

Clause No. 9 in Report No. 3 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on February 20, 2014.

9

**CONSULTANT SERVICE FEES FOR ADDITIONAL SCOPE FOR LESLIE STREET
WELLINGTON STREET TO MULOCK DRIVE
TOWN OF AURORA AND TOWN OF NEWMARKET**

Committee of the Whole recommends adoption of the following recommendation contained in the report dated January 27, 2014 from the Commissioner of Transportation and Community Planning:

1. RECOMMENDATION

It is recommended that:

1. Council authorize the agreement between the Region and HDR Corporation for the detailed design of Leslie Street (Y.R. 12) from Wellington Street (Y.R. 15) to Mulock Drive (Y.R. 74), in the Town of Aurora and the Town of Newmarket, be amended to increase the contract price, within the Capital Spending Authority for this project, from \$1,214,168.30 to \$1,589,168.30, excluding HST, as a result of an increase to the scope of work required to complete the assignment.

2. PURPOSE

This report seeks Council authorization to increase Blanket Purchase Order number B00013102 with HDR Corporation, for consulting engineering services to increase the scope of work related to the detailed design of Leslie Street from Wellington Street to Mulock Drive in the Town of Aurora and the Town of Newmarket (see *Attachment 1*). The increase is required to incorporate the design of two grade separated trail crossings as well as to address the design needs of the active development occurring in the study area.

The Region's Purchasing Bylaw requires Council authorization to increase the value of a purchase order in excess of 15 per cent for contingencies and 20 per cent for additional scope activities. As the additional fees being requested will exceed the staff authorities provided for in the Region's Purchasing Bylaw, Council approval is required for this increase.

3. BACKGROUND

The detailed design for transportation improvements to Leslie Street has progressed beyond the 60 per cent design level

Detailed design for improvements to Leslie Street, from Wellington Street to Mulock Drive, was approved by Council in September 2011 and awarded to HDR Corporation. The design work is currently underway and has progressed beyond the 60 per cent design level.

This section of Leslie Street is four and a half kilometres long and includes six signalized intersections and three un-signalized intersections. The planned improvements include widening the existing two-lane rural cross-section to four-lanes, including bike lanes, noise barriers, culvert replacements, full illumination and continuous sidewalks on both sides.

The Region and Town of Aurora have already agreed to cost share the grade separated trail crossings as part of the Pedestrian and Cycling Municipal Partnership Program

Discussion of at-grade versus grade-separated trail crossings along this section of Leslie Street has been ongoing between the Region and the Town of Aurora since 2009. The chronology of events is documented in Report 6, Clause 5 of the June 27, 2013 Transportation Services Committee.

Recommendations were approved by Council in June of 2013 to proceed on a principle of a 50/50 cost share arrangement with the Town of Aurora, for the incremental cost of adding provisions for grade-separated trail crossings at two locations along Leslie Street. One crossing is located approximately 260 metres north of State Farm Way and the other is located 380 metres north of St. John's Sideroad (see *Attachment 2*).

Recommendations were approved by the Town of Aurora Council on August 13, 2013 to approve in principle, a partnership with the Region in constructing the two trail grade-separations as part of the widening of Leslie Street. This approval in principle to the construction of the grade separations builds on the commitment already provided by the Town in the communication to the Region from November of 2011 to cost share 50/50 in the design costs.

The design work for this project is scheduled to be completed by the end of 2014

Construction is scheduled for 2022 in the current 2014 – 10 Year Roads Construction Program and will take approximately two years to complete. As active development is now occurring, staff are working to complete preconstruction activities so construction timing can be advanced as build-out of area development proceeds, either through the annual update of the Roads capital budget or through a Prepaid Development Charge Credit Agreement.

4. ANALYSIS AND OPTIONS

The Purchase Order for the current assignment was previously increased to facilitate additional work that was not anticipated

Over the two years since the detailed design work has been underway, additional work has been approved as part of the existing assignment under the scope and contingency provisions of the Purchasing Bylaw since it was more cost-effective than retaining separate consultants. The additional work includes:

- Extending a Regional trunk watermain from Kingdale Road to north of Mullock Drive
- Extending the southern limit of the design assignment from Wellington Street to Don Hillock Drive to service new developments on Don Hillock Drive, including the new York Regional Police building
- Revising the storm sewer design between Wellington Street and State Farm Way to replace an existing sewer, which is in poor condition
- Adding additional oil-grit separators at the outlets of the storm sewer system
- Undertaking additional environmental investigation to address additional plant and wildlife species which have been added to the provincial endangered species list
- Completing additional Phase 1 Environmental Site Assessment on a number of properties to facilitate property acquisition

The total cost for these additional items is \$218,544.30, which is already included in the existing purchase order limit of \$1,214,168.30.

The purchase order needs to be increased to reflect the agreement between the Region and the Town of Aurora to design two grade-separated trail crossings

The two proposed grade-separated trail crossings will be created by constructing new pedestrian underpass culverts in the area of existing watercourse crossing culverts. These new culverts may not be at the same elevation in order to minimize possible flooding during high water events, to facilitate connection of these grade-separations to the future trail system by the Town, and to avoid/minimize potential impacts to the existing trunk watermain that is located along Leslie Street. Although they are separate structures from the watercourse crossing culverts, the grade-separated trail crossings are significantly more cost effective to construct in conjunction with adjacent watercourse crossing culverts as part of Leslie Street widening project. A significant portion of the costs to undertake this work are already being incurred to construct the watercourse crossing culverts including the equipment, geotechnical testing, and traffic management.

The cost estimates for construction of the two grade-separated trail crossings will be confirmed at the end of the feasibility review.

The additional design fee to accommodate the two grade-separated trail crossings is estimated to be \$200,000. This design cost is consistent with the estimates agreed to by Town of Aurora Council in their November 2011 communication. The Region and Town of Aurora would each be responsible for \$100,000.

The design of the grade-separated trail crossings is not expected to impact any other elements of the Leslie Street widening project

The design of the grade-separated trail crossings are intended to be integrated seamlessly into the design of the other elements of the Leslie Street widening project. The proposed crossings will not change the elevation of the road, or the location of any planned new underground utilities. If, as a result of an initial feasibility review, there are any significant changes required to the design or construction costs as a result of geotechnical conditions, or impacts to the existing trunk watermain, the Region and Town of Aurora can agree to a new funding arrangement or to remove these grade-separated trail crossings without impacting other elements of the project.

The purchase order also needs to increase to accommodate revisions to the design to address co-ordination with significant development within the Leslie Street corridor

This section of Leslie Street is experiencing significant development growth, with a number of active new developments, either planned or under construction, within the Aurora 2C lands (see *Attachment 1*) and along the corridor. It is anticipated that the Aurora 2C lands will accommodate between 8,000 and 9,000 new residents on lands west of Leslie Street and between 4,400 and 5,500 new employment opportunities on lands designated for business park uses east of Leslie Street. Design work to date has been in accordance with the 2011 approved environmental assessment, which did not include new intersections to service recently approved developments. As a result, the design work completed to date needs to be revised to accommodate additional new intersections and turn lanes. The additional tasks include:

- Co-ordinating with various new developments along the corridor
- Revising roadway design
- Undertaking new intersection designs
- Revising storm sewer design
- Increasing work with the utility companies to determine the location of their future utilities within the corridor

The additional fees to address these tasks are \$175,000. These fees can be considered to be in lieu of development charge credits that the Region would have otherwise paid to developers to undertake separate designs to support specific developments.

Link to key Council-approved plans

The widening of Leslie Street, between Wellington Street and Mulock Drive, aligns with the 2011 to 2015 Strategic Plan goal to “*continue to deliver and sustain critical infrastructure*”. The project provides additional north-south transportation capacity by widening Leslie Street from two to four lanes, and providing cycling lanes and continuous sidewalks.

5. FINANCIAL IMPLICATIONS

Additional fees in the amount of \$375,000 are required to complete the requirements of this assignment. Staff have reviewed and negotiated the request for additional work and consider the fees to be fair and reasonable. It should be noted that up to \$100,000 of the additional design fees will be recovered from the Town of Aurora for the design of the two grade-separated trail crossings.

There are sufficient funds in the 2014 Roads Capital Budget to cover this additional work. All expenditures for this project will be funded 90 per cent from development charges and 10 per cent from tax levy.

6. LOCAL MUNICIPAL IMPACT

The incorporation of the two grade-separated trail crossings on Leslie Street align with the Town of Aurora's *Trails Master Plan (2011)* requirements, will promote active transportation and pedestrian usage, and connect the future residential development on the west side of Leslie Street to the future commercial development and employment lands on the east side.

7. CONCLUSION

There is a need to undertake additional design work to incorporate two grade-separated trail crossings into the Leslie Street improvement project. These grade-separated trail crossings are to be built in partnership with the Town of Aurora. In addition, the roadway design work completed to date has to be revised to incorporate new intersections to service proposed developments along the corridor. The fees to co-ordinate the needs of recently-approved adjacent developments will be offset by reducing the amount of development charge credits that would otherwise be paid to developers by the Region. Additional fees in the amount of \$375,000 are required to complete this assignment. Council authorization is being sought to increase the overall purchase order with HDR Corporation from \$1,214,168.30 to \$1,589,168.30, excluding HST.

Authorization of the additional fees will enable the Region to complete the design for the improvements to Leslie Street between Don Hillock Drive and Mulock Drive in the Town of Aurora and the Town of Newmarket, and work toward obtaining the necessary property and permits to have the project ready for construction.

For more information on this report, please contact Brian Titherington, Director, Roads, at ext. 75901.

The Senior Management Group has reviewed this report.

Attachments (2)

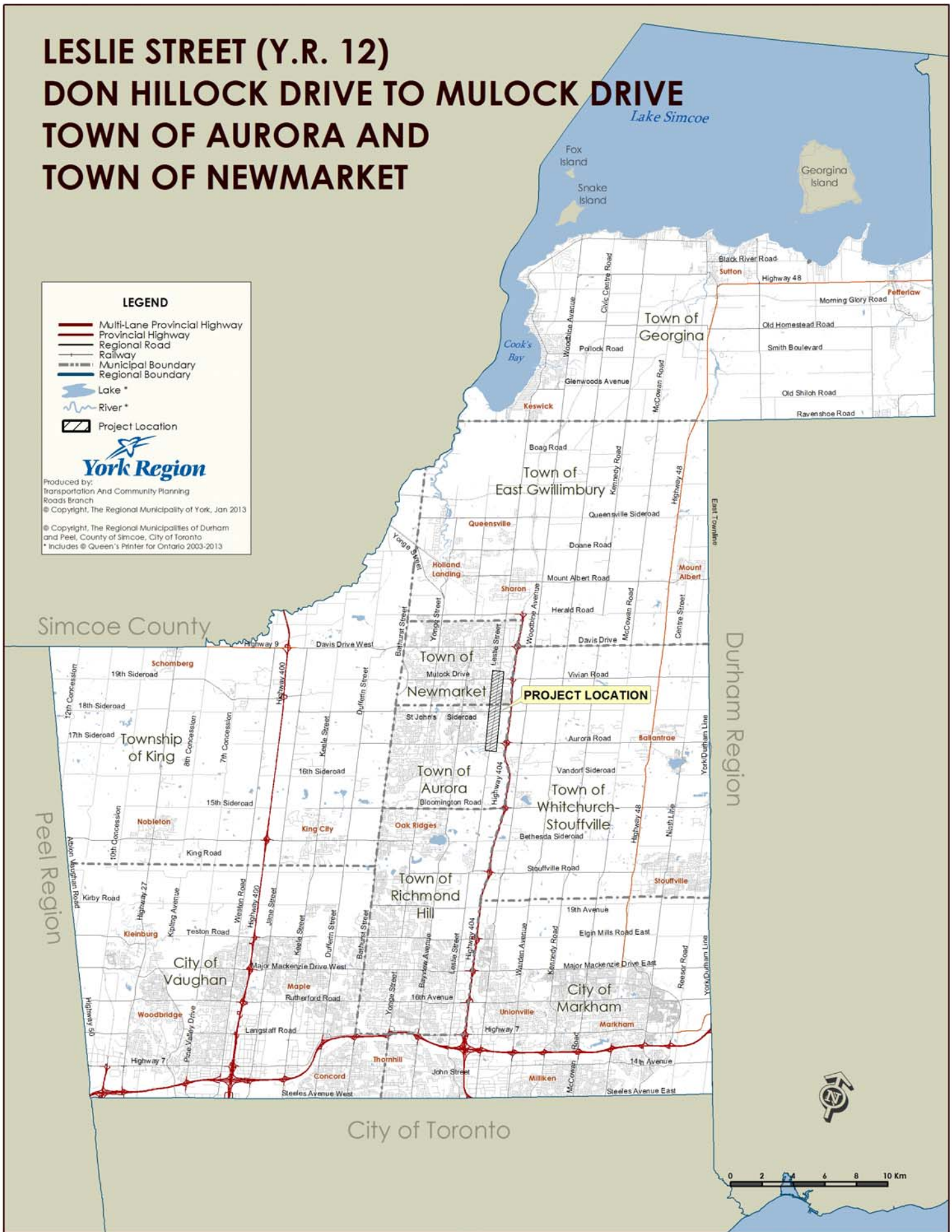
LESLIE STREET (Y.R. 12) DON HILLOCK DRIVE TO MULOCK DRIVE TOWN OF AURORA AND TOWN OF NEWMARKET

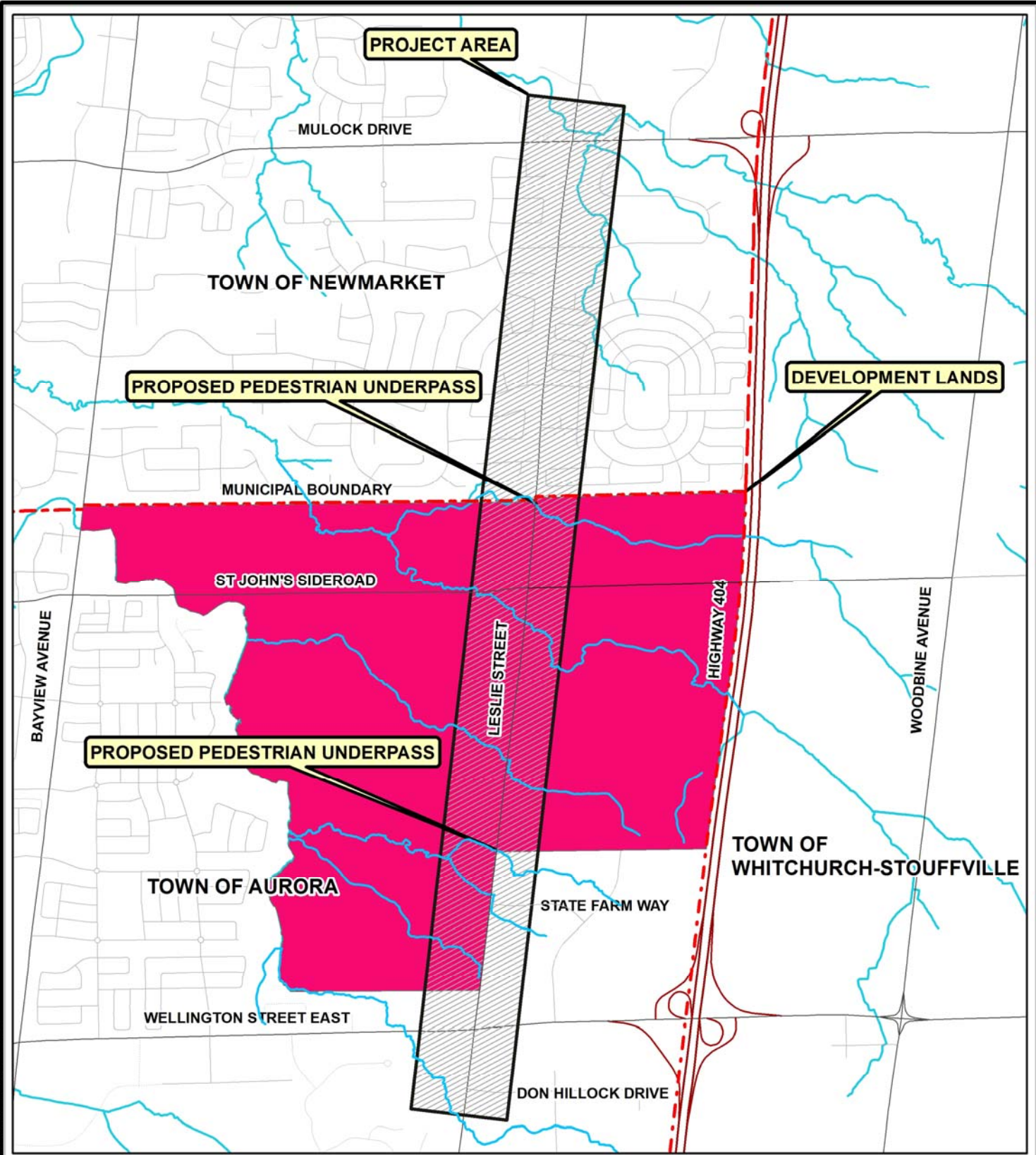
LEGEND

-  Multi-Lane Provincial Highway
-  Provincial Highway
-  Regional Road
-  Railway
-  Municipal Boundary
-  Regional Boundary
-  Lake *
-  River *
-  Project Location



Produced by:
Transportation And Community Planning
Roads Branch
© Copyright, The Regional Municipality of York, Jan 2013
© Copyright, The Regional Municipalities of Durham
and Peel, County of Simcoe, City of Toronto
* Includes © Queen's Printer for Ontario 2003-2013

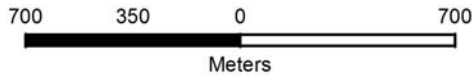




**PROPOSED PEDESTRIAN UNDERPASS LOCATIONS
LESLIE STREET from Don Hillock Drive to Mulock Drive
Town of Aurora and Town of Newmarket**

Produced By: Roads Branch - Capital Delivery
© Copyright, The Regional Municipality of York, JAN 2014
© J.D. Barnes Limited, 2007 Orthophotography

FILENAME: H:\CDLIBR\Location Maps\YR12\8418



ROADS BRANCH - CAPITAL DELIVERY