



REPORT

TO: Mayor Bonnette and Members of Council

FROM: Mark Taylor, Senior Landscape Architect

DATE: April 14, 2022

REPORT NO.: RP-2022-0010

SUBJECT: Hungry Hollow Trail Expansion Phase 2 – Tender Award

RECOMMENDATION:

THAT Report No. RP-2022-0010 dated April 14, 2022 regarding Hungry Hollow Trail Expansion Phase 2 – Tender Award be received;

AND FURTHER THAT Council approve the award of tender T-044-22 Hungry Hollow Trail Expansion Phase 2 to Hawkins Contracting Services Limited of 117 Ringwood Drive Unit #5, Stouffville, Ontario (L4A 8C1) for \$565,411.81 exclusive of HST;

AND FURTHER THAT the Senior Manager of Purchasing and Risk Management be authorized to issue a Purchase Order for \$565,411.81 exclusive of tax to Hawkins Contracting Services Limited of 117 Ringwood Drive Unit #5, Stouffville, Ontario (L4A 8C1) for the award of T-044-22 Hungry Hollow Trail Expansion Phase 2.

AND FURTHER THAT the additional funds in the amount of \$121,437.71 be funded from the Parkland: Cash-in-Lieu Reserve if required.

AND FURTHER THAT staff report back on the status of the Infrastructure Canada Active Transportation Fund grants in the event that the Town is successful in receiving the grants.

KEY POINTS:

The following are key points for consideration with respect to this report:

- Credit Valley Conservation (CVC) and Ministry of the Environment, Conservation and Parks (MECP) Permits have been received for the

construction of the Hungry Hollow Trail from Cedarvale Park to Main Street South Georgetown.

- The Town issued Request for Tender T-044-22 to construct a trail, boardwalk and bridge across Black Creek, which represents the final phase of Hungry Hollow Trail construction.
- Tender T-044-22 bid results were higher than anticipated and exceed the current approved capital project funding sources.
- The Town has applied for an Infrastructure Canada Active Transportation Fund grant which would cover the funding shortfall if successful.
- Time is of the essence for construction as all permits for the Hungry Hollow Trail Expansion Phase 2 have been obtained and construction timing windows restrict some activities so they do not impact endangered species.
- Staff recommend the award of the tender to Hawkins Contracting Services Limited in order to complete this priority trail linkage in Hungry Hollow.
- Staff recommend that the additional funding be derived from the Parkland: Cash-in-Lieu Reserve if the Active Transportation Fund grant is not successful.

BACKGROUND AND DISCUSSION:

In July 2004, Council approved Recommendation No. GC-2004-0200 that identified the Hungry Hollow Management Plan (March 2004) as a guiding document for five key areas: resource management, trail development, permitted uses, monitoring plans, and implementation strategies.

Based on the Management Plan, a network of over 6.5km of trail has been constructed since 2007 within the Hungry Hollow Ravine, extending from Hall Road to West Branch Drive Park. In 2021 as part of the Phase 1 expansion project, trails were constructed between West Branch Drive Park, Main St. South and Eighth Line at 15 Sideroad as well as from Maple Ave to Park Ave. The construction of the first phase of trail is nearing completion. Refer to Report RP-2021-0015 for more information on Phase 1. Phase 2 is the final section of trail, within the Hungry Hollow Ravine network and is proposed to connect Cedarvale Park to Main Street South, crossing Black Creek. Cedarvale Park is a key location within the trail network and would act as a formal trailhead destination (parking, information kiosk signage, park amenities). Currently the Hungry Hollow trail lacks a destination trailhead and is accessed by neighbourhood/local access points with on street parking. Appendix A shows the limits of the project.

Silver Creek within Hungry Hollow Ravine contains and is habitat for Redside Dace, which is an endangered species. Staff have been working through the approval process for the main trail from West Branch Drive Park to Cedarvale Park and Downtown Georgetown with the Ministry of Environment Conservation and Parks (MECP), and the Credit Valley Conservation Authority (CVC). The MECP permits was obtained by staff in May 2021 and the final CVC Permit will be issued by May of 2022.

Nine (9) prequalified trail contractors were invited to submit a bid through bidsandtenders.ca for the Hungry Hollow Trail Expansion, Phase 2 (T-044-22). This group of specialty contractors were prequalified through Requests for Pre-Qualifications for Trail Construction PQ-007-20, PQ-007-20-1 and PQ-007-20-2. Of the prequalified trail contractors, five (5) bids were received on March 29, 2022. The bids were as follows (all prices listed are inclusive of all taxes):

<u>Contractor:</u>	<u>Bid Price (including HST):</u>
Hawkins Contracting Services Ltd.	\$638,915.35
Melfer Construction Inc.	\$657,162.80
Terrain Landscape Inc.	\$698,798.78
Bomar Landscaping Inc.	\$775,548.38
CSL Group Limited	\$1,480,096.60

Staff recommend that the tender be awarded to Hawkins Contracting Services Ltd of Stouffville, ON, being the lowest responsive bid.

STRATEGIC PLAN ALIGNMENT:

This report aligns to the Town's Strategic plan recognizing the value to provide responsive, effective municipal government and strong leadership in the effective and efficient delivery of municipal services.

This report also identifies transportation as one of the Town's Strategic priorities.

Sustainable Development Goals: Ensure healthy lives and promote well-being for all at all ages.

RELATIONSHIP TO CLIMATE CHANGE:

This report impacts and/or helps address climate change and the Town's Net Zero target through climate mitigation. Providing additional trail linkages encourages residents to increase active transportation and reduce reliance on automobiles for travelling to destinations.

PUBLIC ENGAGEMENT:

Public Engagement was not needed as this report is administrative in nature.

Neighbours will be advised as part of the construction notifications. The MECP permit was subject to public review on the Ministry's Environmental Registry, and the Hungry Hollow Management Plan undertook a comprehensive public consultation process.

INTERNAL CONSULTATION:

Staff from the Purchasing Division were consulted in the preparation of this report. The Senior Manager of Purchasing and Risk Management agrees with the award of Tender to Hawkins Contracting Services Ltd. Staff from Finance were also consulted in the preparation of this report and agree with the financial implications and funding sources.

FINANCIAL IMPLICATIONS:

This report has an immediate financial impact and requires a funding source.

The capital project was approved through the following projects:

PHASE 1

- 8500-24-0110 Trails System
- 8500-24-1701 Hungry Hollow Trails Ph 1
- 8500-24-1801 Hungry Hollow Trails Ph 2
- 8500-24-1901 Hungry Hollow Trails Ph 3 8-Ced
- 8500-24-1702 Silvercreek Valley Trail
- 8500-26-1401 Cedarvale Bridge Replacement
- 8500-24-2001 Hungry Hollow Ph4-MECP

PHASE 2

- 8500-24-2001 Hungry Hollow Ph4-MECP Permit
- 8500-11-2114 Hungry Hollow MECP Compensation

The total cost of the project including the Town's HST portion is \$575,363.06, which exceeds the existing approved budget and was higher than the design estimate by \$121,437.71. The total construction budget for Phases 1 & 2 was \$1,216,851.23 through the project accounts listed above. The amount over budget when reviewed against the entire project is only 10.0%. The Town has also applied for an Infrastructure Canada Active Transportation Fund Grant. The grant was applied for in March 2022 but no timeline was provided on timing for grant awards. Staff anticipate that notification would be confirmed by summer 2022. The value of the grant is \$284,760.00 and would cover the funding shortfall if successful. It is proposed that \$121,437.71 be funded from the Parkland: Cash-in-Lieu Reserve to cover the shortfall if the grant application is not successful. The Town has received funding through this program in the past. Staff reviewed the higher bid prices vs. design estimate and past bid results. The higher cost with this bid can likely be attributed to a number of factors including:

- constraints to install the pedestrian bridge with more complex permit requirements
- labour shortages for skilled trades in manufacturing and construction (bridges and boardwalk construction)
- high volatility in industry commodity prices of wood and steel due to COVID-19 disruptions to the supply chain.

Reviewed and approved by,

Simone Gourlay, Senior Manager of Purchasing and Risk Management

Moya Jane Leighton, Director of Finance and Town Treasurer

Kevin Okimi, Director of Parks and Open Space

Warren Harris, Commissioner of Recreation and Parks

Chris Mills, Chief Administrative Officer