



Corporate Report

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CD.04-NIN

DATE: November 3, 2014

TO: Mayor and Members of Council
Meeting Date: November 24, 2014

FROM: Edward R. Sajecki,
Commissioner of Planning and Building

SUBJECT: **Ninth Line Corridor Review Study – Amendment to Contract
with Macaulay Shiomi Howson for Additional Work (Wards 8, 9,
10)**
File Ref.: FA.49.777-12

- RECOMMENDATION:**
1. That the Purchasing Agent be authorized to execute the necessary amending documentation to increase the contract with Macaulay Shiomi Howson from \$466,105.80 to \$568,105.80 (plus tax) to cover additional consulting services for the Ninth Line Corridor Review Study.
 2. That as a result of a cost recovery provided by the MTO in the sum of \$53,000, the Ninth Line Corridor Review project (PN11-960) budget be adjusted accordingly with no net impact.
 3. That all necessary by-laws be enacted.

BACKGROUND: The City of Mississauga and the Region of Peel undertook a Request for Proposal (RFP) for consulting services for the Ninth Line Corridor Review Study in 2013 to establish a Regional and Municipal planning framework to guide future growth and development in the Ninth Line Lands (Appendix 1). Macaulay Shiomi Howson was the successful proponent and was awarded the contract.

The scope of work for this study includes, among other things: background documentation, Transportation Study, Subwatershed Study, Natural and Cultural Heritage review, Regional Municipal Comprehensive Review (i.e. Growth Management Analysis, Fiscal Analysis) and development of land use scenarios. An extensive stakeholder consultation program was also included to ensure input from area landowners, ratepayer associations, the surrounding community and agencies.

Among a number of influences on the Ninth Line lands, one of the key transportation influences is the proposed Highway 407 Transitway (Transitway), shown on Appendix 2, proposed by the Ministry of Transportation (MTO). A Property Protection Study for the Transitway was prepared by MTO in 1998 and outlined basic property requirements, alignment, station locations and right-of-way conditions. Based on this study and further analysis, it was identified that a right-of-way of 74 metres (242 feet) would be required within the Ninth Line lands. This information was provided to the consultants undertaking the Ninth Line Lands Study.

COMMENTS:

The Transitway has a significant impact on the type and scale of development that can occur in this area due to its current alignment and property protection requirements. Further, the current design, including station areas, does not take into account the servicing and drainage requirements related to the Transitway and their impacts on future development.

Through the Ninth Line Corridor Review Study process to date, including vision workshops in May/June of this year, comments and concerns were raised by staff, land owners and community members, regarding property protection requirements and alignment of the Transitway in the Ninth Line lands.

The current scope of work for the Ninth Line Corridor Review Study does not include nor did it anticipate any additional design or hydraulic and stormwater management assessment for the Transitway. The City and MTO have since agreed to update the alignment,

required right-of-way, and hydraulic/stormwater management for the Transitway. This additional work will benefit the Ninth Line Corridor Review Study by:

- Providing greater certainty on the amount of developable land within the Ninth Line lands study area;
- Assisting in the preparation of land use scenarios for review by stakeholders;
- Providing an update to the 1998 Property Protection Study for the Transitway using MTO's current 407 Transitway Design Standards;
- Addressing property requirements for proposed stations; and
- Providing input into the future preparation of an Environmental Assessment (EA) for the Transitway in a manner that incorporates the City's land use interests.

This additional work would protect land for future stations and right-of way requirements, and inform the future EA.

**PURCHASING
COMMENTS:**

Consulting services related to the subwatershed component of the Study have been provided by AMEC, sub-consultant to Macaulay Shiomi Howson. AMEC is the most informed and in the best position to be able to satisfy the current requirements of the MTO, City of Mississauga, and the Region of Peel. A cost-effective proposal has been obtained from AMEC for the additional functional design and hydraulic/stormwater management analysis work (to be completed in approximately four months) at an estimated cost of approximately \$150,000.

The City of Mississauga, the Region of Peel and the MTO have agreed to share the cost. The Region of Peel will be increasing their contract with Macaulay Shiomi Howson to cover their additional shared financial contribution of approximately \$48,000. The MTO will be contributing approximately \$53,000 towards the review, with the City of Mississauga providing the remainder at approximately \$49,000.

Materiel Management assisted staff in the pursuit of this approach to sourcing and concurs with the terms of the amendment. This strategy is consistent with the Purchasing By-law No. 374-06, SCHEDULE A, Item 1 (b) (iv) and (vii) which provide for single sourcing under the

circumstances outlined in this report.

FINANCIAL IMPACT: The combined budget for the original scope of work for the Ninth Line Corridor Review and Subwatershed study totals \$550,000 and consists of three capital projects- PN 11960 with a budget of \$100,000, PN 12141 with a budget of \$250,000 and PN13966 with a budget of \$200,000. The MTO is funding approximately \$53,000 which will be deposited to PN 11960 (Ninth Line Corridor Review Project) as a recovery. The balance of \$49,000 will be covered by the remaining unused budget.

CONCLUSION: A review of the proposed Highway 407 Transitway will assist in the preparation of land use scenarios for the Ninth Line Corridor Review Study. The sub-consultant AMEC would be best positioned to complete the additional functional design and hydraulic/stormwater management analysis due to their knowledge and experience with the Ninth Line lands and extensive involvement in the Ninth Line Corridor Review Study. The Region of Peel, the MTO and the City of Mississauga will be sharing in the cost of the review.

ATTACHMENTS: APPENDIX 1: Ninth Line Lands Location Map
APPENDIX 2: Proposed 407 Transitway

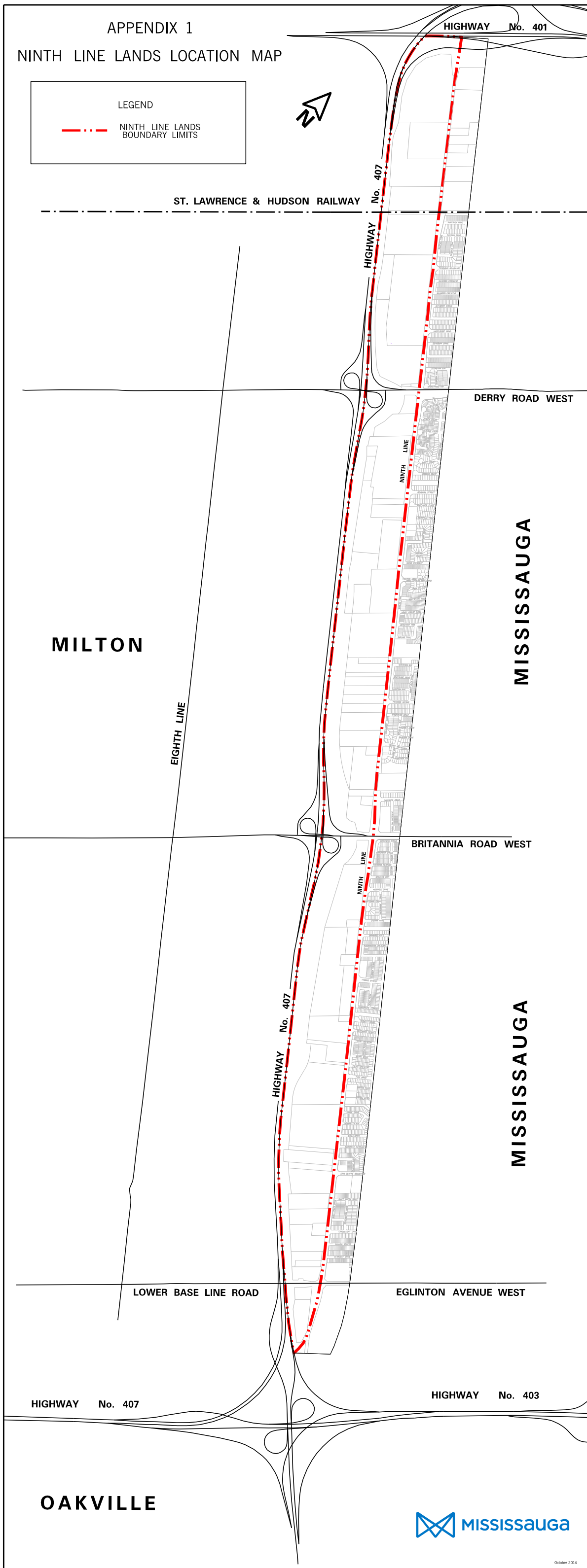
Ed Sajecki,
Commissioner of Planning and Building

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Planning and Building Department*

APPENDIX 1
NINTH LINE LANDS LOCATION MAP

LEGEND

--- NINTH LINE LANDS BOUNDARY LIMITS



APPENDIX 2

PROPOSED 407 TRANSITWAY

LEGEND

- NINTH LINE LANDS BOUNDARY LIMITS
- FLOODPLAIN
- TRANSITWAY 74M
- CURRENT TRANSITWAY STATION

