



P.O. Box 1749
Halifax, Nova Scotia
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Item No. 15.1.3
Halifax Regional Council
September 3, 2024

TO: Mayor Savage and Members of Halifax Regional Council
Original Signed

SUBMITTED BY: _____
Cathie O'Toole, Chief Administrative Officer

DATE: July 3, 2024

SUBJECT: Cogswell District Project Update & Recommendation Report #6

ORIGIN

- September 14, 2021 Regional Council motion (Item 11.1.6):

MOVED by Councillor Mason, seconded by Councillor Smith

THAT Halifax Regional Council:

1. Suspend the rules of procedure under Schedule 2, the Audit and Finance Standing Committee Terms of Reference, of Administrative Order One, the Procedures of the Council Administrative Order, requiring the Standing Committee to review and make recommendations on proposals coming to the Council outside of the annual budget or tender process;
2. Award Tender No. 21- 003, Request for Tender - Cogswell District Project to the lowest bidder meeting specifications, Dexter Construction Ltd. for a Total Tender Price of \$95,663,633.52 (net HST included) with funding from Capital Account No. CT000007- Cogswell Interchange Redevelopment as outlined in the Financial Implications section of the staff report dated September 6, 2021;
3. Approve an increase to RFP 16-047 (PO# 2070765948) to WSP for design services required to cover additional work to support the extended tender bid period in the amount of \$26,665.93 (net HST included) from Capital Account CT000007- Cogswell Interchange Redevelopment as outlined in the Financial Implications Section of the staff report dated September 6, 2021;
4. Approve an increase to Project CT000007 – Cogswell Interchange Redevelopment in the amount of \$27,531,946 with funding to be provided by debt financing, as outlined in the Financial Implications Section of the staff report dated September 6, 2021;
5. Give First Reading to proposed By-law S-316, amending By-law S-300, Respecting Streets as set out in Attachment A of the staff report dated September 6, 2021 to mandate the undergrounding of utility infrastructure in the Cogswell District; and
6. Direct the Chief Administrative Officer to report back to Regional Council with project status updates on a semi-annual basis.

MOTION PUT AND PASSED

Recommendation on page 2

- Information report to Regional Council dated June 4, 2024, indicated a report would be forthcoming to Regional Council in Q2 2024 regarding project budget pressures resulting from risks being monitored in the project and their implications.

EXECUTIVE SUMMARY

Construction of the Cogswell District Project commenced in October 2021 and is projected to be completed by December 2025. Regional Council has been informed of the project's progress through bi-annual information update reports. In addition to updates on construction progress, schedule, and benefits realization, these reports have provided details on project risks and budget status. In June 2024, Cogswell District Project Update Report #5 highlighted concerns with numerous project risks and their financial impact on the budget contingency. It was indicated a report on these budgetary pressures and options to address would be presented to Regional Council in Q2 2024.

With 15 months left to complete construction of the project, the \$14.3M project contingency is nearly depleted as result of project risks related to unsuitable materials management, increased professional services, extra works performed on behalf of third parties, and base program changes. Depletion of the contingency has meant there are insufficient funds to cover the cost of the interactive fountain/ cooling station and temporary washrooms in Granville Square, which also have increased in cost. The purpose of this report is to request Regional Council approve a gross budget increase of \$15.5M to address these risks and issues. It is anticipated that this increase will be offset with expected \$25.2M in cost recoveries from third party work and utilities cost sharing, resulting in an expected net project budget decrease of \$9.7M as outlined in the Financial Implications Section of this report.

This report also provides the 6th update on the project.

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Suspend the rules of procedure under Schedule 2, the Audit and Finance Standing Committee Terms of Reference, of Administrative Order One, the Procedures of the Council Administrative Order, requiring the Standing Committee to review and make recommendations on proposals coming to the Council outside of the annual budget or tender process;
2. Approve an increase to the gross budget to Project CT000007 – Cogswell Interchange Redevelopment by \$15.5M, funded from expected \$25.2M in cost recoveries from third party work and utilities cost sharing, resulting in an expected net project budget decrease of \$9.7M as outlined in the Financial Implications Section of this report.

BACKGROUND

On September 14, 2021, Regional Council awarded Tender 21-003 to Dexter Construction Ltd. for construction of the Cogswell District Project and requested bi-annual updates on the progress of the four-year project. Five bi-annual reports have been provided to Regional Council since tender award.

Through the various information reports Regional Council has been updated on budget status and risks. In Report Update #5, June 4, 2024, Council was informed the contingency for the project had been largely committed (79.4%) because of a variety of project risks. Further, Council was advised a report would be forthcoming in Q2 2024 to discuss the depleting contingency, as well as purchase order authority limits

being diminished by asset renewal and third party works projects. This report discusses these items as well as third party partnership and cost sharing recoveries and their overall impact on the project net budget. This report also will provide the sixth update on the project.

DISCUSSION

Project Budget

The approved gross budget for the project is \$122.6M and includes a project contingency of \$14.3M. The contingency is 91% spent with 15 months to go before project completion. Consequently, there is a need to increase the gross project's budget partially resulting from the realization of several project risks, third party works undertaken, and additional costs for the planned interactive fountain/ cooling station and temporary washrooms in Granville Square. The specifics of the issues driving the need for a gross budget increase are outlined below along with details of the amounts required to support project completion and the offsetting impact of recoveries from third parties and utility cost sharing.

1. **Unsuitable Materials-** The management of trench rock, pyritic slate and 80,000 cubic meters of surplus contaminated soil were identified as significant risks and reported on to Regional Council through the bi-annual project information reports. Together, these have had the most significant impact on the project contingency.

Soil contamination profiles were unquantifiable prior to construction excavation and therefore not included in the contract. To date, significant amounts of tier 2 and to a lesser extent, tier 3 level commercial grade soils have been discovered which have required offsite specialized disposal. Identification of an appropriate HRM owned site in Ragged Lake Industrial Park has enabled the project team to mitigate this risk to a considerable extent. Tier 1 industrial grade soil from the Cogswell site is now being transported, deposited, and compacted on the Ragged Lake lot. This in turn has the added benefit of enhancing the lot's layout and market value. Partial mitigation of this risk has resulted in the avoidance of net extra project costs in the vicinity of \$8 million.

The breaking of trench rock is a significant unfunded cost to the Cogswell District Project particularly around the realigned new Barrington Street south of Detour Road 1 and new Cogswell Street. In addition, the project, as part of the excavation work, has encounter pyritic slate deposits. These have been disposed of either with the Port of Halifax or with the more expensive option of offsite neutralization and disposal with Dexter Construction.

Cost to date for the management of unsuitable materials is \$6.7M. An additional \$2.4M is required to address the remaining unsuitable material on site, for a projected total cost of \$9.1M. This figure may be offset by \$2.6M cost sharing from Halifax Water who have agreed to contribute 50% to the costs for trench rock removal.

2. **Professional Services-** Several of the project's major consultants have billing trends that have or will exceed the original expectations by a significant margin. Of major concern is the project's design contractor who provides critical financial, design, and inspection services for Cogswell. These costs have increased over budget and are related to the number of base program change orders, unknown site conditions which have increased the level of oversight and involvement for these functions, and soil testing and reporting requirements. Other project soft costs have increased as well. These relate to increased insurance costs for the project and the addition of two project managers to assist with the construction phase. Cost to date for professional services is \$13.8M. An additional \$5.2M is required to cover remaining professional services to project end, for a projected total of cost \$19.0M.
3. **Extra Works performed on behalf of Third-Party Partners-** As a significant infrastructure project within the city's core, Cogswell has been approached by several partners to perform additional

works within the project boundary area. While external to the base contract scope, these are reasonable opportunities to perform additional scope given a major contractor is on site and in many instances the removal and replacement of asphalt, cement and earth is already accounted for in the Cogswell project scope. Reimbursement agreements for 100% of costs incurred for these works have been entered into with:

- Halifax Water
- Crombie REIT
- Department of National Defense (DND)
- Bell Aliant

To date, the total value of completed third party work is \$1.9M. It is anticipated there will be additional requests for such works before project completion. The value of these future requests is expected to be \$1.0M. The total third party works by end of the project are expected to cost approximately \$2.9M. While these extra works are being reimbursed by the third parties with no net cost impact to HRM, this work is still being done under the capital project, impacting both the project contingency and artificially accelerating the consumption of the contract award limit. This latter issue will be discussed more fully in a separate in-camera report.

4. Base Program Changes- 77 base program change orders have been issued to the end of Q1 2024/2025 and relate to the following categories: a) DND land agreement, b) communication/power infrastructure, c) water & sewer infrastructure, d) design clarifications, and f) project documentation, Many result from the discovery of unknown conditions in the field; their number is not inordinate for a project of this scope and complexity. \$4.4M of contingency funds have been spent in base program change orders. It is expected an additional \$4.5M is required for future base order changes to the end of the project, for a total cost of \$8.9M. The original contingency amount was sufficient to cover all projected base program costs, however, it has been depleted by 1,2 and 3 above and therefore now forms part of the gross budget increase request.
5. Granville Park Interactive Fountain/ Cooling Station/ Washrooms-. The interactive fountain, identified during the 90% design process, is intended to animate Granville Square and contribute to its identity as an active and memorable urban gathering place furthering Regional Council's goal of creating inspirational public spaces and realm in the Cogswell District (Attachment A). It is expected to be a destination facility serving the entire municipality, like the Commons Pool and the Skating Oval. Additionally, a key feature of the fountain is the inclusion of a fog/mist component which will enable it to act as a cooling station for residents and visitors, particularly during periods of extreme summer temperatures. This is the first such facility to be built by the municipality and is in a critical location to serve large numbers of residents and visitors. Examples of water features being used for both recreational and public health/safety purposes can be found across Canada and around the world¹. Ensuring existing and future water features across the municipality can provide cooling functions during extreme temperatures will be explored further in the Cooling Station report being prepared by Community Safety Staff and targeted for presentation to Regional Council in Q3 2024/2025.

Underground services have been installed to the fountain/ cooling station and staff are now ready to begin construction of it and the supporting service building. In the September 12, 2023, Information Update #3 Report to Regional Council, staff advised the cost of the fountain was estimated at \$1.4M and was to be funded from contingency. Actual construction quotes obtained from suppliers indicate the cost of the fountain/ cooling station is \$2.1M. Since the project

¹ For examples see: a) <https://www.bordeaux-tourism.co.uk/sites-monuments/water-mirror>, b) <https://morethangreen.es/en/water-mirror-a-place-to-cool-off-in-bordeaux/>, c) [Fontaine du Quai Paquet - Traverse de Lévis - Crystal \(crystalfountains.com\)](https://www.crystalfountains.com/), d) <https://www.quebec-cite.com/en/what-to-do-quebec-city/place-des-canoitiers>

contingency is nearly depleted, these costs are now included as part of the current gross budget ask. In addition, staff recommend monies be provided for temporary washroom facilities to serve the new Granville Square Park. Synergies with the utility building and servicing for the fountain/cooling station are possible; several options are under review. These include building washrooms within the utility structure or adjacent placement of temporary container washrooms, like those used on the Halifax Waterfront, until permanent facilities are constructed. It is estimated approximately \$625,000 is required to provide temporary washrooms to serve the park and Granville Mall until permanent washroom facilities are implemented. The total increase to accommodate the fountain/cooling station and temporary washrooms is \$2.7M.

Several options for permanent washrooms in this portion of the Cogswell District are being explored, however the timing of these facilities is likely 5 -10 years as they are dependent upon the construction of a building on the adjacent development block (Block A) and/ or the plaza and stairs between the building on Block A and the Barrington hotel which will connect the Transit hub to the square. These options include incorporating washrooms into the stair/ plaza connection between the two buildings or exploring a lease arrangement with the new building owner for the provision of washroom services. This latter option could be achieved through conditions in the purchase and sale agreement for the lot through a lease back or operating agreement with the purchaser. Staff will continue to evaluate these options in the context of the approved Parks washroom and drinking fountain strategy and the costs associated with each and report back to Regional Council on or before finalization of the disposition of Block A.

The total increase to construction costs because of base program changes, unsuitable materials disposal (rock, pyritic slate and contaminated soil), third party works, and cost of the planned interactive fountain/cooling station, and temporary washrooms is \$15.5M as outlined in Table 1. However, \$5.7M is reimbursable because of third-party recoveries. These include 50% recovery from Halifax Waterfront trench rock removal, and 100% recovery for the third-party asset renewal and opportunity projects.

Further offsetting the increased costs is confirmation of utility cost sharing recoveries through signed agreements. As reported on Sept 12, 2023, all cost sharing commitments have been finalized with utilities for new and relocated underground infrastructure. The total value of the cost share commitments from utilities is \$19.5M. When cost shared funds are applied to the budget, the cost share amounts cover the remaining \$9.8M of expected additional costs as well as provide for a reduction of the net budget of the project by 9.7M. Based on this, staff recommend the gross budget for the project be increased by \$15.5M from \$122.6M to \$138.2M with an expected net project budget decrease of \$9.7M as outlined in Table 1 below.

Table 1

Project budget:		
	Base Construction Costs	\$ 95,663,635
	Non-Construction Costs	\$ 12,626,820
	Project Contingency (15%)	\$ 14,349,545
Total Original Project Budget		\$ 122,640,000
	Additional Base Construction Costs	\$ 6,407,500
	Non-Construction Costs	\$ 6,401,500
	Fountain/ Cooling Station/Washrooms	\$ 2,711,500
	Total Increase to Gross Budget Needed	\$ 15,520,500
	Total Estimated Project Cost	\$ 138,160,500
Estimated Cost Sharing/ Recoveries:		
Third Party Recoveries:	Halifax Water Rock-50%	\$ 2,618,600
	Halifax Water Field Requests-50%	\$ 450,000
	3rd Party Work-100%	\$ 2,670,000
	Third Party Recoveries Total:	\$ 5,738,600
Utility Cost Share:	Halifax Water	\$ 18,900,100
	Bell Aliant	\$ 178,300
	Eastward Energy	\$ 388,700
	Utility Cost Share total:	\$ 19,467,100
Total Recoveries Expected		\$ 25,205,700
Estimated-Overall Net Project Cost		\$ 112,954,800
Expected Net Decrease in HRM Debt Funding:		\$ (9,685,200)

Project Update

A. CONSTRUCTION ACTIVITY

The following construction activities have been completed since submission of the fifth status report to Regional Council on June 4, 2024:

- Roundabout subgrade construction with anticipated completion by end of year, including Valour Way
- Closure of Barrington Street and temporary relocation of on-street Transit Hub to enable Barrington Street reconstruction to Duke Street
- Opening of Detour Road 5 to facilitate Barrington Street reconstruction
- Re-opening of Albemarle Street at Cogswell Street to traffic and pedestrians
- Realignment of Brunswick Street intersection at Cogswell Street to integrate with new Cogswell Street
- Renaming of Bells Lane, Proctor Street, and Poplar Street.

- Opening of pedestrian access between old and new Granville Mall and the Hollis Street/ Upper Water waterfront crossing
- Completion of streetscaping elements on portions of new Cogswell and Barrington streets
- 100% demolition of former interchange structures
- Removal of 60,000 cubic metres of surplus material to HRM owned Ragged Lake site
- Completion of remedial work at Purdy's Parkade
- Construction of DND Parking Lot 2, fulfilling final requirements of land sale agreement.

The following construction activities are expected to be completed in the next 6 months (February 2025):

- Opening of new Barrington Street from roundabout to Duke Street, completing the central north-south street network in the district
- Opening of Valour Way, DND's primary access
- Opening of new Barrington on-street transit hub providing citizens with an enhanced transit experience
- Completion of Barrington and Cogswell active transportation greenways providing connections to the existing AAA bike network
- Completion of new Cogswell Street from Barrington to Upper Water Street, completing the primary east-west street connection in the district
- Completion of the Crombie Land Exchange Agreement finalizing land parcel transfers for Granville Square, the on-street transit hub, and construction of Proctor Street.

B. BENEFITS REALIZATION UPDATES

There are numerous initiatives directly or indirectly tied to the construction project that will provide broader benefits beyond those associated with the removal and replacement of the Cogswell interchange infrastructure. The following is an update on those benefits:

- i) Social Benefits
 - The Social Benefits Advisory Committee (SBAC) continues to meet monthly with the Cogswell Team, Diversity & Inclusion staff, and Dexter.
 - Data for workforce diversity and supplier diversity is updated and presented monthly to the SBAC for review and discussion. Excerpts from the July 2024 report are included in Attachments B and C.
 - Overall, 36% of the workforce for Dexter have self-identified as belonging to one or more equity-deserving groups in the past 12 months. When sub-contractors are included, this number changes to 34%.
 - In the past 12 months, 12.5% of project work hours have been completed by self-identified African Nova Scotians, which exceeds the target of 5% set out in the project tender and contract.
 - Stats remain below the targeted 5% specified in the construction contract for the Mi'kmaw community. Dexter and the SBAC are committed to increasing this number.
 - \$1.86M of goods and services have been invoiced to diverse suppliers, representing 2.6% of construction spend to date. Work continues toward the 10% minimum specified in the construction contract.
 - Attachment C illustrates the distribution of diverse work hours for the month of July 2023 across occupation groups and the diverse owned business summary.
- ii) Art & Commemoration
 - An RFP has been completed by Parks & Recreation staff, in concert with the Cogswell team, to engage consultants to develop a Cogswell Art & Storytelling Strategy which

- prioritizes Mi'kmaw and African Nova Scotian art and storytelling opportunities within the Cogswell District.
 - Two facilitators have been hired to consult with Mi'kmaw and African Nova Scotian communities. The first phase of the engagement process is expected to be completed by end of 2024.
 - 1% of the Cogswell District budget has been allocated for the Art and Storytelling Program.
- iii) Bikeway Integration Projects
- Opportunities to extend the Cogswell Greenway from Brunswick Street to the Halifax Common continue to be investigated by Planning & Development staff as part of the Downtown Gateway initiative.
 - Discussion of the potential greenway extension was discussed in a report on the Downtown Gateway project presented to Regional Council on August 6, 2024. The report, which was approved by Regional Council, indicated the extension of the Cogswell Greenway will be included as part of the proposed functional plan for the Gateway area, including cost estimates and an implementation strategy to inform the capital planning process. The functional plan is expected to take 2-3 years to complete.
- iv) RCMPS/ RCLUB Amendment Process
- The public engagement process for the Cogswell Regional Centre Secondary Municipal Planning Strategy / Regional Centre Land Use Bylaw (RCMPS/RCLUB) amendment process for building design, zoning requirements, and the Cogswell Affordable Housing Strategy concluded at the end of June. Discussions with community interest groups and stakeholders will continue throughout the project.
 - Planning & Development staff are preparing draft polices and zoning provisions based on the feedback. These will be reviewed internally in the Fall with the expectation of presenting these to Regional Council in Q1 or Q2 2025.
 - In addition, staff have been engaging with community organizations, other orders of Government and housing providers on potential affordable housing solutions. Options for the provision of affordable housing within the Cogswell District will form part of the Council Report package which includes the recommended land use policies.
 - A staff report regarding a presentation by the New Roots Halifax North End Community Land Trust (NRCLT) to the Community Planning & Economic Development (CPED) Committee is being presented to Regional Council on the same date as this report. The NRCLT are making several policy requests related to the Cogswell District and other initiatives, including a request for lands to be contributed to the land trust for the purposes of an African Nova Scotian led and managed housing development.
- v) Rick Hansen Gold Certification
- Work continues towards the designation of Rick Hansen Gold Certification for the Cogswell District. Changes to the design because of construction are monitored considering Rick Hansen accessibility criteria.

C. SCHEDULE/ SCHEDULE IMPACTS

- The project is proceeding on schedule. Phase 2 of the project is nearing completion. 3 months remain to complete the reconstruction of Barrington Street and the on-street transit hub by Scotia Square.
- It is anticipated new Barrington Street between the roundabout and Duke Street will open to traffic and pedestrians before the end of December, completing the new north-south traffic spine through the district. At the same time, it is expected the new on-street transit hub will open with dedicated transit only lanes, 11 new shelters (5 of which are heated),

additional seating area, (37 benches), wider sidewalks, street lighting, street trees and landscaping.

- A comprehensive communication program, involving various forms of media, is being developed to notify residents of these changes, with a particular focus on transit users.
- The projected completion date of the full project is December 2025.

FINANCIAL IMPLICATIONS

Although cost sharing was expected for this project, the specific amount was not known at the time of contract award. As work has progressed and cost sharing projects are underway and/or completed, the amount of cost sharing can now be estimated. As seen above in Table 1, adding the cost sharing and recoveries and decreasing the net budget gives an additional funding of \$15,520,500 needed to complete the project. This results in an expected decrease of \$9,685,200 of HRM debt funding required for the project.

Budget Summary: Project No. CT000007 – Cogswell Interchange Redevelopment

Original Gross Project Budget Amount	\$122,640,000
Increase to Gross Budget required	\$ <u>15,520,500</u>
New Gross Project Budget Amount	\$138,160,500

Sales from the disposal of development blocks created within the district are expected to provide further off-setting revenue to the net cost of the project. Previous estimates placed the potential recovery of costs in the vicinity of 86%. Staff are undertaking further analysis regarding the potential market values of the five development blocks and will reporting back to Council in the near future. Any future revenue from the disposal of the development blocks will be influenced by future decisions made by Regional Council regarding the planning and zoning provisions placed on the blocks as well as decisions regarding affordable housing and community interests expressed regarding the lots.

RISK CONSIDERATION

A risk register was developed for the project during the design phase and is now being maintained for the construction phase. The status of major project risks, including mitigating measures, have been reported to Regional Council via the bi-annual information reports.

Project staff are managing a new risk related to traffic movement through the project during the current construction phase. It is anticipated traffic slowdowns will be experienced when traffic volumes return to regular levels in September. Communication plans advising motorists about anticipated traffic delays and suggesting the use of alternate travel modes, such as transit, or using alternate work arrangements, if possible, are among the messages which will be used to inform the public and help mitigate this issue.

The recommendation of this report is the mitigating measure to provide additional funds to carry the project through to completion. There is a significant risk to completion of the project if the requested increase to the project gross budget is not approved.

COMMUNITY ENGAGEMENT

Communication continues to be a very important component of the project. The following communication approaches / mechanisms have been implemented as part of the construction phase and are on-going:

- Weekly construction meetings with the constructor to ensure close coordination and responsiveness.
- Monthly meetings (virtual) with key partners (abutting property owners and those who have specific interest in the project) to provide project updates and discuss issues and concerns specific to each

property. Currently, these meetings are open to 120+ people. 33 monthly update meetings have been held with this stakeholder group.

- Weekly meetings are held, often on site, with property owners when construction directly impacts their property.
- Public Service Announcements (PSAs) are issued for all modifications to travel routes through the project and for project milestones. PSAs are accompanied with visual assets (i.e., maps, photos) where possible and are posted on halifax.ca and social media.
- Regular social media posts are issued to update the public on construction activity, highlight interesting developments, and announce project milestones.
- Five-time lapse cameras continue to record the progress of the project.
- Site tours are arranged for key partners, and conference attendees as requested. The Cogswell team continue to do outreach presentations on the project. During the past six months, presentations were made to the annual general meeting of the Spice Condominium Corporation, and members of the Downtown Halifax Business Commission Board.

ENVIRONMENTAL IMPLICATIONS

Substantial monies have been expended to date to address the proper disposal of surplus soil from the project site. The recommendation to increase the gross budget, in part to address remaining unsuitable soils within the project, will ensure continued compliance with N.S. Provincial Environmental requirements.

ALTERNATIVES

Regional Council could choose to:

1. Increase the project gross budget authority by \$25.2M to make available to the project the full amount of cost recoveries from third party work and utilities cost sharing. This option would be administratively efficient as staff would not need to return to Regional Council for further monies for the project. Staff do not recommend this option as there is a high degree of confidence in the estimates for the remaining costs presented in this report.
2. Not approve the gross budget increase request. Staff do not recommend this alternative as the contingency for the project will be depleted and there will be insufficient funds to address the financial issues outlined in this report. In short, the project, as currently scoped, would not be able to be completed.
3. Reduce the amount of the gross budget ask. This alternative would require direction from Regional Council as to what component of the budget request should be eliminated or deferred. Staff do not recommend this alternative as all components, save the fountain/cooling station and washrooms, are necessary to complete the project. Elimination of the fountain/cooling station would be contrary to Regional Council's supported objectives for signature green spaces in the project as well as the approved 90% design concept plan for the project developed through extensive public engagement. For these reasons, staff do not support this alternative.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, S.N.S. 2008, c. 39

79A (1) Subject to subsections (2) to (4), the Municipality may only spend money for municipal purposes if (a) the expenditure is included in the Municipality's operating budget or capital budget or is otherwise

authorized by the Municipality; (b) the expenditure is in respect of an emergency under the Emergency Management Act; or (c) the expenditure is legally required to be paid.

(2) The Municipality may expend money provided for in an operating budget or capital budget for a purpose other than that set out in the operating budget or capital budget for that fiscal year if the expenditure does not affect the total of the amounts estimated for the operating budget and the capital budget.

(3) The Municipality may authorize expenditures from its operating budget or transfer money from the operating budget to its capital budget if the total amount of such expenditures and transfers for the fiscal year does not exceed the total amount of estimated revenue from all sources in excess of the amount estimated for those sources in the operating budget for that fiscal year.

(4) The Municipality may authorize capital expenditures that are not provided for in its capital budget if the total of such expenditures does not exceed the greater of

(a) the amount authorized to be transferred from the operating budget to the capital budget under subsection (3);

(b) the borrowing limits established for the Municipality under Section 109; or

(c) the amount withdrawn from a capital reserve fund under subsection 120(4).

Administrative Order Number One, the Procedures of the Council Administrative Order

4(2) Notwithstanding subsection (1), any one or more of the rules of procedures contained herein except for sections 5 and 41 and subsections 12(5) and 59(3) may be suspended by Council, Committee of the Whole, Community Council or a Standing Committee by the affirmative vote of two-thirds (2/3rds) of the Members present and voting.

ATTACHMENTS

Attachment A: Interactive Fountain/ Cooling Station Design

Attachment B: Diverse Workforce Hours Summary July 2024

Attachment C: Diverse Workforce Occupation & Supplier Summaries July 2024

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

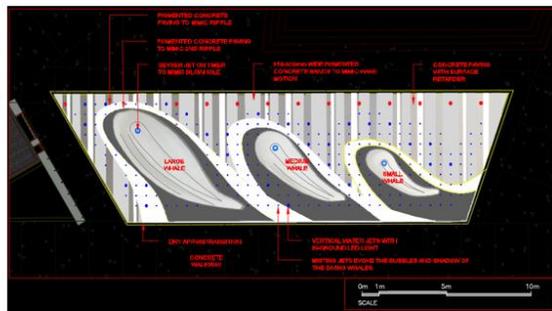
Report Prepared by: Donna Davis, Project Manager- Cogswell District Project, 902.476.8486

ATTACHMENT A: COGSWELL INTERACTIVE FOUNTAIN/ COOLING STATION

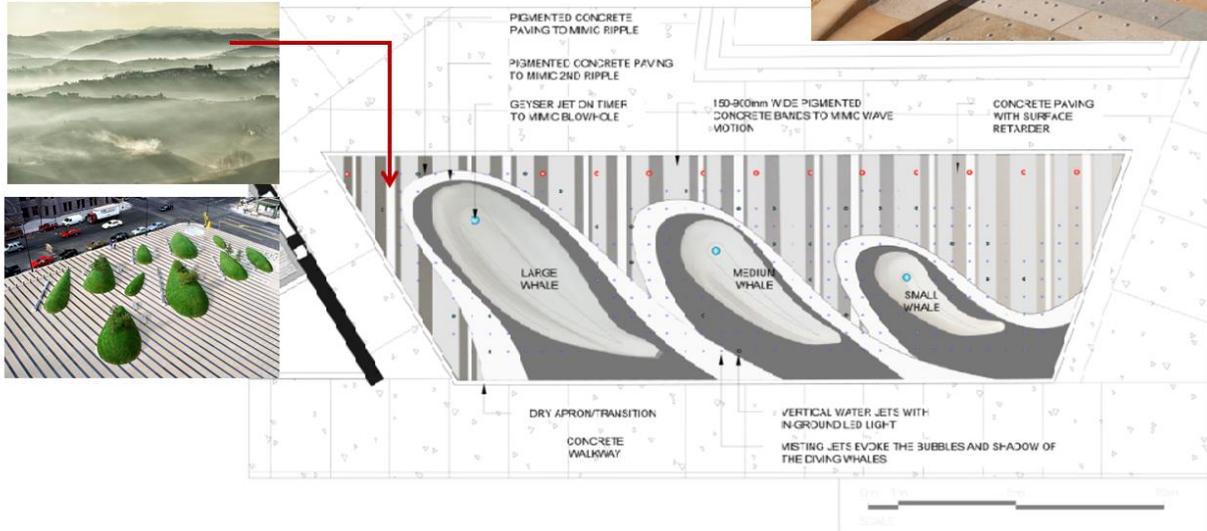
Cogswell Fountain – Design Concept



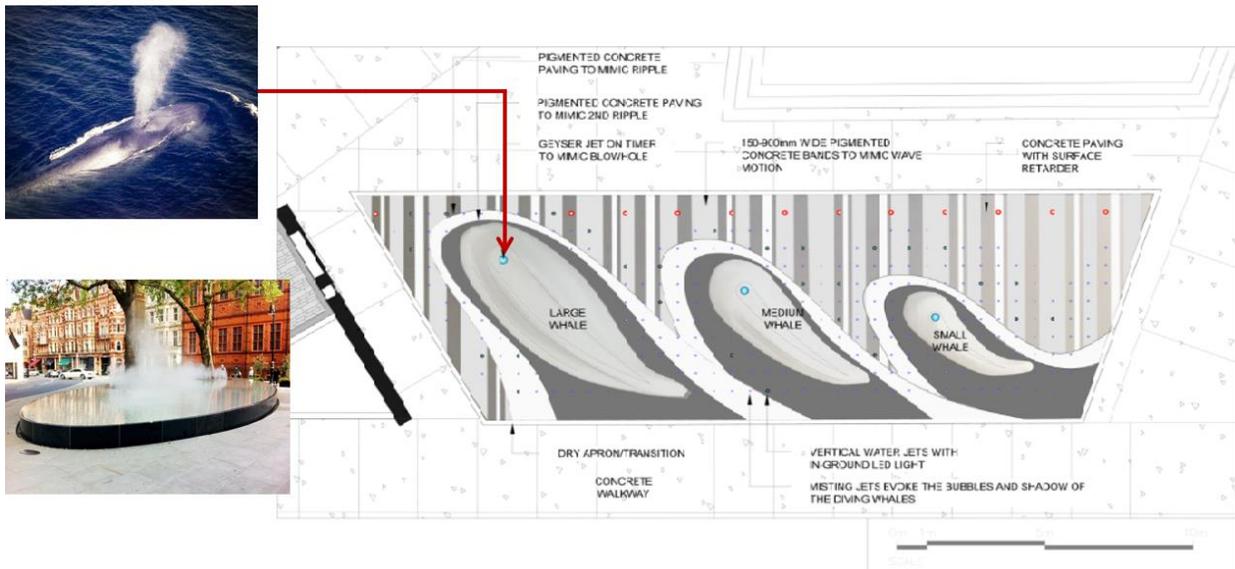
Cogswell Fountain Plan and Elevation



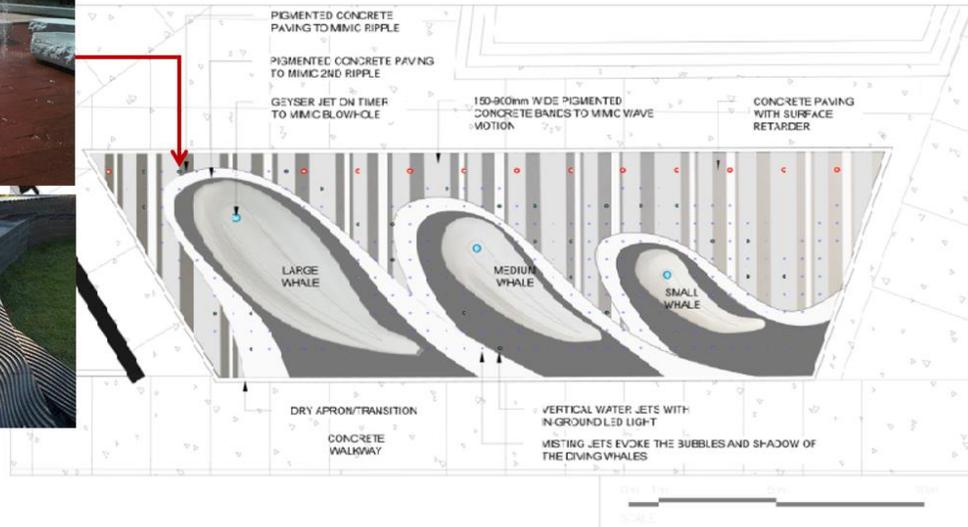
Cogswell Fountain – Waves & Whales



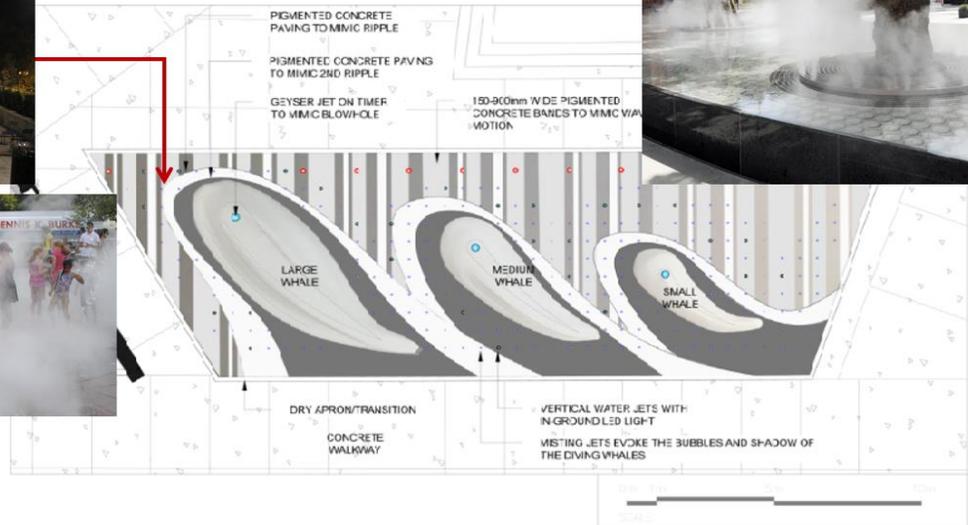
Cogswell Fountain – Geysers



Cogswell Fountain – Jets



Cogswell Fountain – Misters/Cooling



ATTACHMENT B

Cogswell District Redevelopment Program - Workforce Equity Seeking Report																									
Diverse Workforce Hours Summary - July 2024																									
Company	Trade	Time Period	Mi'kmaq		Indigenous		African Nova Scotian		Black or Persons of African Heritage		Racially Visible Persons		Women		2SLGBTQIA+		Person with Disability		Immigrant / Newcomer		Other		Diverse Workforce	Total Workforce	Diverse Workforce
			Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	Hours	%
Dexter Construction Ltd	Civil/ Utilities/ Paving	Aug-23	247.0	1.5%	80.0	0.5%	2374.3	14.0%	47.5	0.3%	1950.5	11.5%	1057.0	6.2%	0.0	0.0%	757.5	4.5%	2573.0	15.2%	0.0	0.0%	7,158	16,967	42%
		Sep-23	58.7	0.5%	80.0	0.7%	1725.1	14.2%	0.0	0.0%	1246.0	10.3%	526.3	4.3%	0.0	0.0%	543.0	4.5%	1867.8	15.4%	0.0	0.0%	4,755	12,152	39%
		Oct-23	0.0	0.0%	80.0	0.6%	1964.0	14.1%	0.0	0.0%	1047.0	7.5%	801.0	5.8%	0.0	0.0%	701.0	5.0%	1664.0	12.0%	0.0	0.0%	5,139	13,915	37%
		Nov-23	0.0	0.0%	80.0	0.5%	2268.5	14.2%	53.0	0.3%	1601.5	10.0%	1037.0	6.5%	0.0	0.0%	756.5	4.7%	2057.5	12.9%	0.0	0.0%	6,191	15,961	39%
		Dec-23	0.0	0.0%	120.0	0.9%	1264.0	9.4%	23.0	0.2%	1581.0	11.7%	769.5	5.7%	0.0	0.0%	525.0	3.9%	1786.0	13.2%	0.0	0.0%	4,464	13,499	33%
		Jan-24	0.0	0.0%	80.0	0.8%	570.0	5.6%	0.0	0.0%	480.0	4.7%	498.0	4.9%	0.0	0.0%	629.0	6.1%	890.0	8.7%	0.0	0.0%	2,587	10,242	25%
		Feb-24	0.0	0.0%	112.0	1.1%	520.0	5.3%	0.0	0.0%	408.0	4.1%	557.0	5.6%	0.0	0.0%	501.9	5.1%	832.4	8.4%	0.0	0.0%	2,402	9,864	24%
		Mar-24	0.0	0.0%	88.0	0.8%	689.5	6.6%	0.0	0.0%	533.0	5.1%	418.0	4.0%	0.0	0.0%	509.5	4.9%	957.3	9.2%	0.0	0.0%	2,574	10,440	25%
		Apr-24	0.0	0.0%	64.0	0.5%	1110.2	9.3%	0.0	0.0%	905.0	7.5%	858.5	7.2%	0.0	0.0%	611.0	5.1%	1337.0	11.1%	0.0	0.0%	3,910	11,996	33%
		May-24	0.0	0.0%	96.0	0.6%	1075.9	6.9%	33.0	0.2%	1364.0	8.7%	1650.0	10.6%	11.0	0.1%	710.0	4.5%	1901.0	12.2%	0.0	0.0%	5,404	15,634	35%
		Jun-24	0.0	0.0%	64.0	0.3%	1491.5	7.4%	138.0	0.7%	2633.0	13.1%	1953.0	9.7%	13.0	0.1%	705.0	3.5%	3120.0	15.5%	0.0	0.0%	7,261	20,075	36%
		Jul-24	0.0	0.0%	64.0	0.4%	1597.2	8.8%	0.0	0.0%	1804.4	9.9%	1479.8	8.2%	13.0	0.1%	742.4	4.1%	2263.7	12.5%	0.0	0.0%	5,845	18,148	32%
		Project To Date	1826.7	0.5%	3719.0	1.0%	48750.7	12.5%	745.8	0.2%	26128.9	6.7%	35828.4	9.2%	2037.9	0.5%	18775.6	4.8%	35843.2	9.2%	0.0	0.0%	141,820	388,858	36%
Atlantica	Electrical	Aug-23	0.0	0.0%	180.0	50.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	180	360	50%
		Sep-23	0.0	0.0%	200.0	14.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	200	1,420	14%
		Oct-23	0.0	0.0%	210.0	9.3%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	210	2,250	9%
		Nov-23	0.0	0.0%	210.0	11.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	210	1,811	12%
		Dec-23	0.0	0.0%	170.0	14.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	170	1,206	14%
		Jan-24	0.0	0.0%	60.0	4.5%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	60	1,340	4%
		Feb-24	0.0	0.0%	20.0	2.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	20	760	3%
		Mar-24	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0	1,180	0%
		Apr-24	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0	1,880	0%
		May-24	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0	1,660	0%
		Jun-24	0.0	0.0%	0.0	0.0%	460.0	19.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	460	2,420	19%
		Jul-24	0.0	0.0%	0.0	0.0%	310.0	17.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	310	1,740	18%
		Project To Date	0.0	0.0%	3538.0	9.9%	770.0	2.1%	0.0	0.0%	0.0	0.0%	547.5	1.5%	518.0	1.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	4,338
All Star Rebar	Reinforcing Steel	Last Month	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0	0	0%
		Project To Date	0.0	0.0%	5.0	1.0%	55.0	11.3%	0.0	0.0%	0.0	0.0%	49.0	10.1%	15.0	3.1%	0.0	0.0%	9.0	1.9%	0.0	0.0%	40	485	8%
Harbourside	QA/QC	Last Month	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	156.0	48.2%	0.0	0.0%	0.0	0.0%	0.0	0.0%	156.0	48.2%	0.0	0.0%	200	324	62%
		Project To Date	43.8	0.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	194.0	3.8%	209.5	4.1%	0.0	0.0%	0.0	0.0%	194.0	3.8%	0.0	0.0%	520	5,064	10%
TOTALS			1870.49	0.4%	7262	1.7%	49575.7	11.6%	745.75	0.2%	26322.9	6.2%	36634.4	8.8%	2570.9	0.6%	18775.6	4.4%	36646.2	8.5%	0	0.0%	146,717	431,133.92	34.0%

Project To Date hours reporting from Project Commencement (September 2022) to end of Current Reporting Period (July 31st, 2024)

ATTACHMENT C

Cogswell District Redevelopment Program - Workforce Equity Seeking Report													
Diverse Workforce Occupation Summary - July 2024													
Occupation	Mi'kmaq	Indigenous	African Nova Scotian	Black or Persons of African Heritage	Racially Visible Persons	Women	2SLGBTQIA+	Person with Disability	Immigrant / Newcomer	Other	Diverse Workforce	Total Workforce	Diverse Workforce
	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Unique Personnel	Unique Personnel	%
Labourer	0	0	9	0	25	2	0	1	25	0	36	86	41.9%
Operator	0	0	4	0	1	0	0	0	1	0	6	23	26.1%
Supervisor/ Management	0	1	2	0	1	3	0	1	1	0	7	32	21.9%
Traffic Control	0	0	2	0	7	21	1	2	8	0	32	62	51.6%
TOTALS	0	1	17	0	34	26	1	4	35	0	81	203	39.9%

*Project To Date Hours reporting from Project Commencement (September 2021) to end of Current Reporting Period (July 31st, 2024)

Cogswell District Redevelopment Program - Workforce Equity Seeking Report										
Diverse Owned Business Summary - July 2024										
Vendor Name	Business Information			Equity Seeking Group - Ownership Self-Identification						\$ Invoiced to date
	Field	Services/Product	Small Enterprise?	African Nova Scotian	Indigenous	LGBTQIA2S+	Racially Visible Person	Women	Youth	
Hawkeye Line Locators Inc.	Operations Services & Subcontractors	Services Inspection	Yes							\$3,860.00
Dominion Diving Ltd.	Operations Services & Subcontractors	Services Diving			Yes					\$14,506.00
Event Software Inc.	Corporate	IT Software	Yes							\$0.00
K & M Inspection Consultants Limited	Operations Services & Subcontractors	Services Blasting/Explosives	Yes		Yes		Yes	Yes		\$533,920.20
Metals "R" Us	Operations Materials	Steel	Yes							\$7,020.10
Velocity Machining & Welding Inc	Equipment Maintenance/Capital	Services Welding	Yes							\$8,413.20
Stanhope Insurance Ltd.	Corporate	Insurance						Yes		\$431,140.00
Lake City Woodworkers	Operations Materials	Landscaping Materials								\$0.00
Blacktop Paving	Operations Services & Subcontractors	Trucking Services		Yes						\$34,671.35
Glasgow Trucking	Operations Services & Subcontractors	Trucking Services	Yes	Yes						\$225,900.44
Zachias Trucking	Operations Services & Subcontractors	Trucking Services	Yes	Yes						\$326,385.84
Ranan Trucking	Operations Services & Subcontractors	Trucking Services	Yes	Yes						\$304,460.67
Total Invoiced Cost to Date				\$891,418.30	\$548,426.20	\$0.00	\$533,920.20	\$965,060.20	\$0.00	\$1,890,277.80

*Reporting from Project Commencement (September 2021) to end of Current Reporting Period (July 31st, 2024)