



## REPORT

Report Date: March 30, 2021  
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Meeting Date: April 28, 2021  
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TO: Standing Committee on City Finance and Services

FROM: General Manager of the Engineering Services and Chief Procurement Officer

SUBJECT: Consultant for Granville Bridge Interim Design and North Loops Reconfiguration

### **RECOMMENDATION**

- A. THAT Council authorize City staff to negotiate to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and the Chief Procurement Officer and enter into a contract with Associated Engineering (B.C.) Ltd., for design and contract administration services for the Granville Bridge Connector Design and North Loops Reconfiguration, for a term of four years, with the option to extend for two additional one-year terms, with an estimated contract value of \$2,764,119.00, plus applicable taxes over the initial four-year term, with \$1.0M to be funded through the approved Multi-Year Capital Project Budget and \$1.76M to be funded through the approved Property Endowment Fund Capital Project Budget.
- B. THAT the Director of Legal Services, the Chief Procurement Officer and the General Manager of the Engineering Services be authorized to execute on behalf of the City the contract contemplated by Recommendation A above.
- C. THAT no legal rights or obligations will be created by Council's adoption of Recommendations A and B above unless and until such contract is executed by the authorized signatories of the City as set out in these Recommendations.

### **REPORT SUMMARY**

The City issued Request for Proposals No. PS20201267 Consultant for Granville Connector Interim Connector Design and North Loops Reconfiguration on December 16, 2020 for design

and contract administration consulting services. The RFP was advertised on the City of Vancouver website and BC Bid and the work was called in accordance with the terms and condition of the City's Procurement Policy ADMIN-008. City staff on the RFP evaluation committee and, subsequently, Bid Committee have considered the responses received, and on that basis recommend that the City negotiate and if such negotiations are successful enter into a contract as describe above with Associated Engineering (B.C.) Ltd.

### **COUNCIL AUTHORITY/PREVIOUS DECISIONS**

The City's Procurement Policy ADMIN-008 requires that contracts with values over \$2 million must be approved by Council following review and recommendations by the Bid Committee. The Bid Committee has considered and recommended Associated Engineering (B.C.) Ltd. as the successful proponent.

### **CITY MANAGER'S/GENERAL MANAGER'S COMMENTS**

The City Manager recommends approval of the foregoing.

### **REPORT**

#### ***Background/Context***

The Granville Street Bridge, built in 1954, is an eight-lane bridge that spans over False Creek in the middle, Granville Island at the south end, and portions of the Granville slopes at the north end. It is one of three major gateway bridges crossing False Creek into the heart of the City.

The Granville Bridge was originally designed for high-volume freeways which were never constructed, resulting in significant present-day challenges from a comfort, accessibility and urban design point of view. Notably, the current configuration:

- Promotes high vehicle travel speeds as a result of excess road capacity;
- Has narrow sidewalks with no buffer from traffic;
- Has steps in the sidewalks at vehicle on/off-ramp crossing which make the bridge inaccessible to people who use mobility aids or push strollers;
- Has un-signalized crosswalks at vehicle on/off-ramp; and
- Requires cyclists to either share a travel lane with high speed motor vehicle traffic or mix with pedestrians on the narrow sidewalks.

In 2012, Council adopted the *Transportation 2040 Plan*, which identified the need to improve comfort and address gaps in Vancouver's walking and cycling network, particularly over the Granville Bridge. In 2019, the City declared a climate emergency and endorsed a *Climate Emergency Response*, which included "creating walkable and completed communities" and "creating safe and convenient active transportation and transit" as goals.

In response, multiple design options for a rolling and walking path across the Granville Street Bridge were developed and presented publicly for feedback. Following three phases of public and stakeholder engagement, the “West Side Plus” option emerged as the clear preference among both stakeholders and the public as the best way to improve active transportation conditions across the Bridge, promote views, and maintain reliable transit and support existing motor vehicle volumes. This option was further refined by engaging Stantec Consulting Ltd. to complete a review of the structural feasibility of implementing the design, as well as preliminary cost and schedule estimates.

Given the significant scope of work involved in the “West Side Plus” Connector, the delivery of the full design will be phased over multiple capital plans. The first phase of the project, referred to as the Interim Connector Design, is intended to deliver the vast majority of the active transportation improvements over the Granville Bridge while creating opportunities for new features to be introduced over time.

The Interim Connector Design reallocates two (2) vehicle lanes on the west side of the bridge to provide space on the existing bridge deck for a wide unraised sidewalk and bi-directional bike lane, separated from traffic with a gravity barrier. To provide safe and comfortable on- and off-ramp pedestrian and bike crossings, a new traffic signal would be installed on both the Howe and Fir ramps. Furthermore, the existing centre median would be shifted east by one travel lane to accommodate three (3) travel lanes in each direction on the main span of the bridge. No improvements would occur on the east side of the bridge.

To avoid considerable traffic management challenges, improve the Interim Connector Design functionality, and improve transportation connections in the area, the reconfiguration of the North Loops is being coordinated with the Interim Connector Design.

Council approved the strategic long-term connector plan along with interim connector design in September 2020.

The *Granville Loops Policy Plan* (amended in 2018) includes replacing the freeway-style on-and-off-ramps connecting the north end of the Granville Bridge to/from Pacific St. with an “H-network” configuration of new streets known as Neon Street, Continental Street and Rolston Street. The reconfiguration of the street network is intended to improve the public realm, improve transportation connections, and upgrade the economic viability of the area.

The Engineering Services Department therefore requires a multi-disciplinary consulting firm or a team of consultants with the capability, capacity, and experience to act as the Engineer of Record to develop a detailed design for structural modifications, street lighting, traffic signal design, and civil and geotechnical work related to the Interim Connector and North Loops Reconfiguration scope of work. The Consultant will provide a complete set of design drawings and specifications by the end of December 2021.

There is a possibility that the implementation of the work may progress as two separate projects, therefore two (2) discrete construction packages will be prepared as follows:

- Interim Connector Design; and
- North Loops Reconfiguration.

The scope of the project for this RFP is expected to be completed over a four (4) year period and includes detailed design, tender services, construction planning, as well as construction and

post-construction services. Traffic management, construction phasing, environmental assessment and other construction planning related works are also included in the base scope of work.

Provisional work contained in the RFP that may be awarded at a later date includes:

- Decommissioning of old signal gantries;
- Neighbourhood Energy Utility (NEU) space preservation; and
- Structural evaluation of the existing steel gusset plates.

The purpose of the RFP was to identify suppliers with demonstrated capability to meet the City's estimated demand over the term of the contract at competitive pricing and satisfactory service requirements.

### ***Strategic Analysis***

The RFP was issued in the accordance with City's Procurement Policy ADMIN-008. The City received responses from the following vendors:

- Klohn Crippen Berger Ltd.
- Stantec Consulting Ltd.
- Associated Engineering (B.C.) Ltd.
- COWI North America Ltd.

The responses were evaluated through the work of an evaluation team comprised of representatives from the Engineering Services Department under the stewardship of Supply Chain Management to ascertain if the responses offered good overall value to the City, both quantitative and qualitative factors were evaluated.

Some of the Criteria considered in the overall evaluation process included:

- Company profile
- References and past performance
- Work plan and ability to meet design schedule
- Key personnel
- Resource availability
- Quality management
- Proposed pricing
- Company background checks
- Social sustainability

Based on the overall evaluation, the team concluded that the proposal submitted by Associated Engineering (B.C.) Ltd., best met the City's requirements and provided best overall value to the City.

### ***Financial***

Financial Planning and Analysis (FP&A) reviewed the cost of goods and/or service and concurs that budget is available in the approved 2019 – 2022 Multi-Year Capital Project Budget and in

the PEF 2021 Capital Project Budget. For the Granville Bridge Interim Connector project, there is \$14.5M in approved budget in the 2019 – 2022 Multi-Year Capital Project, with \$2.0M previously approved for project planning and scoping, \$1.0M to contribute to detailed design, and the remaining \$11.5M for the subsequent phases of the project. The area that the Granville loops currently occupy is connected to and impacts property held in the PEF, and the \$1.0M from the Connector project will be combined with the \$1.76M in funding from the PEF 2021 Capital Project Budget, for a total of \$2.76M in approved funding for design.

### ***Legal***

The City's Procurement Policy requires that all contracts that have been awarded by Bid Committee and Council will be signed by the Director of Legal Services.

### ***CONCLUSION***

In summary, City staff recommends that the City of Vancouver negotiate and enter into a four-year contract, with the option to extend the contract for an additional two (2) one (1) year terms, with Associated Engineering (B.C.) Ltd., for Consultant Services for the Granville Bridge Connector Design and North Loops Reconfiguration.

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