1

Attachment 1: Project Area

Attachment 1: Project Area

