

NON-COMPETITIVE SINGLE SOURCE AGREEMENT

RECOMMENDATION

That Executive Committee recommend to City Council:

1. That the single source agreement, as outlined in the January 18, 2023, Integrated Infrastructure Services report IIS01611, be approved, and that the agreement be in form and content acceptable to the City Manager.
2. That Attachment 1 of the January 18, 2023, Integrated Infrastructure Services report IIS01611 remain private pursuant to sections 16 (disclosure harmful to business interest of a third party), 24 (advice from officials) and 25 (disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act*.

Requested Council Action		Decision required	
ConnectEdmonton's Guiding Principle		ConnectEdmonton Strategic Goals	
CONNECTED This unifies our work as we achieve our strategic goals.		Urban Places	
City Plan Values	Access, Preserve, Create		
City Plan Big City Move(s)	A community of communities Greener as we grow	Relationship to Council's Strategic Priorities	Mobility Network 15-minute districts
Corporate Business Plan	Serving Edmontonians		
Council Policy, Program or Project Relationships	<ul style="list-style-type: none"> • CRL Plan Amendment (Bylaw 19820) 		
Related Council Discussions	<ul style="list-style-type: none"> • N/A 		

NON-COMPETITIVE SINGLE SOURCE AGREEMENT

Executive Summary

- At the June 22, 2021, City Council meeting, City Council approved funding for several items related to Qualico's Station Lands development project, which included use of the Capital City Downtown Community Revitalization Levy (Downtown CLR) to extend the LRT pedway from Churchill LRT Station to the Station Lands Site (103A Avenue Pedway).
- Administration is seeking approval for the Ledcor Group of Companies (Ledcor) to construct the 103A Avenue Pedway.
- Ledcor has been contracted by Qualico (Station Lands Ltd.) to construct the first phase of the Station Lands development and Ledcor constructed the pedway shell that will form part of the completed pedway.
- Retaining Ledcor to continue the construction of the 103A Avenue Pedway will reduce cost, coordination and integration risks.
- The City of Edmonton's Procurement Standards require a contract of this size to be procured competitively. In this instance, Administration's assessment indicates the benefits of the single-source award outweigh the risks associated with competitive procurement and will result in better value and outcomes for the City.
- As this is a non-competitive, single source procurement, Council approval is required.

REPORT

Qualico (Station Lands Ltd.) is developing a large site in Downtown known as Station Lands, located between 97 Street and 101 Street, south of 105 Avenue. At the June 22, 2021, City Council meeting, City Council approved Urban Planning and Economy report UPE00548 Stations Land for funding of several items related to Qualico's Station Lands development project, which included use of the Capital City Downtown Community Revitalization Levy (Downtown CRL) to extend the LRT pedway from Churchill LRT Station to the Station Lands Site (103A Avenue Pedway). The 103A Avenue Pedway will be an underground pedestrian tunnel with a connection to the Royal Alberta Museum.

In 2014, City Council approved Capital Profile 14-17-5037 Galleria Project - Pedway Connection, to construct the 'shell' of the 103A Avenue pedway and Ledcor completed the construction. Qualico has initiated development of Station Lands and has partnered with Ledcor to complete the construction.

As Ledcor constructed the first phase of the 103A Avenue Pedway, including the connection to the Royal Alberta Museum, and is the site contractor for the Station Lands development, retaining Ledcor as the construction manager to complete construction of the 103A Avenue Pedway would offer significant efficiencies. Ledcor's existing presence on the Station Lands minimizes multiple mobilization efforts, increases resource allocation flexibility, provides an opportunity to balance excavation/fill material, and eliminates interface risks with other contractors and facilities.

This would also allow a single contractor to have prime contractor responsibility for the multiple overlapping projects on the site. Coordination and integration risks are reduced as one

NON-COMPETITIVE SINGLE SOURCE AGREEMENT

contractor will be responsible for scheduling and coordinating work on several adjacent project sites while also being responsible for connecting to existing infrastructure.

A Construction Manager At-Risk (CMAR) delivery model has been selected for this project. As the construction manager, Ledcor will act as the general contractor and may self-perform some work, however the remainder of the trade packages will be competitively procured in the marketplace. This is similar to the construction methodology that is used regularly by the City of Edmonton and that Ledcor successfully executed in the first stage of the pedway.

Budget/Financial Implications

Funding of \$26.5 million has been approved for this project through the Capital City Downtown Community Revitalization Levy (CP 21-50-9100). If costs exceed \$26.5 million, an alternate funding source or local improvement levy with Qualico contribution will be explored.

Legal Implications

As per the City Administration Bylaw 16620, procurement agreements over \$1 million that do not arise from a competitive process must be approved by the appropriate Council Committee.

Trade agreement implications are summarized in Attachment 1.

COMMUNITY INSIGHT

Public engagement and feedback was undertaken as part of the approval for the overall Station Lands Development. The first stage of the 103A Avenue Pedway was built back in 2015 and the current stage is the continuation of it. A Decision Map, Public Engagement and Communication Plan has been prepared and will be implemented from the early stage of the design. Key stakeholders and audiences have been identified and informed about this project.

GBA+

The project team applies a GBA+ lens to design by incorporating input from diverse stakeholders, and considering accessibility for all to this public transit infrastructure. Communications and engagement techniques will also be designed using a GBA+ lens, considering the multiple and diverse project audiences and stakeholders, ensuring information and engagement opportunities are accessible and meet the needs of all groups.

ATTACHMENT

1. Trade Agreement Implications - PRIVATE