

Item No. 11.1.1
Halifax Regional Council
November 26, 2013

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original signed by 
Richard Butts, Chief Administrative Officer

Original Signed by 
Mike Labrecque, Deputy Chief Administrative Officer

DATE: October 31, 2013

SUBJECT: Award – Tender No.'s 13-400 and 13-196
Dartmouth Ferry Terminal Renovations

ORIGIN

- Council approved Corporate Accommodation Strategy;
- Award of RFP 09-070, Leased Office Accommodation, Duke Tower;
- Approved 2013/14 Project Budget, Supplemental Reports, page F22, A33 and A4;
- Approved 2012/13 Project Budget, Supplemental Report, page F14;
- Approved 2013/14 Operating Budget – Metro Transit Deliverables MT 1.5

LEGISLATIVE/AUTHORITY

Under the HRM Charter, Section 79, Halifax Regional Council may expend money for municipal purposes. Administrative Order #35, the Procurement Policy, requires Council to approve the award of contracts for sole sources exceeding \$50,000 or \$500,000 for tenders, quotations and RFP's.

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Award Tender No. 13-400, Dartmouth Ferry Terminal - 1st and 2nd Floor Renovations, to the lowest bidder meeting specifications, Seagate Construction, for a Total Tender Price of \$881,633.84 (net HST included) with funding from Project Nos. CBX01164 - Transit Facilities Upgrades, CBX01270 – Structural (Category 4), and CBX01273 – Architecture-Interior (Category 5), as outlined in the Financial Implications section of this report; and
2. Award Tender No. 13-196, Dartmouth Ferry Terminal (DFT) Renovations – Metro Transit for interior renovations, to the lowest bidder meeting specifications, Seagate Construction, for a Total Tender Price of \$673,478.99 (net HST included), with funding from Project No. CBX01164 - Transit Facilities Upgrades, as outlined in the Financial Implications section of this report.

BACKGROUND

The Dartmouth Ferry Terminal was constructed in 1979. It is a 36,830 square foot facility. The first floor consists of the ferry terminal, washrooms, loading area for patrons, and a Tim Horton's coffee shop. The second floor consists of a restaurant (The Wooden Monkey) which leases the space. The third floor is used as HRM Administrative office space for Planning & Infrastructure. The 2013 Building Condition Assessment documents that the majority of the finishes (interior and exterior) have exceeded their expected life expectancy.

The Dartmouth Ferry Terminal is an important asset to the Metro Transit infrastructure; it hosts close to one million riders annually, 20,000 daily, and is an important component of the plan to increase Transit ridership. The Dartmouth Ferry Terminal Customer Service area requires a major overhaul to increase visual interior attractiveness and improve Metro Transit's overall customer experience and satisfaction. The interior finishes are outdated and past their useful life span. It is unclear when the last major improvement was made to the facility for Transit operations and customers.

The Halifax Regional Municipality is committed to providing cost effective, high quality professional services to its residents. Inherent in this goal is the provision of appropriate and economical accommodations for its employees. At its Committee of the Whole session on January 20, 2009, Council endorsed a project plan to:

1. Advance the process to capture a market perspective with respect to leased accommodation opportunities at Duke Tower and owned opportunities at Alderney Gate and Waterfront, prior to its lease expiry at Duke Tower in 2011;
2. Initiate a RFP for HRM's Leased Office, with a view to rationalizing and potentially reducing the current lease footprint/cost at Duke Tower; and
3. Further utilise both the Dartmouth Ferry Terminal and the Dartmouth City Hall for corporate accommodation.

Subsequent to the January 20, 2009, COW meeting, Regional Council directed staff to proceed with the strategy without the Dartmouth City Hall building. A report on the disposition of Dartmouth City Hall will be brought back to Regional Council by Community & Recreation Services for further direction under a separate report. Item No.1 and No. 2 are now completed.

The recapitalization of the second floor of the Dartmouth Ferry Terminal will complete the implementation of the Corporate Accommodation Plan. This space previously contained an escalator and had not been used for moving transit users to the ferry terminal since the construction of Alderney Gate in 1979. The premises have not seen any state of good repair or leasehold improvements in over 15 years. The layout is not functional and the materials have reached the end of their life cycle. Upon completion of the office renovation, the remaining Planning & Infrastructure staff (19) will move to the consolidated space (with the completed 3rd floor space) in the Dartmouth Ferry Terminal, enabling further options and use at Alderney Gate.

DISCUSSION***Tender No. 13-400, Renovations:***

Tender No. 13-400 was publicly advertised on the Province of Nova Scotia Tenders website on September 26, 2013, and closed on October 29, 2013. A mandatory briefing session was held on October 3rd, with 24 companies in attendance. Seven bids were received on this project, indicating a competitive marketplace. The Dartmouth Ferry Terminal Building was constructed in 1979. This integrated scope of work will:

1. Provide a new exterior façade and entrance to the terminal (as per Attachment);
2. Provide a new washroom for public and Metro Transit customers; and
3. Provide a vestibule to construct offices for staff.

This will include demolitions, electrical, plumbing, structural, and interior finishes work.

The consolidation of Planning and Infrastructure on the second floor of the Dartmouth Ferry Terminal will allow for further workplace improvements and reduce staff accommodation pressures for Community & Recreation Services and Human Resources at Alderney Gate. Construction of new washrooms and vestibule, included in this project, will fully complete Metro Transit's separate project of upgrading and modifying the Dartmouth Ferry Terminal Customer Service interiors. The recommended action further positions the organization in corporately owned space at a competitive cost.

Qualified bids were received from:

Proponent	Price (Net HST included)
Seagate Construction*	\$881,633.84
PCL Constructors Canada Inc.	\$939,616.86
Aecon Building Atlantic	\$940,659.72
Bird Construction	\$944,286.79
Gaudet Building Contractors	\$947,861.71
Select Projects Limited	\$977,681.25
Blunden Construction	\$1,037,645.70

*Recommended bidder

Scope and Schedule:

The scope of the project includes structural work required to construct a new fire exit stairway to service both third and second floor office space and replace existing temporary stairs. Structural floor construction and exterior wall infill is also required for new office space in the redundant escalator area. Structural exterior wall upgrades will be completed to improve existing wall stability. Architectural work includes interior partition layout and the construction of new public first floor washrooms in a new location. A new main entrance vestibule will be constructed in the passenger area of the ferry terminal which will require replacement of the exterior curtain wall. Mechanical and electrical work includes improvements to upgrade currently unoccupied space, to meet Metro Transit and Corporate Accommodation requirements. The work will commence upon the award of Tender No. 13-400 and take 16 weeks to complete. Not included in this award is the contract for installation of new systems furniture and office case goods.

Tender 13-196, Interior Renovations:

Tender No. 13-196 was publicly advertised on the Province of Nova Scotia Tenders website on September 26, 2013, and closed on October 29, 2013. A mandatory briefing session was held on October 3, 2013, with 27 companies in attendance. Seven bids were received on this project, indicating a competitive marketplace.

Qualified bids were received from:

Proponent	Price (Net HST included)
Seagate Construction*	\$673,478.99
Avondale Construction	\$700,443.18
Blunden Construction	\$700,801.92
PCL Constructors Canada Inc.	\$706,016.22
Aecon Building Atlantic	\$721,659.12
Bird Construction	\$753,562.29
Select Projects Limited	\$758,680.65

*Recommended bidder

Scope and Schedule:

The scope of construction work for the main floor passenger area includes the installation of new finishes, floor tiles, redesigned ceilings, new integrated lights, new furniture including seating, information and security desks and display cabinets. The work will commence upon the award of Tender No. 13-196 and take 16 weeks to complete. Not included in this award is the contract for demolition of existing washrooms and reconstruction on the main floor, and interior signage package and electronic information/advertising system.

Funding:

- CBX01164, Transit Facilities Updates: While not specifically listed in the 2013/14 Project Budget Supplemental Report, this is a multi-year program that deals with priority recapitalization projects which impact the safety and operation conditions at HRM Transit facilities. This integrated project is an operational priority for Metro Transit.
- CBX01270, Structural: In accordance with the HRM Tangible Capital Assets Policy, this project has been created to fund condition analysis and recommendation, contract documents, tendering, structural steel, structural concrete, structural masonry, foundations, concrete slabs, and structural wood systems. This project will renew and present new structure to the Dartmouth Ferry Terminal Building.
- CBX01273, Architecture Interiors: In accordance with the HRM Tangible Capital Assets Policy, buildings are subdivided into seven assets. This project has been created to fund design, condition analysis and recommendation, contract documents, tendering, colour boards, presentations, metal stud partitions, doors, sidelights, trim, interior masonry, carpeting, vinyl tile, ceramic tile, painting, wall coverings, and ceiling systems. The Dartmouth Ferry Terminal Project is specifically listed in the 2013/14 Project Budget Supplemental Report.

FINANCIAL IMPLICATIONS

Tender No. 13-400: Based on the tender price of \$845,400.00, plus net HST of \$36,233.84, for a total cost of \$881,633.84, funding is available from Project Nos.:

- CBX01164 in the amount of \$443,614.21, plus net HST of \$19,013.31, for a total cost of \$462,627.52;
- CBX01270 in the amount of \$115,068.18, plus net HST of \$4,931.82, for a total cost of \$120,000; and
- CBX01273 in the amount of \$286,717.60, plus net HST of \$12,288.72, for a total cost of \$299,006.32.

Tender No. 13-196: Based on the lowest tender price of \$645,800.00, plus net HST of \$27,678.99, for a net total cost of \$673,478.99, funding is available from Project No. CBX01164.

The budget availability has been confirmed by Finance.

Budget Summary: Project No. CBX01164 Transit Facilities Upgrades

Cumulative Unspent Budget	\$ 1,222,630.34
Less: Tender 13-196 (net tax included)	\$ 673,478.99
Less: Tender 13-400 (net HST included)	<u>\$ 462,627.52</u>
Balance	\$ 86,523.83

Project No. CBX01270 – Structural (Category 4)

Cumulative Unspent Budget	\$ 664,728.60
Less: Tender 13-400 (net HST included)	<u>\$ 120,000.00</u>
Balance	\$ 544,728.60

Project No. CBX01273 – Architecture Interiors (Category 5)

Cumulative Unspent Budget	\$ 875,359.80
Less: Tender 13-400 (net HST included)	<u>\$ 299,006.32</u>
Balance	\$ 576,353.48

Tender No. 13-400 was estimated in the approved 2013/14 budget at \$500,000. Tender No. 13-196 was estimated in the approved 2013/14 project budget at \$350,000. There were no formal cost estimates completed for the projects in advance of the solicitation.

The balance of funds in:

- CBX01164 (\$86,523.83) will be used for further state of good repair improvements to the three ferry terminals;
- CBX01270 (\$544,728.60) will be used to improve the structural integrity of other HRM infrastructure, as outlined in the approved budget; and
- CBX01273 (\$576,353.48) will be used for other interior renovation projects as outlined in the approved budget.

ENVIRONMENTAL IMPLICATIONS

There are no anticipated environmental implications.

ALTERNATIVES

Halifax Regional Council could choose not to award this tender; however, this would result in increased costs to the Municipality for leased space while other options are explored and would prevent the construction of the publicly accessible washrooms for use at the Dartmouth Ferry Terminal.

ATTACHMENTS

Schematic of the entrance to the Terminal

A copy of this report and information on its status can be obtained by contacting the Procurement Office at 490-4170, or Fax 490-6425.

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Attachment:

