

# Town of Whitby

## Staff Report

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### Report Title: Mid-Block Arterial (Phase 2) – Single Source Award Report

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**Report to:** Committee of the Whole

**Date of meeting:** June 10, 2024

**Report Number:** PDE 03-24

**Department(s) Responsible:**

Planning and Development Department  
(Engineering Services)

**Submitted by:**

Roger Saunders, Commissioner,  
Planning and Development

**Acknowledged by M. Gaskell,  
Chief Administrative Officer**

**For additional information, contact:**

Peter Angelo, Director, Engineering  
Services, x. 4918

Horace Look, Senior Infrastructure  
Engineer, Engineering Services, x. 4935

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### 1. Recommendation:

1. That Council authorize staff to move forward with the detail design for Phase 2 of the Mid-Block Arterial (MBA) project, as outlined in Report No. PDE 03-24.
2. That Council authorize the single source award to CIMA+ as the engineering consultant to complete the detail design for Phase 2 of the MBA project in the amount of \$899,560 funded from capital project 40236054.
3. That Council authorize the single source award to GHD as the technical reviewer to complete Phase 2 of the MBA project in the amount of \$189,298 funded from capital project 40236054.

**2. Highlights:**

- The detail design of Phase 1 of the MBA project was carried out by CIMA+ which was retained by the Landowner Group (LOG) through a public Request-For-Proposal process jointly managed by the LOG and the Town. The Town also retained GHD Limited (GHD) as the Owner's Engineer to assist staff and act on behalf of the Town to peer review and manage the project.
- The collaboration between CIMA+, GHD and the Town has been highly effective. The Phase 1 roadwork has been tendered and is currently under construction.
- To accommodate the anticipated development, the Town is planning to advance the detail design of Phase 2 from the Garden Street extension to west of Anderson Street.
- Based on the structural, environmental and permitting issues for the Phase 2 project, the project duration is anticipated to be about three years.
- Staff are seeking Council approval to retain CIMA+ as the design consultant and GHD as the technical reviewer for the detail design of Phase 2 of the MBA project. This decision is based on the considerations of effective communication, established trust and collaboration, potential risk reduction, resource efficiency, and cost savings.

**3. Background:**

The Mid-Block Arterial (MBA) is an urban arterial roadway to be located in the South Brooklin area. The road runs from Cochrane Street/Highway 7 in a southeasterly direction between Winchester Road and Conlin Road to the east Town limit. The area along this corridor is positioned for significant development and employment opportunities. Please refer to Attachment No. 1 for the location and phasing of the MBA project.

Phase 1 between Ashburn Road and Garden Street Extension presented significant technical challenges, including the installation of deep water mains and sanitary sewers, as well as the construction of four roundabouts. It also required significant coordination efforts with stakeholders, including the Ministry of Transportation Ontario, Durham Region, Central Lake Ontario Conservation Authority, Metrolinx, Ministry of Natural Resources and Forestry, Hydro One, and Elexicon Energy, for securing permits and approvals. Despite these complexities, the collaboration between CIMA+, GHD, and Town staff has been highly effective.

The natural continuance of Phase 1 is to connect the MBA from the Garden Street Extension easterly across Lynde Creek to Anderson Street. Accordingly, the Town is planning to advance to the detail design of Phase 2, which includes approximately 1.2 kilometers of arterial roadway and an 85 metre long multi-span curvilinear bridge spanning the Lynde Creek through an environmentally sensitive area.

Obtaining the necessary environmental approvals will be one of the key challenges in this project and will take significant time to achieve. Since half of the roadway is situated within Hydro One property, and part of the road is in close proximity to existing hydro

towers, coordination with Hydro One for approvals and property acquisition will be very time-consuming and will be initiated early on in the design process to minimize schedule delays. Considering these complex structural, environmental, and permitting requirements for Phase 2 of the project, the anticipated project duration is estimated to be about three years.

This project also includes the realignment of the existing St. Thomas Street to establish a direct connection to the MBA on the north side as per the recommendations from the original environmental assessment study. It also includes a feasibility assessment of realigning a tributary of Lynde Creek. This tributary realignment is critical as it could avoid conflicting with a major gas line along the utility corridor. Additionally, it could achieve cost savings by eliminating a significant box culvert under the MBA roadway. Moreover, it simplifies the road design by maintaining the road grade close to the original ground to avoid the need for constructing additional earth retaining structures around the existing hydro towers. Despite these potential benefits, the original environmental assessment did not identify this potential tributary realignment.

A high-level estimate of the design of the tributary realignment is between \$200,000 and \$400,000. This component of the project is not included in the engineering fees for CIMA+ and GHD. Since the tributary realignment may also benefit the adjacent developers by improving the grading of adjacent developable lands, staff will continue to negotiate with adjacent developers to seek potential cost recoveries for the design and construction of the tributary realignment.

#### **4. Discussion:**

In accordance with the Town Procurement Policy, Policy Number F 080, all engineering projects are typically required to undergo a public request-for-proposal process to ensure transparency, fairness, and competitiveness in procurement activities.

The Town Procurement Policy provides for Limited Tendering/Non-Competitive Awards such as single or sole source awards. Single/Sole source awards greater than Canadian Free Trade Agreement limits require Council approval prior to award. Canadian Free Trade Agreement limits for January 1, 2024 to December 31, 2025 are \$133,800 for Goods and Services, \$334,400 for Construction.

The Engineering Division reports that given the complexity of this project, which includes the structural design and permitting of an 85 metre long multi-span curvilinear bridge over the environmentally sensitive Lynde Creek, staff are seeking council approval to retain CIMA+ as the design consultant and GHD as the technical reviewer for the detail design of Phase 2 of the MBA project.

Further the Engineering Division has provided the following rationale for single source contract award for this project:

- Specific needs: Both CIMA+ and GHD are deemed specifically required for Phase 2 of the MBA project as they have already developed a thorough understanding of the project goals and Town requirements through their respective roles in Phase 1 of the same project. These will allow them to quickly and effectively carry out the Phase 2 work without a learning period. Keeping the

same consultants for the detail design and technical review will also ensure a consistent design approach and vision for the project, minimizing disruptions, delay and ensuring forward progress.

- **Trust:** Both CIMA+ and GHD have in-house expertise for road design and structural design, and they have shown expertise and a commitment to delivering results during Phase 1 of the MBA project. Being the design consultant and Owner's Engineer in Phase 1, they have successfully navigated challenges that arose, kept the project on track, and established a high level of trust with the Town, stakeholders and other project members and stakeholders.
- **Established communication channels:** As described previously, both CIMA+ and GHD have established very efficient communication channels with key stakeholders and agencies during Phase 1 of the MBA project. These communication channels will be valuable in expediting the permit and approval processes during Phase 2, which involves the same group of stakeholders. Keeping the same engineering team will also help to maintain efficient communication with all involved parties.
- **Cost savings:** Keeping the same consultants for Phase 2 will reduce overall project costs by significantly reducing the start-up costs required by engaging a new consultant. Their proven track records and familiarity with the project will reduce the likelihood of cost overruns.

In conclusion, based on their proven performance, understanding of Town requirements, as well as their established communication channels, staff are recommending sole-sourcing the detail design of Phase 2 of the MBA project to CIMA+ and retaining GHD as the technical reviewer. This decision is based on the considerations of effective communication, established trust and collaboration, potential risk reduction, resource efficiency, and cost savings.

## **5. Financial Considerations:**

Based on the proposals provided by CIMA+ and GHD, the engineering fees to complete the detail design and technical review are \$899,560 and \$189,298 respectively. These engineering expenses will be funded by project account 40236054 under the approved 2023 and 2024 capital budgets. This project account has a budget of \$4,000,000 which is funded by the Growth Capital Reserve Fund and Development Charges. The remaining budget will be retained for other expenses that may arise during detail design and cannot be estimated at this time. These additional expenses may include environmental compensation, geotechnical investigation, property appraisal, tributary realignment, First Nation funding agreements and other design and review expenses required by various approval agencies.

## **6. Communication and Public Engagement:**

Comprehensive public engagement program was implemented as part of the Environmental Assessment study for the MBA project. Continuous communication with stakeholders, agencies, First Nations and adjacent landowners will be maintained during the detail design stage.

**7. Input from Departments/Sources:**

Planning and Development Department (Engineering Services), Corporate Services and Financial Services worked jointly throughout the preparation of this report and will continue to collaborate to address project needs and issues as they arise.

**8. Strategic Priorities:**

The MBA project aligns with Strategic Pillar 2 outlined in the Community Strategic Plan by providing quality infrastructure to support the needs of a growing community. The design of the roadway is also in accordance with applicable accessibility guidelines and principles.

**9. Attachments:**

Attachment No. 1 – Location Plan