



## Waterfront East LRT, Union Station and Queens Quay Link

**Date:** June 17, 2020  
**To:** TTC Board  
**From:** Chief Capital Officer

### Summary

---

The purpose of this report is to obtain authorization for the award of Contract G85-395 – Design Services for Waterfront East LRT, Union Station – Queens Quay Link to Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited (Wood) in the upset limit amount of \$15,000,000, inclusive of all taxes on the basis of the highest total weighted score.

The work of Contract G85-395 – Design Services for Waterfront East LRT includes design services to produce a Baseline Design (approximately 30% design completion), together with a Class 3 AACE Construction Cost Estimate and Level 3 project delivery schedule for the expansion of the existing Union and Queens Quay LRT Stations, and new running tunnel and portal as part of the Waterfront East LRT project.

The term of the Contract is for a period of three years from the date of Notification of Award.

### Recommendations

---

It is recommended that the Board authorize the:

1. Award of Contract G85-395 to Wood in the upset limit amount of \$15,000,000.00, inclusive of taxes, on the basis of the highest total weighted score.

### Financial Summary

---

Sufficient funds for this expenditure are included in the TTC's 2020-2029 Capital Budget & Plan under the Waterfront East – Area 1 – Concept Design project, Growth Category which was approved by City Council at its February 19, 2020 meeting. The total approved project budget is \$27 million to complete the Preliminary Design and Engineering. Approximately \$300,000 has been spent to date.

The contract work will be administered on a work assignment release basis. As each required task is identified, a work plan is prepared with an estimate to be reviewed and approved by TTC staff.

<b>Contract Year</b>	<b>Consultant</b>
2020	\$2,000,000.00
2021	\$6,000,000.00
2022	\$6,000,000.00
2023	\$1,000,000.00
<b>Consultant Total Value</b>	<b>\$15,000,000.00</b>

**Notes:**

- 1) The values provided are estimates only and do not reflect the actual values per year.
- 2) The actual value per year will be based on tasks assigned to the consultant.

The Interim Chief Financial Officer has reviewed this report and agrees with the financial impact information.

### **Equity/Accessibility Matters**

---

A cornerstone of the TTC’s Corporate Plan 2018-2022 is accessibility and as a proud leader in providing accessible public transit in the City of Toronto, we are committed to ensuring reliable, safe and inclusive transit services for all our customers.

The Waterfront East Streetcar project is being designed to be accessible in accordance with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario Building Code.

### **Decision History**

---

The Union Station streetcar loop opened in 1990, which first established a better transit connection along the waterfront. Since then, ridership has grown steadily as development along the waterfront has increased. The existing Union Station streetcar loop cannot accommodate the demand from new riders, particularly when transit is added to the east.

In 2010, the East Bayfront Transit Environmental Assessment (EA) was completed recommending expansion of the streetcar loop at Union Station, an interim loop at Parliament Street and future extension of the LRT along an extended Queens Quay to Cherry Street and into the Port Lands.

Since 2010, advancements to particular elements of the design of the East Bayfront LRT were undertaken, but the project remained unfunded.

In 2018, City Council approved the Waterfront Transit Network Plan; a comprehensive, phased plan to implement improved streetcar service along Toronto’s waterfront. Council also identified the waterfront as one of the City's priority transit projects, and

directed staff to find an appropriate and implementable solution for the Union Station – Queens Quay (Bay Street) Transit Link.

In early 2019, the Union Station – Queens Quay Transit Link Study considered two technologies for enhancing the connection between Union Station and Queens Quay: an expanded streetcar loop at Union Station; or, an Automated People Mover (APM) using the existing tunnel and replacing the existing streetcar in that section. Overall, streetcar was found to be preferable as a means of connecting Union Station and the waterfront.

In April 2019, City Council approved the streetcar loop expansion as the preferred option for the Union-Queens Quay Link and requested staff to commence the preliminary design and engineering (PDE) stage of the project in 2020, and report back to City Council when a Class 3 cost estimate and Level 3 schedule have been developed. In conjunction with the PDE phase, a construction phasing plan and methodology to address the feasibility of implementing a continuous east-west LRT on Queens Quay in advance of significant Union Station Loop Improvements shall also be considered.

## **Issue Background**

---

The PDE phase of the Waterfront East LRT project is a collaborative effort among the following principal parties: City of Toronto, TTC, and Waterfront Toronto. The City is the asset owner, Waterfront Toronto is the tri-government lead for waterfront revitalization, and TTC is the asset operator.

The Waterfront East LRT project is divided into two main project focus areas (refer to Appendix A):

- Focus Area 1 – below-grade works, which include the expansion of the existing Union and Queens Quay LRT Stations, new running tunnel and portal, and associated track works; and
- Focus Area 2 – at-grade works, including at-grade section of the streetcar extension, along Queens Quay from the new tunnel portal to Cherry Street with connection to existing TTC Distillery Streetcar Loop.

Waterfront Toronto is managing all at-grade works under separate design contracts. The work included in this Contract is the design services to produce a Baseline Design (approximately 30% design completion), together with a Class 3 AACE Construction Cost Estimate and Level 3 project delivery schedule for all below-grade works as described above. It is anticipated that staff will report back to the Board for Stage Gate 3 Project Baseline Approval in Q1 2022.

Subject to further funding approval, the Consultant's performance and a Procurement Option Analysis, at the discretion of the TTC, a Contract Amendment may be issued to extend the term of the Contract and increase the Contract upset limit amount (estimated to be up to \$65,000,000.00) to include Work related to Phase 3 (Detailed Design) and

Phase 4 (Construction Support), or for the development of a Reference Concept Design (RCD) and Project Specific Outcome Specifications (PSOS) for this project.

## **Comments**

---

A Request for Proposals (RFP) was publicly advertised on the MERX Web site, as well as, the TTC's Web site on February 28, 2020. Thirty companies downloaded copies of the proposal documents, out of which nine submitted a proposal by the closing date of April 30, 2020. There were four addenda issued during the proposal period. The proposal validity expires on October 27, 2020.

### **Evaluation of the Submissions**

All proposals received were reviewed for commercial compliancy and the proposals that were compliant were rated by the evaluation team.

An evaluation team, consisting of two members from the Major Projects Department, conducted the formal review and rating in accordance with the requirements outlined in the RFP and attached as Appendix B. Staff from the Procurement and Category Management Department (PCM), acted as the facilitator during the evaluation process.

The recommendation for award is based on the highest total weighted score. The evaluation of proposals was based on a two envelope process and consisted of a qualitative and pricing component; 50.00 points allocated to qualitative merit and 50.00 points allocated to pricing. Proposals were first scored based on the qualitative criteria at the associated weightings as set out in the RFP documents.

The proposals achieving a total minimum of 37.50 points out of the maximum 50.00 points available for the qualitative evaluation would be considered qualified. The pricing component of all qualified proponents was then evaluated. The total weighted score was calculated as a sum of the weighted qualitative score and the weighted pricing score.

Eight companies passed the qualitative evaluation bar and had their pricing component evaluated.

Wood had the highest total weighted score and are recommended for award of contract. Wood has previously satisfactorily performed work for the TTC. (Refer to Appendix C for the Proposal Evaluation Summary).

## Contact

---

Silvano Florindi, Project Director  
416-590-6881  
silvano.florindi@ttc.ca

## Signature

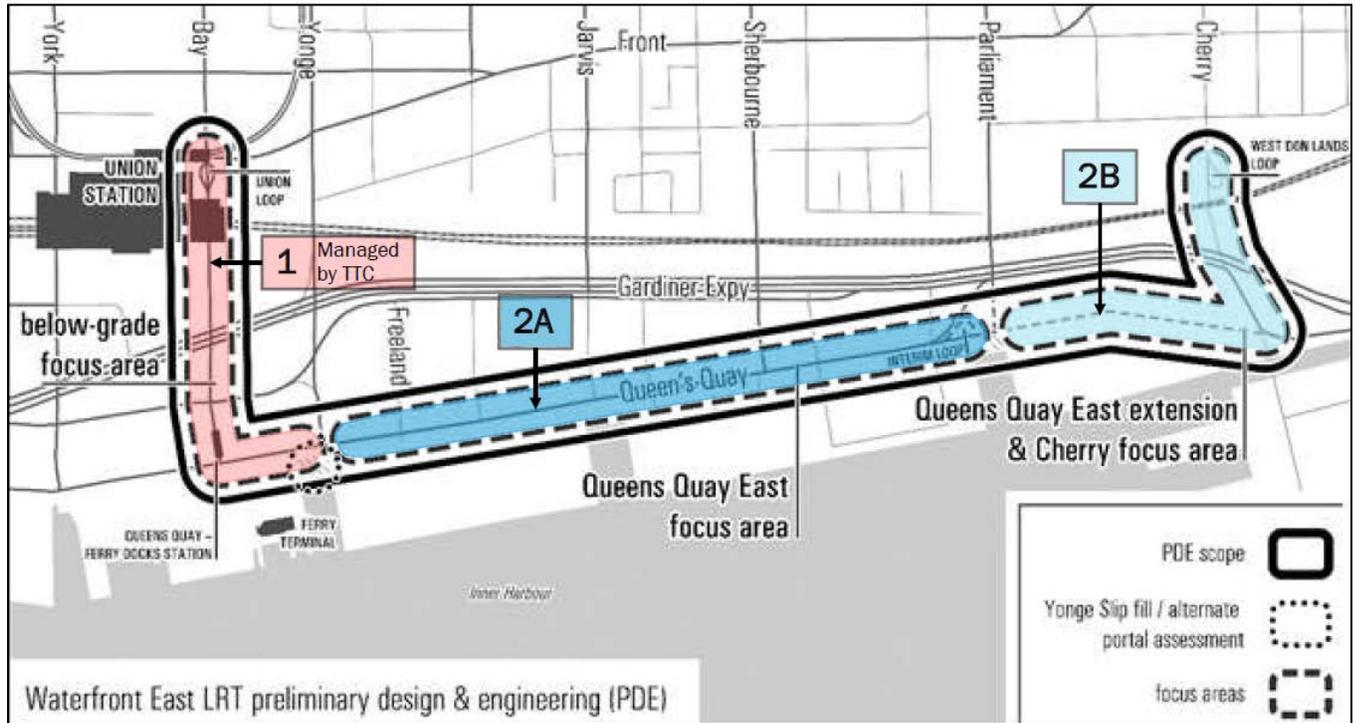
---

Gary Downie  
Chief Capital Officer  
gary.downie@ttc.ca

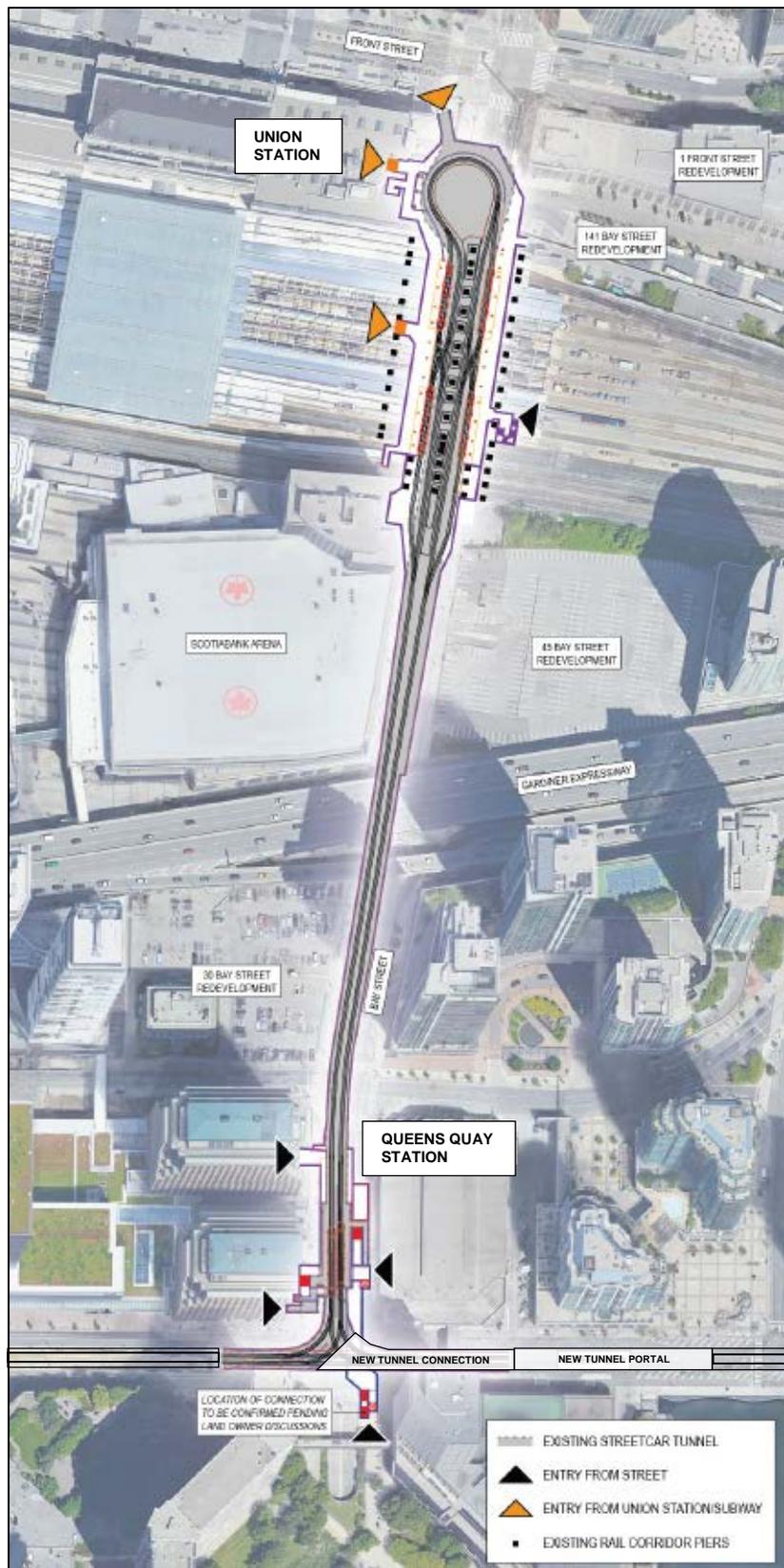
## APPENDIX A

Design Services – Waterfront East LRT, Union Station – Queens Quay Link

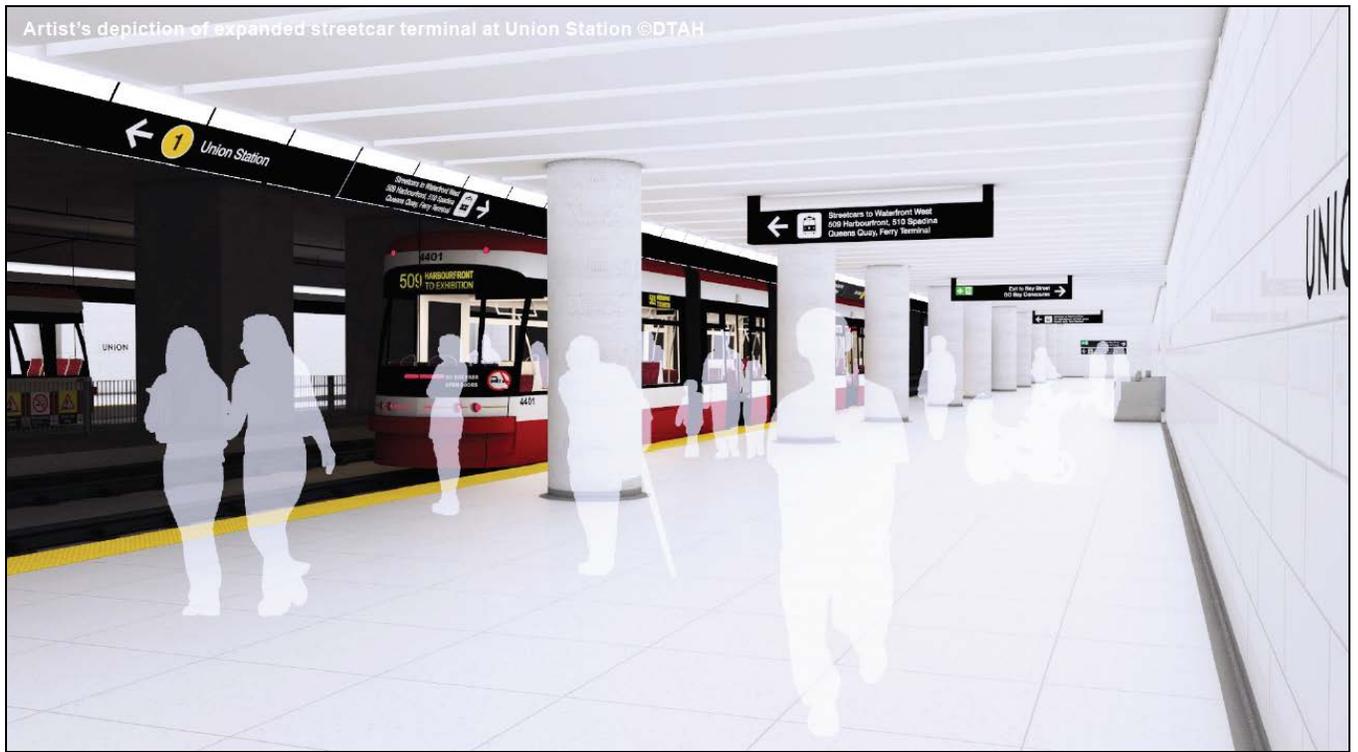
### Project Focus Areas and Renderings



**Figure 1** – Project focus areas: Focus Area 1 – below-grade works (managed by TTC under this Design Services Contract G85-395). Focus Areas 2A and 2B – above-grade works (managed by Waterfront Toronto, under separate design contracts).



**Figure 2 – Project Focus Area 1 station concept plans.**



**Figure 3** – Artist's depiction of expanded streetcar terminal at Union Station.



**Figure 4** – Artist's depiction of expanded Queens Quay Station.



**Figure 5** – Artist’s depiction of typical Queens Quay East street cross-section with at-grade streetcar extension. Proposed alternate tunnel portal and Yonge Street Slip fill-in also shown.

## **APPENDIX B**

### **Design Services – Waterfront East LRT, Union Station – Queens Quay Link**

#### **Evaluation Criteria**

##### **A. Pass/Fail Requirements**

- Lead Architect a licensed architect in good standing with the Ontario Associations of Architects (OAA)?
- Lead Structural Engineer a registered member in good standing with Professional Engineers of Ontario (P.Eng)?
- Lead Civil Engineer a registered member in good standing with Professional Engineers of Ontario (P.Eng)?
- Lead Mechanical Engineer a registered member in good standing with Professional Engineers of Ontario (P.Eng)?
- Lead Electrical Engineer a registered member in good standing with Professional Engineers of Ontario (P.Eng)?

##### **B. Corporate Qualifications**

- Background and Capabilities
- Number of Years in Business
- Depth of Available Resources
- CADD Facilities, TTC CADD Standards
- Relevant Corporate Experience

##### **C. Project Team Qualifications**

- Number of Years of Direct Experience
- Technical Qualifications
- Relevant Experience by Project

##### **D. Proposed Project Methodology**

- Proponent's Project Understanding
- Identify and Describe Project Challenges
- Proponent's Design Approach
- Proponent's Administration Systems for Estimating, Invoicing and Reconciling Estimates.
- Proponent's Responsibilities and functions, Including Sub-Consultants, and Their Anticipated Dedication to the Project.
- A High-Level List of Tasks, Resources and Estimated Hours.

##### **E. Pricing**

## APPENDIX C

Design Services – Waterfront East LRT, Union Station – Queens Quay Link

### Proposal Evaluation Summary

Proposal No.: P11PB20317

Contract No.: G85-395

COMPANY NAME	GRAND TOTAL WEIGHTED SCORE	RANKING
<b>QUALIFIED PROPONENTS ACHIEVING A SCORE OF 75% (37.50) POINTS OR MORE BASED ON QUALITATIVE EVALUATION</b>		
Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited	82.96	1
IBI Group Architects (Canada) Inc.	80.80	2
Hatch Ltd.	77.95	3
AECOM Canada Ltd	77.35	4
Entuitive Corporation	73.45	5
EXP Services Inc.	69.77	6
Mott MacDonald Canada Limited	69.08	7
WSP Canada Inc.	68.24	8
<b>NON-QUALIFIED PROPONENTS ACHIEVING A SCORE OF LESS THAN 75% (37.50) POINTS BASED ON QUALITATIVE EVALUATION</b>		
Stantec Consulting Ltd.	N/A	N/A