

Clause 5 in Report No. 8 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on May 19, 2016.

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Consultant Selection for Detailed Design – Road Maintenance and Household Hazardous Waste Facility – City of Markham

Committee of the Whole recommends adoption of the following recommendations contained in the report dated April 25, 2016 from the Commissioner of Transportation:

1. Council approve the award of a contract for Detailed Design of a Road Maintenance and Household Hazardous Waste Facility in the City of Markham, pursuant to Request for Proposal P-16-53 to WSP Canada Inc./MMM Group Limited, at a total cost of \$2,208,702.09, excluding HST.
2. The Commissioner of Transportation Services be authorized to execute the contract on behalf of the Region.

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Report dated April 25, 2016 from the Commissioner of Transportation now follows:

1. Recommendations

It is recommended that:

1. Council approve the award of a contract for Detailed Design of a Road Maintenance and Household Hazardous Waste Facility in the City of Markham, pursuant to Request for Proposal P-16-53 to WSP Canada Inc./MMM Group Limited, at a total cost of \$2,208,702.09, excluding HST.
2. The Commissioner of Transportation Services be authorized to execute the contract on behalf of the Region.

2. Purpose

This report seeks approval for the Region to enter into a contract with WSP Canada Inc./MMM Group Limited for the Detailed Design of a Road Maintenance and Household Hazardous Waste Facility at 350 Yorktech Drive, in the City of Markham (Attachment 1) under Request for Proposal P-16-53.

Council approval is required under the Purchasing Bylaw because the proposed contract price exceeds \$2,000,000.

### 3. Background

Investing in road infrastructure is a key component of managing growth and ensuring economic prosperity

By 2041, York Region is projected to grow to 1.8 million people and 900,000 jobs. Building and linking complete communities, providing live/work opportunities, promoting efficient goods movement, and investing in the necessary infrastructure to ensure economic prosperity are key components in managing growth and ensuring a prosperous future.

Significant growth in the road network and communities requires additional road maintenance facilities and facilities for residents, respectively. Since the existing Southeast District Road Maintenance Facility opened in 1996, the number of lane-kilometres maintained from this facility has increased from 650 to 1,000, an increase of 53 per cent. The additional lane-kilometres include a large proportion of urban sections, which require four times as much work as an equal length section of rural road. For example, the newly opened bus rapidways on Highway 7 with increased maintenance requirements falls under the Southeast District Road Maintenance Facility.

Existing Southeast District Road Maintenance Facility is leased and has no capacity for expansion

The existing Southeast District Road Maintenance Facility is located on lands leased from the Province at 1700 Major Mackenzie Drive, within the northwest quadrant of Highway 404/Major Mackenzie Drive interchange. While the long-term lease expired in 2015, the Province has allowed the lease to be extended on a month-to-month basis until a renewal is completed, understanding that the Region has acquired land to build new facilities and is proceeding to expedite their delivery. However, the Province has indicated that they will also require additional space in their abutting facility and that the original nominal lease fee requires updating based on current market rates.

The existing facility does not have the space to accommodate additional storage of materials or equipment to meet current demands for road maintenance. Existing storage capacity of de-icing materials provides for three to four rounds of road maintenance in a medium winter storm event. The level of service for winter maintenance in the southeast district is increasing the impact due to inadequate

storage of de-icing materials at the current facility. It requires longer time for maintenance equipment to transport de-icing materials from other storage facilities in the Region for larger or back-to-back storm events.

As further lane-kilometres are added to the Regional road network, the service level in the southeast district will continue to decrease until the local storage capacity of de-icing materials is increased. With additional lane-kilometres of transportation corridors, comes the requirement for additional maintenance. Increased transportation demands are a result of the intensification of the area neighbourhoods, the development of the Rapid Transit network and continued growth of new communities in the Markham area.

There is also a need for a new facility to accommodate near-term and long-term needs, including material and equipment storage and accommodation of Regional and contractor staff over the next 25 years. The immediate concern is the limitation of available space to accommodate current demand for storage of de-icing materials or snow. Long-term needs are being addressed in parallel through a separate project at a larger site for accommodation of material and staff as well as modernization of operations to provide efficient first response to high demand and rapid transit corridors on Highway 7 and Yonge Street.

The existing Household Hazardous Waste facility in the City of Markham has outgrown its current site boundaries

The Region's current Household Hazardous Waste facility is located on Rodick Road, south of Miller Avenue, in the City of Markham and provides service to the southeast area of the Region. The site is relatively small compared to the Region's facilities in East Gwillimbury and Vaughan, and is well-used based on the number of residents served and the annual tonnage managed. The site serves as a storage facility and office and accepts household hazardous waste, electronics and cooking oil.

The site is currently leased from the City of Markham, which also operates a maintenance facility on the site. The City of Markham has advised that they require this space to address increasing maintenance needs for their works facility. Notwithstanding, they have recently agreed to a lease extension to 2019 with the understanding that the facility will be relocated to the new site acquired by the Region within that timeframe.

Services offered at this Household Hazardous Waste facility currently use all available operational space due to the high participation by surrounding City of Markham and area residents. There is no space available to expand or enhance services currently provided on this site. Given the increasing demand for services, the size of the current facility does not meet existing program needs.

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This has caused a number of issues related to the effective operation of the facility including:

- Difficulty for users to navigate the facility with infrastructure and traffic occupying a constrained site. Navigation issues will increase as the demand for service increases.
- Difficulty for staff to properly complete inventories of on-site materials. Inventory tracking is necessary to ensure storage and receiving limit requirements are met under the regulatory Environmental Compliance Approval. Staff's ability to meet this requirement is compromised based on the volume of traffic and storage units at capacity.
- Household hazardous waste-related activities are not contained to the Regional portion of the site. Since the site is so congested, some of the containers need to be accessed from the City of Markham's works facility. This practice requires unnecessary additional coordination between two busy facilities.

Household hazardous waste facilities are well-used by residents and play a key role in the Region's waste diversion strategy

Household hazardous waste facilities are key components of the Region's waste diversion strategy. Ensuring safe, proper recycling and disposal of materials that are not collected curbside is important, as some of these items can be harmful to people, animals or the environment, if mishandled.

Table 1 outlines the volumes of traffic and quantity of materials managed at similar facilities in the City of Vaughan and Town of East Gwillimbury. The Markham facility manages the most tonnes on the smallest site.

**Table 1**  
**Volumes of Traffic and Quantity of Materials Managed**

Household Hazardous Waste Facility	Site Size (Acres)	Traffic (Vehicles Serviced) 2015	Tonnes (Managed) 2015
East Gwillimbury	1.97	22,205	406
Markham	0.75	35,114	418
Vaughan	1.23	38,467	311

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The location of existing household hazardous waste facilities throughout the Region as well as those slated for relocation into Community Environmental Centres in 2016/2017 is also shown on Attachment 1

Relocating the existing Household Hazardous Waste facility will address existing operational constraints and allow for future expansion

By relocating the Markham facility to a larger parcel of land, the facility can be designed to improve current service delivery to residents in the southeast area of the Region and potentially expand the types of materials accepted in the future.

A Region-owned site ensures that these required services can be provided to area residents. Locating the new facility near the existing site is advantageous for the large number of customers who use the existing facility, as well as staff and contractors who operate the site. This is also consistent with Environmental Services' strategy to drive high usage at these facilities.

In late 2014, the Region acquired a 10-acre parcel of land at 350 Yorktech Drive for a Roads Maintenance and Household Hazardous Waste facility

In June of 2014 Council approved the purchase of a 10-acre parcel of land at 350 Yorktech Drive, in Markham, for a joint-use facility to relocate the Household Hazardous Waste and Southeast District Road Maintenance Facilities. The site is located between Markham Centre and Markham's Intensification Area. The long-term vision for this property, as described in the City of Markham's Official Plan, is for industrial use with limited outdoor storage component, which is screened and compatible with existing zoning and commercial and prestige space within Markham Centre.

The site is located at the northeast corner of Rodick Road and Yorktech Drive and bounded by Conservation lands on the north side, Hydro One corridor lands to the east. The site was previously used as a quarry, automobile salvage yard and most recently as an aggregate recycling facility. The site was contaminated due to the previous industrial uses and as part of the agreement of sale the property was remediated, by the seller, to meet the minimum requirements for industrial use. The Region completed the acquisition of the property in late 2014.

A modern road maintenance facility would require 40 to 80 acres to meet the Region's needs to address the increased urban transportation demands associated with the southeast district. Land parcels of this size, with compatible planning uses are not available in close proximity to the built-up areas in Markham. The proposed joint-use urban facility will be on a 10-acre parcel of

land, with a smaller footprint, closer to the built-up areas. The facility is well-positioned close to the rapid transit corridor on Highway 7 and to service the urban core of Markham with a higher level of service for winter maintenance. Approximately five acres at 350 Yorktech Drive are proposed to be used to accommodate a new roads maintenance facility. The balance of the parcel will be allocated for the Household Hazardous Waste facility. This site will enable future expansion to accommodate the growing needs of the community.

A joint-use facility at 350 Yorktech Drive will serve residents and businesses of the City of Markham

An integrated new Roads Maintenance and Household Hazardous Waste Facility was established as joint-use to support the residents and businesses of the City of Markham in early 2014. While the property is zoned for the intended use, after Regional Council approved the purchase of the property in June 2015, City of Markham Council documented its intentions to not support the development of either use on the property. The Region plans to address all concerns through consultation with City of Markham staff during the detailed design and site plan process. The facility will incorporate visual screening of the site with urban design components, as described in the City of Markham's Official Plan, for industrial use, with limited outdoor storage component, which is screened and compatible with the commercial and prestige space within Markham Centre. This will be integral in establishing a plan that addresses City of Markham's requirements while allowing the Region to deliver the required essential services.

Detailed design for the new joint-use facility will commence in summer 2016 with construction of the facility planned to commence in 2018.

#### 4. Analysis and Options

The Region's standard process for procuring engineering services has been followed

The Region's standard process for procuring engineering services has been followed, and includes the following five phases:

- Issued a Request for Pre-Qualification (RFPQ)
- Issued a Request for Proposals (RFP) to the three highest scoring firms from pre-qualification
- Evaluated proposals using a two-envelope system

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- Combined technical and financial scores to achieve a total score
- Award contract to the highest total score

Supplies and Services Branch issued a RFPQ for Engineering Services No. P-15-200 on December 16, 2015 and four engineering consulting firms expressed interest.

Supplies and Services Branch issued RFP No. P-16-53 to the three firms who achieved the highest score under the RFPQ process. The three firms invited to submit a proposal in response to RFP P-16-53 were:

- WSP Canada Inc./MMM Group Limited
- URS Architects & Engineers Canada Inc.
- IBI Group

Two firms submitted proposals in response to RFP P-16-53. IBI Group declined to provide a proposal.

The two-envelope system requires the technical and financial proposals be submitted in two separate envelopes. The proposals were evaluated based on a weighting of 80 per cent for the technical component and 20 per cent for the financial component.

The proponents, their technical scores and proposed upset limit fees are shown in Table 2.

**Table 2**  
**Evaluation Summary**

Firm	Technical Score (out of 80)	Upset Fee (excluding taxes)	Financial Score (out of 20)	Total Score (out of 100)
WSP Canada Inc./MMM Group Limited	60.65	\$2,208,702.09	20	80.65
URS Architects & Engineers Canada Inc.	49.03	\$2,248,342.21	19.65	68.68

The proposal from WSP Canada Inc./MMM Group Limited achieved the highest total score in response to RFP P-16-53

The proposal from WSP Canada Inc./MMM Group Limited achieved the highest technical score, illustrating their better understanding of key issues and details including:

- Project understanding/scope
- Discussion of key project issues
- Detailed budget development and control mechanisms

Link to key Council-approved plans

This report links to the following Council-approved plans and policies:

#### Regional Official Plan

- Invest in infrastructure to support job creation, strengthen the Regional economy and ensure an equal integration between economic vitality, the natural environment and healthy communities
- Ensure the efficient movement of goods and services in Regional centres and corridors through effective planning, urban design and infrastructure planning and deliver context sensitive infrastructure
- Support an efficient waste management system that minimizes material entering the waste stream by providing better access to service by the public, resulting in the proper disposal of waste and diversion from landfill

#### Vision 2051

- Include livable cities, complete communities and interconnected systems for mobility through a network of complete streets

#### 2015 to 2019 Strategic Plan

- Provide needed infrastructure to manage traffic congestion and support sustainable growth along Regional corridors
- Improve existing transportation network, enhance transit operations and improve employment potential of lands

## 5. Financial Implications

The total upset limit fee of \$2,208,702.09 will be funded from a combination of development charges and tax levy

The upset limit fee for engineering services for the detailed design of a Road Maintenance and Household Hazardous Waste Facility in the City of Markham is \$2,208,702.09, excluding HST. Consulting services costs for this project have been included in the 2016 10-Year Capital Budget and the upset limit fee is within the approved 2016 Capital Spending Authority. Expenditures for the road maintenance component will be funded from 66 per cent development charges and 34 per cent tax levy. The Household Hazardous Waste facility will be funded from tax levy.

## 6. Local Municipal Impact

A new joint-use facility at 350 Yorktech Drive will serve residents and businesses in the City of Markham and accommodate the current and future needs in the City of Markham.

Winter maintenance service levels can be enhanced on Regional roads in the southeast district, including Markham Centre, with additional capacity for de-icing material and equipment storage.

The new facility will be designed in a context sensitive manner and compatible with the commercial and prestige space within Markham Centre.

## 7. Conclusion

Proposals from two consultants for the provision of professional engineering services were evaluated in accordance with Regional policy, bylaws and practices. Council approval is required under the Purchasing Bylaw because the proposed contract price from WSP Canada Inc./MMM Group Limited exceeds \$2,000,000.

It is recommended the consulting assignment for the Detailed Design of a Road Maintenance and Household Hazardous Waste Facility, in the City of Markham, be awarded to WSP Canada Inc./MMM Group Limited, at a total cost of \$2,208,702.09, excluding HST, under Request for Proposal P-16-53, and the Commissioner of Transportation Services be authorized to execute the contract on behalf of the Region.

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For more information on this report, please contact Salim Alibhai, Director of Capital Planning and Delivery at ext. 75229.

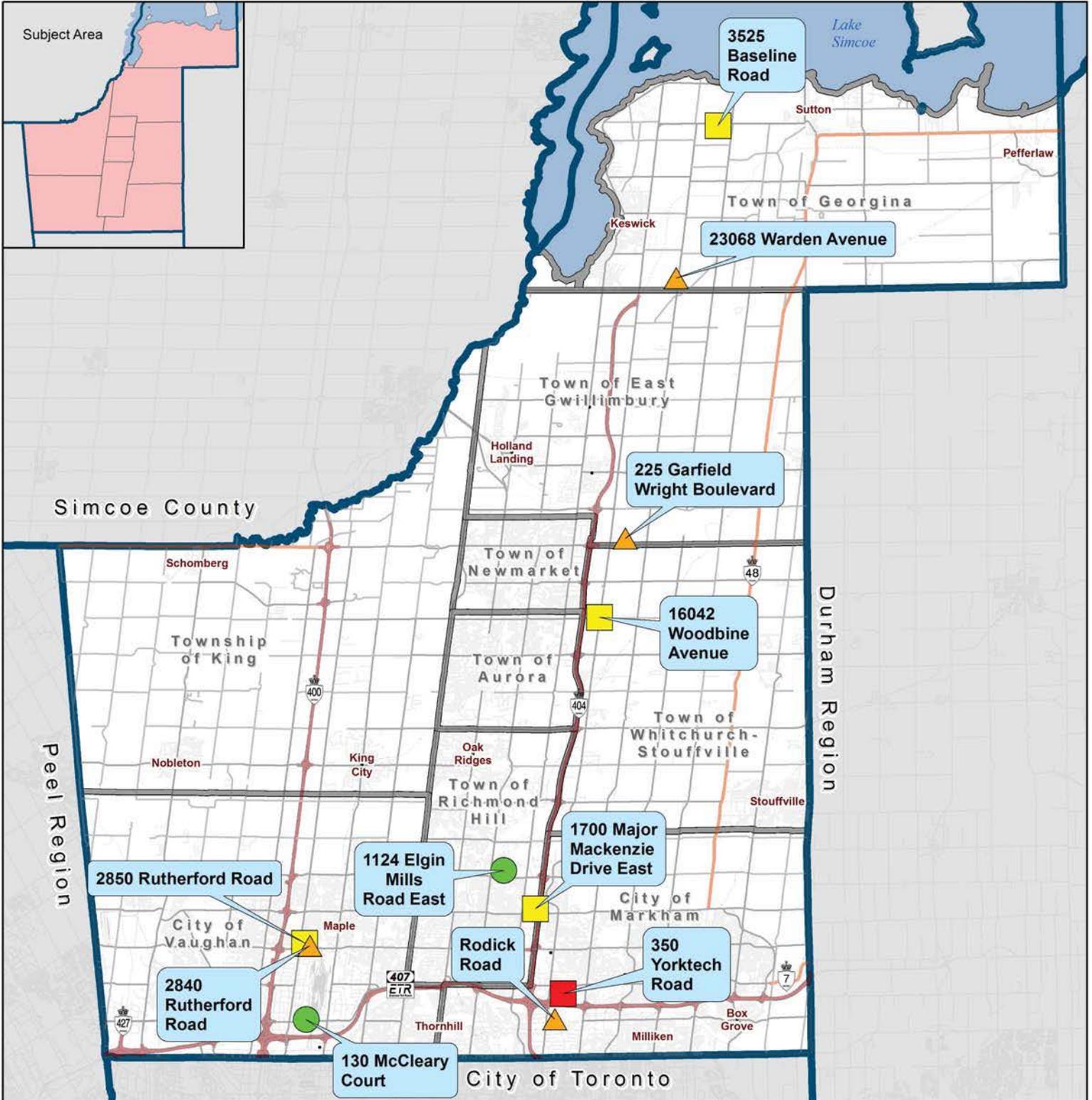
The Senior Management Group has reviewed this report.

April 25, 2016

Attachment (1)

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Accessible formats or communication supports are available upon request

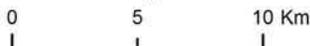


**Road Maintenance and Household Hazardous Waste Facility Sites**

Consultant Selection for Detailed Design Road Maintenance and Household Hazardous Waste Facility, City of Markham, May 5, 2016

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Data Sources:  
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**Legend**

- Household Hazardous Waste Facility
- Community Environmental Centre
- Proposed Road Maintenance and Household Hazardous Waste Facility
- Road Maintenance Facility
- Regional Boundary
- Municipal Boundary