

NO: R140

COUNCIL DATE: July 22, 2024

REGULAR COUNCIL

TO: Mayor & Council **DATE: July 18, 2024**

FROM: General Manager, Engineering **FILE: 6021-001/11**

**SUBJECT: Award of Contract No. 6021-001-11 and 6021-001 C1
Crescent Beach Drainage and Road Improvements**

RECOMMENDATIONS

The Engineering Department recommends that Council:

1. Award Contract No. 6021-001-11 to Richco Contacting Ltd. in the amount of \$3,618,385.05 (including GST) for the Crescent Beach Drainage and Road Improvements project;
2. Set the expenditure authorization limit for Contract No. 6021-001-11 at \$3,980,225.00 (including contingencies and GST);
3. Award Consultant Construction Agreement No. 6021-001 C1 to ISL Engineering and Land Services Ltd. at an estimated fee limit of \$960,500.00 (including GST) for the related construction services;
4. Set the expenditure authorization limit for Consultant Construction Agreement No. 6021-001 C1 at \$960,500.00 (including contingencies and GST); and
3. Authorize the General Manager, Engineering to execute Contract No. 6021-001-11 and Contract No. 6021-001 C1.

INTENT

The intent of this report is to seek Council's approval to award a contract for the Crescent Beach Drainage and Road Improvements project and related consultant construction services agreement.

BACKGROUND

This contract consists of drainage and road improvements in Crescent Beach. The drainage improvements are part of the Surrey Disaster Mitigation and Adaptation Fund ("DMAF") program involving the implementation of a comprehensive flood protection strategy that seeks to reduce Surrey's vulnerability to coastal flooding and sea level rise. The drainage improvements have been part of a multi-phased program providing drainage improvements in Crescent Beach. This contract will include completing drainage and road improvements on Sullivan Street and McBride Avenue and will be the final phase of drainage improvements to complete under the DMAF program.

At the April 22, 2024 Council Meeting, Council approved Corporate Report No. R075; 2024, attached to this report as Appendix “I”, which authorized staff to proceed with limited parking and walking enhancements in focused locations in Crescent Beach. As part of the contract, parking and walking enhancements will be completed at Beecher Street and McKenzie Avenue, and on Sullivan Street from Kidd Road to the beach.

DISCUSSION

Scope of Work

The construction package related to this contract consists of drainage and road improvements at the locations listed in the following table, which are also illustrated on the map attached to this report as Appendix “II”:

Map Reference Number	Project #	Project Description	Location
1	D-16928	530m of 250mm to 600mm diameter pipe	Sullivan Street: McBride Avenue to Property 12101 Sullivan Street; McBride Avenue: Sullivan Street to Adams Lane
2	R-20565	Sidewalk and Parking Improvements	Sullivan Street: Property 2911 Kidd Road to Property 12101 Sullivan Street; Beecher Street and McKenzie Avenue

The contract permits construction from 7:00 a.m. to 10:00 p.m., Monday through Friday, in compliance with the *Surrey Noise Control Bylaw, 1982, No. 7044*. The contract includes sectional road closures during construction hours to facilitate the work.

Engineering Construction Services

The engineering construction services, which consist of contract administration and field inspection services, include civil work inspection and archaeological inspection undertaken by ISL Engineering and Land Services Ltd. (“ISL”), who were the successful consultants through a competitive process.

Geotechnical and field inspection services will be completed by other consultants who will be retained as sub-consultants for ISL. A significant portion of ISL’s fee is to provide archaeological field services to monitor and screen excavated soils to identify and assess archaeological features that may be found in the excavated materials, which is a requirement under the Site Alteration Permit obtained from the Provincial Archaeological Branch.

Invitation to Tender Results

An Invitation to Tender followed the City’s Purchasing Bylaw and was publicly posted on the BC Bid and City of Surrey websites. Tenders for the subject contract were opened on July 4, 2024 with the following results:

	Contractor	Tendered Amount with GST	Corrected Amount
1	Richco Contracting Ltd.	\$ 3,618,385.05	No Change
2	Matcon Underground Utilities Ltd.	\$ 5,106,297.00	No Change
3	Complete Utility Contractors Ltd.	\$ 5,156,169.90	No Change
4	Clearway Construction Inc.	\$ 6,110,227.51	\$ 5,996,017.65
5	J. Cote & Son Excavating Ltd.	\$ 6,992,288.63	No Change

The Engineer's (ISL Engineering and Land Services Ltd.) pre-tender estimate was \$4.7 million (including GST.)

Evaluation

The submissions were reviewed for accuracy and completeness. There was one arithmetic error that had no bearing on the outcome of the tender process. All submissions included the required 10% bid bond and were signed on the Tender Form.

The low bidder, Richco Contracting Ltd., has provided a Consent of Surety for a Performance Bond and a Labour & Materials Bond and agreed to complete the work within 175 working days, as stipulated in the contract. Richco Contracting Ltd.'s past performance on similar work has been satisfactory. They have no outstanding legal claims against the City. It is recommended that Richco Contracting Ltd. be awarded Contract No. 6021-001-11.

Project Schedule

The contract work is expected to start August 2024 and be completed by Spring 2025. The road improvements along Beecher Street are expected to be completed this summer.

FUNDING

Funding for this contract is available in the approved 2024 Drainage and Transportation Budget.

Scott Neuman, P.Eng.
General Manager, Engineering

VJ/bn

Appendix "I" - Corporate Report No. R075; 2024
Appendix "II" - Map of Locations - Contract No. 6021-001-11

CORPORATE REPORT

NO: R075

COUNCIL DATE: April 22, 2024

REGULAR COUNCIL

TO: Mayor & Council

DATE: April 18, 2024

FROM: General Manager, Engineering
General Manager, Parks, Recreation & Culture
General Manager, Corporate Services

FILE: 5460-90 (Gen)

SUBJECT: Crescent Beach Parking and Walking Enhancements Update

RECOMMENDATION

The Engineering, Parks, Recreation & Culture, and Corporate Services Departments recommend that Council:

1. Receive this report for information; and
2. Authorize staff to proceed with limited parking and walking enhancements in focused locations in Crescent Beach, as described in this report.

INTENT

The intent of this report is to provide Mayor and Council with updates on unauthorized signage and encroachments in Crescent Beach and feedback received through public consultation on proposed parking and walking enhancements, as well as to seek Council's approval of next steps.

BACKGROUND

On December 18, 2023, Council received Corporate Report No. R223; 2023, attached as Appendix "I", to which Council directed staff to educate Crescent Beach residents on applicable City Bylaws and to subsequently remove unauthorized signs and encumbrances in public road allowance, as well as develop conceptual plans for parking and walking enhancements in Crescent Beach and seek input from the community.

DISCUSSION

Unauthorized Obstructions and Signs

There are approximately 100 properties in Crescent Beach that have unauthorized impediments, such as "private parking" signs, boulders, and landscaping, in the public road allowance that restricts the City's ability to access utilities and maintain roads, as well as restricts the public's use of the road corridor for parking, walking, and cycling. Council directed staff to proceed with the removal of these unauthorized obstructions to alleviate these issues.

There are 45 properties in Crescent Beach with unauthorized “private parking” signs, which staff are issuing notices to residents to remove. Furthermore, there are 57 properties with unauthorized landscaping or structures (such as fences, gates, walls), which staff are currently seeking compliance with the respective owners to remove.

Parking and Walking Enhancements

Conceptual plans were developed for parking and walking enhancements on targeted streets closer to the beach where on-street parking and walking demands are generally higher, particularly where there is no sidewalk for pedestrians. The streets focused for parking and walking enhancements include segments of McBride Avenue, Sullivan Street, Target Street, and Alexandra Street. The concept plans were developed with consideration of the local neighbourhood character, archaeological impacts, impacts to private property, and cost of the proposed improvements. The concept plans developed included formalized parking on the targeted streets through a combination of angled and parallel parking on gravel surfaces, with the paved sidewalks adjacent to the parking areas and a boulevard to separate the parking and walking facilities, where space permits.

Public Engagement

The engagement efforts focused on educating residents regarding Bylaw requirements associated with obstructions and encroachments and seeking residents to remove unauthorized signage/obstructions. As well, staff presented plans for parking and walking enhancements on the targeted streets. Staff undertook engagement efforts using a broad-based approach involving:

- Presentation to the Crescent Beach Property Owner's Association on January 10, 2024;
- Over 600 postcard mailout on road allowance education issued on January 29, 2024 to all properties within Crescent Beach community and broader area;
- Development of a dedicated Crescent Beach Parking and Safety Improvements webpage launched on March 13, 2024
- Public 'Open-house' with staff presentation to the 124 attendees on March 13, 2024; and
- Launch of a project survey which was available from March 13, 2024 to April 5, 2024.

The City issued a project survey, which provided facts regarding the parking supply in Crescent Beach, along with proposed improvements to parking and walking on the targeted streets. Feedback was sought and received on the proposed concept plans and included open-ended comment boxes for the public to provide input on the overall initiative to improve parking and walking in Crescent Beach.

Summary of Engagement Responses

The survey received over 150 responses, 90% of whom reside in Crescent Beach, while 10% of respondents were visitors to Crescent Beach. A summary of the survey responses received is provided in Appendix “II”. The survey responses generally align with the feedback received from residents at the public meeting.

Over the various forms of engagement, feedback from local residents was mixed and differentiated when considering modifications to parking versus the need for off-street sidewalks/pathways and accessibility improvements.

Parking Modifications

In regard to parking modifications, residents understood the challenges associated with encumbrances in the road allowance that inadvertently restrict parking and walking improvements. Residents also understood the need for formalized parking on isolated and specific road segments to improve traffic congestion; however, residents were not supportive of increasing overall parking spaces/supply broadly in the community because of concerns that increased parking will attract more visitors, traffic, and public nuisance (litter, noise, beach fires, damage to boulevard, inability to exit driveways, etc.) without a corresponding increase in Bylaw enforcement.

Through the various engagement discussions, local residents suggested the following:

1. Review of existing on-street parking signage (hours, orientation, setbacks, etc.), as it is unclear and inconsistent on a number of streets;
2. Increase way-finding signage to the Blackie Spit parking lots (including gravel overflow) so visitors maximize use of public parking over the use of on-street parking;
3. Consider restricting parking to two hours on Sullivan Street and Beecher Street fronting commercial properties to support local businesses;
4. Consider adding on-street and off-street parking at the vacant City Lot/Park at 12254 Beecher Street (McKenzie Road);
5. Consider restricting parking to three hours or introduce pay parking at Blackie Spit to encourage turnover of parking, acknowledging that this would result in “spill over” parking onto local streets, which residents did not desire unless there was a residential-permit system;
6. Introduce a community shuttle outside of Crescent Beach for visitors, which was previously considered by staff and deemed financially unviable based on a 2022 pilot project in Boundary Bay Park.

Walking Enhancements

In regard to walking and accessibility improvements, residents were generally supportive of off-street asphalt sidewalks/pathways on targeted roads with high combination of vehicle and pedestrian traffic, in order to allow residents opportunities to safely walk without co-mingling with traffic. In addition to improving public safety, this would alleviate traffic during peak hours and improve emergency response.

Suggestions by the public to improve walking and safety in Crescent Beach were on specific road segments, rather than broadly across the community, and included:

1. Completion of sidewalk connections for missing “gaps” along Sullivan Street, particularly west of Kidd Road bus stop and Alexandra tot-park area; and
2. New walkways on Wickson Road, Target Street and Alexandra Street as primary access locations to the beach.

Emergency Services

Staff consulted with Surrey Fire Service, who have expressed concerns over traffic congestion and pedestrian co-mingling on McBride Avenue (north) between Sullivan Street and Blackie Spit parking during peak hours (late evenings, weekends, and summer months). The traffic congestion is primarily as result of McBride Avenue being the sole entrance into Blackie Spit, combined with narrow road width that only accommodates two travel lanes with narrow gravel shoulders where parking is permitted on both sides and there are no sidewalks, which result in pedestrians using the roadway.

To mitigate this issue, parking could be reduced or eliminated on one-side of McBride Avenue and replaced with an off-street pathway for pedestrians. Staff have not solicited feedback from those fronting properties on this proposal and thus staff recommend distributing notices to fronting residents and piloting temporary “No Parking” signs and enforcement on one side of McBride Avenue (north) for Summer 2024 to address public safety, allowing pedestrians to utilize a gravel shoulder, while concurrently seeking feedback as to whether a permanent asphalt pathway should be implemented.

Recommended Parking and Walking Enhancements

Based on the feedback received from the community and discussions with emergency services, staff have developed a balanced approach to improving parking and walking on isolated roads, while not increasing overall parking supply and being cognizant of resident concerns with public nuisance issues in Crescent Beach. The proposed improvements, illustrated in Appendix “III”, are as follows:

1. Review, amendment and updates to existing on-street parking signage to ensure a consistent approach (whether angle or parallel parking is required), adequate sightlines and parking hours, which will include two-hour parking on portions of Sullivan Street and Beecher Street that are in proximity to commercial areas;
2. Increase way-finding signage to the Blackie Spit parking lots (including gravel overflow) at the entrance to Crescent Beach, as well as within Blackie Spit;
3. Minor modifications to the existing gravel overflow parking spaces in Blackie Spit to improve turning movements;
4. Adding on-street parking fronting the vacant City Lot/Park at 12254 Beecher Street (McKenzie Road);
5. Completing sidewalk connections for missing “gaps” along Sullivan Street, particularly west of Kidd Road bus stop and Alexandra tot-park area, to improve accessibility access to the beach area;
6. New accessible walkways on Wickson Road, Target Street and Alexandra Street;
7. Pilot temporary “No Parking” on one side of McBride Avenue (north) for Summer 2024; and
8. Develop concept plans for pathways along McBride Avenue (north) and Kidd Road, between Sullivan Street and Gillery Road to improve walking and access to Crescent Beach and Alexandra tot-park.

Schedule / Timelines

Based on the recommended parking and walking enhancement, the schedule of next steps is:

1. April/May 2024 / Obstruction Removal: Engineering staff to continue removal of unauthorized obstructions and signs within the public road allowance to improve access to utilities and support the public’s use of the road corridor for parking and walking. Bylaw staff will continue to educate area residents of the applicable bylaws and regulations, and issue infraction notices as necessary.
2. May 2024 / Signage Improvements: Engineering staff to install parking signage along streets clarifying areas and times where the public is permitted to park on-street, along with enhancing way finding signage to the Blackie Spit parking lot.
3. June 2024 / Parking and Walking Enhancement: Proceed with parking and walking enhancements on focused areas to the beach and fronting the City-owned park property, which will add 25 on-street parking spaces and provide a continuous walkway from transit stops to and from the beach and parking lot.

4. Ongoing / On-street and Park Parking Supply Demand: Parks and Engineering staff to continue monitoring parking demand during peak periods in Crescent Beach, and the success of these works, to determine if any future work is necessary.

CONCLUSION

Removal of unauthorized obstructions within the public road allowance will support the public's and the City's use of the road allowance. A phased approach to Bylaw enforcement has been undertaken including public information and education efforts and is being followed up by targeted removal of obstructions. Furthermore, staff recommend proceeding with the plan for parking and walking enhancements for certain streets as developed based on public feedback.



Scott Neuman, P.Eng.
General Manager,
Engineering



Laurie Cavan
General Manager
Parks, Recreation & Culture



Joey Brar
General Manager, Corporate Services

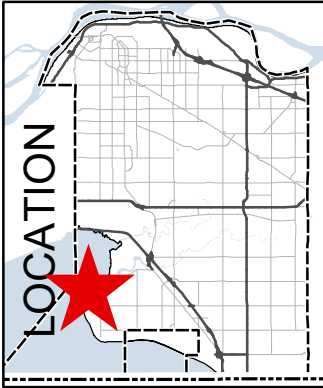
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Appendices available upon request.

Appendix "I" – Corporate Report No. R223; 2023

Appendix "II" - Summary of Survey Responses

Appendix "III" – Recommended Parking and Walking Enhancements



Mud Bay

Blackie Spit

Dunsmuir Farm

Boundary Bay

Crescent Beach

Heron Park

Bayview Park

LEGEND

- Project Location (Drainage Improvement)
- Project Location (Sidewalk and Parking Improvement)
- Parks

Produced by GIS Section: 03-Jul-2024

Scale: 1:5,000 0 50 M



Contract No. 6021-001-11 Crescent Beach Utility and Road Improvements

ENGINEERING
DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.