



Report to: Development Services Commission

Meeting Date: May 24, 2016

SUBJECT: Markham Centre Joint Mobility Hub Study
PREPARED BY: Alan Brown, Director of Engineering, Ext. 7507

RECOMMENDATION:

- 1) That the May 24, 2016 Report entitled "Markham Centre Joint Mobility Hub Study" be received;
- 2) That the Markham Centre Joint Mobility Hub Study (Phase 1), to be led by Metrolinx, be endorsed;
- 3) That staff be authorized to finalize the Phase 1 Study Terms of Reference, and cost sharing with Metrolinx;
- 4) That the CAO and Commissioner of Development Services be authorized to enter into a Memorandum of Understanding with Metrolinx and York Region Rapid Transit Corporation/York Region for the Markham Centre Joint Mobility Hub Study Phase 1 and cost sharing;
- 5) That Markham's share of the Phase 1 Mobility Hub Study at \$71,232 (inclusive of HST) be finalized by the Commissioner of Development Services and funded under the Planning Capital Account # 640-101- 5699-10577 (Mobility Hub Study);
- 6) That the consulting assignment and purchase orders PD11314 and PD11315 for Arup Canada Inc. for the Mobility Hub Study be closed;
- 7) That staff be authorized to retain on a sole source basis an architect to a maximum amount of \$101,760 (inclusive of HST Impact) in accordance with the Purchasing By-Law 2004-341, Part II, Section 7 Non Competitive Procurement Item: Item (h) where it is necessary or in the best interests of the City to acquire non-standard items or Consulting and Professional Services from a preferred supplier or from a supplier who has a proven track record with the City in terms of pricing, quality and service and funded from the Planning Capital Account # 640-101- 5699-10577 (Mobility Hub Study);
- 8) That a \$50,880 (inclusive of HST Impact) allowance for the Transportation and Servicing analysis be provided and funded from Account # 640-101-5699-10577, as part of the Phase 1 Study;
- 9) That a 10% contingency be established in the amount of \$22,387.20 (inclusive of HST), to cover any additional costs related to the Joint Study, Architect Fee Allowance and Transportation & Servicing Studies, funded from Planning Capital Account #640-101-5699-10577 (Mobility Hub Study);

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- 10) That a Staff Recovery in the amount of \$9,000 be funded from Planning Capital Account #640-101-5699-10577 (Mobility Hub Study);
 - 11) That staff update Council throughout the study process;
 - 12) And that staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

To update Council as to negotiations between Metrolinx, York Region Rapid Transit Corporation (YRRTC), and the City in regard to the Markham Centre Joint Mobility Hub Study and to recommend a revised study process.

BACKGROUND:

In 2010 the City retained Adamson Associates Architects to undertake a Site Optimization Study for "Markham Live." This study identified a more refined road and block pattern to maximize development opportunities and establish an infrastructure framework for development within the East Precinct of Markham Centre.

The Adamson concept plan and proposed road/transit alignments were endorsed by Council in March 2011. It was intended that this concept plan would inform future Precinct Plans in the mobility hub area; identify infrastructure requirements/opportunities; and provide the groundwork for more detailed planning and engineering analysis within the context of a Mobility Hub Study.

In June 2011, Council endorsed Term of References for a Markham Centre Mobility Hub Study, focused on lands within the vicinity of the Unionville GO Station. This study was initiated, in part, as a response to the designation of the Unionville GO Station as an "Anchor Mobility Hub" by Metrolinx, to further advance the conceptual design work by Adamson Associates for the City and to also consider a visioning concept (Calthorpe & Associates, consultants) for Remington's "Downtown Markham" lands in the vicinity of the future mobility hub and proposed transit alignments through this portion of Markham Centre (VIVA and 407 Transitway).

The original Terms of Reference for the Mobility Hub Study, which were endorsed by Council, were the subject of a competitive bid RFP process. This process involved submissions from 6 firms and an extensive evaluation exercise which consisted of a Technical Evaluation, Presentation Evaluation and Price Evaluation. Based on this evaluation, Arup Canada Inc., being the highest ranked and lowest price proponent, was recommended for the contract in October, 2011. The budget included \$100,000 for the City to retain Adamson Associates as part of the consultant team for project continuity. Funds for the Mobility Hub were provided through the Markham Centre Mobility Hub account # 640-101-5699-10577.

The Unionville Sub-Committee was established as the Steering Committee for the Hub Study. Through a series of meetings, the Sub-Committee recommended an increase in the scope of work to include additional urban design and public consultation, including a design charette process. In 2013, Development Services Committee and Council authorized an expanded scope of work and additional funding. Torti Gallas and Partners were added to the consulting team as urban design sub-consultant.

In mid 2015 YRRTC advised the City that there were conflicts with their Bus Rapid Transit (BRT) alignment from Birchmount Road to the Unionville GO Station with the YDSS sewer. YRRTC and the City agreed to undertake a joint study to revisit the transit alignment and its impact on surrounding land use and road network. On September 28, 2015 Council put a hold on the Mobility Hub Study pending completion of the Viva Alignment study. YRRTC and Engineering staff have finalized the Terms of Reference for a joint City/Viva study to review transit alignments and impact on land use and the road network.

Since the commencement of the Mobility Hub Study in 2011, Metrolinx has or is advancing a number of studies related to the Mobility Hub Study as follows:

- Regional Express Rail Study of the Stouffville Line
- Installation of additional tracks through the Unionville Station area
- Station modification
- Additional parking
- Pedestrian tunnels to the island and west side platforms

OPTIONS/ DISCUSSION:

Metrolinx has approached Markham and YRRTC with a proposal that they lead a joint Mobility Hub Study with Markham and YRRTC, incorporating all of the various transit aspects in the area, including the Viva alignment study into one combined study, see Attachment 'A'.

As per Attachment 'B', the Metrolinx Mobility Hub Study would be phased as follows:

Phase 1

- Structural Elements and Development Framework
- Transportation Services – including transit alignments
- Financial
- Station Design, Access and Circulation
- Implementation Strategy

Phase 2 will supplement the Phase 1 concepts listed above but with a more detailed focus on Planning and Urban Design, to inform an update to the Markham Centre Secondary Plan. The timing, funding and implementation for the Phase 2 Study will be finalized at the completion of the Phase 1 Study.

Planning, Engineering and Regional staff have reviewed the Metrolinx proposal and recommend this approach for the following reasons:

- Metrolinx's initiation of a joint study represents a heightened commitment on their part to make this Hub a priority and to implement the study recommendations.
- A consolidated study will encompass key development, transit and road network issues
- Metrolinx is in a better position to resolve negotiations with MTO regarding an alternative alignment of the 407 Transitway in Markham Centre
- Metrolinx's commitment to complete this Study within 8 months
- Metrolinx's funding commitment to the study
- Enables Markham to proceed with Class EA Study for the 3 grade separated crossings over the GO Line once the Phase 1 Hub Study is completed
- Will inform development plans in the impact zone for the hub

Staff recommend that Markham contribute financially approximately \$70,000 to this joint study and that Markham staff be represented in a technical advisory committee to direct this study. The amount of the contribution has not been finalized and will depend on the study cost. It is requested that the CAO and the Commissioner of Development Services be authorized to enter into a Memorandum of Understanding for the final cost sharing amount.

Staff also recommend that the City for Phase 1 retain, on a sole source basis, a qualified architect to ensure that Markham's vision for the Markham Centre and the Hub be maintained and incorporated into the Joint Mobility Hub Study. Staff recommend a \$100,000 allowance for this work and that the Commissioner of Development Services be authorized to retain an architect on a sole source basis. This amount and approach is consistent with the original Terms of Reference and funding endorsed by Council. In addition the City may have to retain Transportation and Servicing Consultants under Phase 1 and a \$50,000 allowance is recommended for this work.

Consultation

Staff will finalize the consultation process with Metrolinx and YRRTC, but as a minimum, regular updates to DSC and a public information meeting will be provided.

Revised Scope of Work

Staff have reviewed Metrolinx draft scope of works and are in discussions with Metrolinx and the Region of York as to finalizing such. As per Attachment 'B,' staff are currently finalizing the deliverables for both Phase 1 and 2. It is the objective of City staff to confirm the Mobility Hub Station design, road alignment, Bus Rapid Transit (BRT) and 407 Transitway alignments under Phase 1. The subsequent Phase 2 Study will deal with site development, finalizing the road cross-section, land use, density, urban design implementation mechanisms and financial analysis.

Project Schedule

Metrolinx has advised that they anticipate the study will take 8 months and would be completed by Spring 2017.

Phase 2 which will complete the balance of the Mobility Hub work will be programmed and budgeted after Phase 1 is completed.

FINANCIAL CONSIDERATIONS:

Currently the city has \$ 311,079 uncommitted funds in the Planning Department Capital account #640-101-5699-10577 for the Mobility Hub Study.

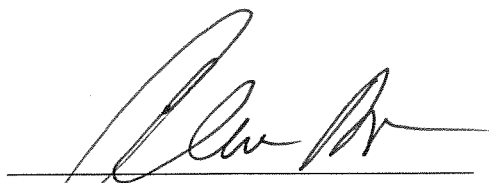
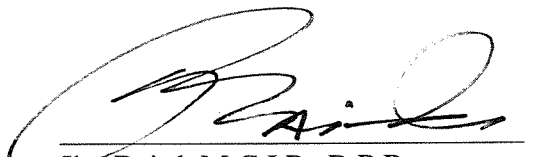
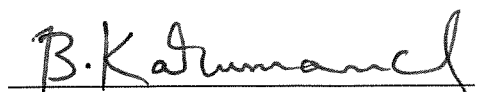
Staff recommend that the amount below be set aside for Phase 1 Study:

	Item	\$
1	City's Share of the Joint Study (Phase 1)	71,232.00
2	Architect's Fee Allowance	101,760.00
3	Transportation & Servicing Studies	50,880.00
4	Contingency (10% of 1, 2, and 3)	22,387.20
	Sub-total	246,259.20
5	Staff Salary Recovery	9,000.00
	Total	255,259.20

The balance of funding, \$55,819.80 (\$ 311,079 - \$ 255,259.20), should be maintained and utilized for Phase 2 in 2017/18.

BUSINESS UNITS CONSULTED AND AFFECTED:

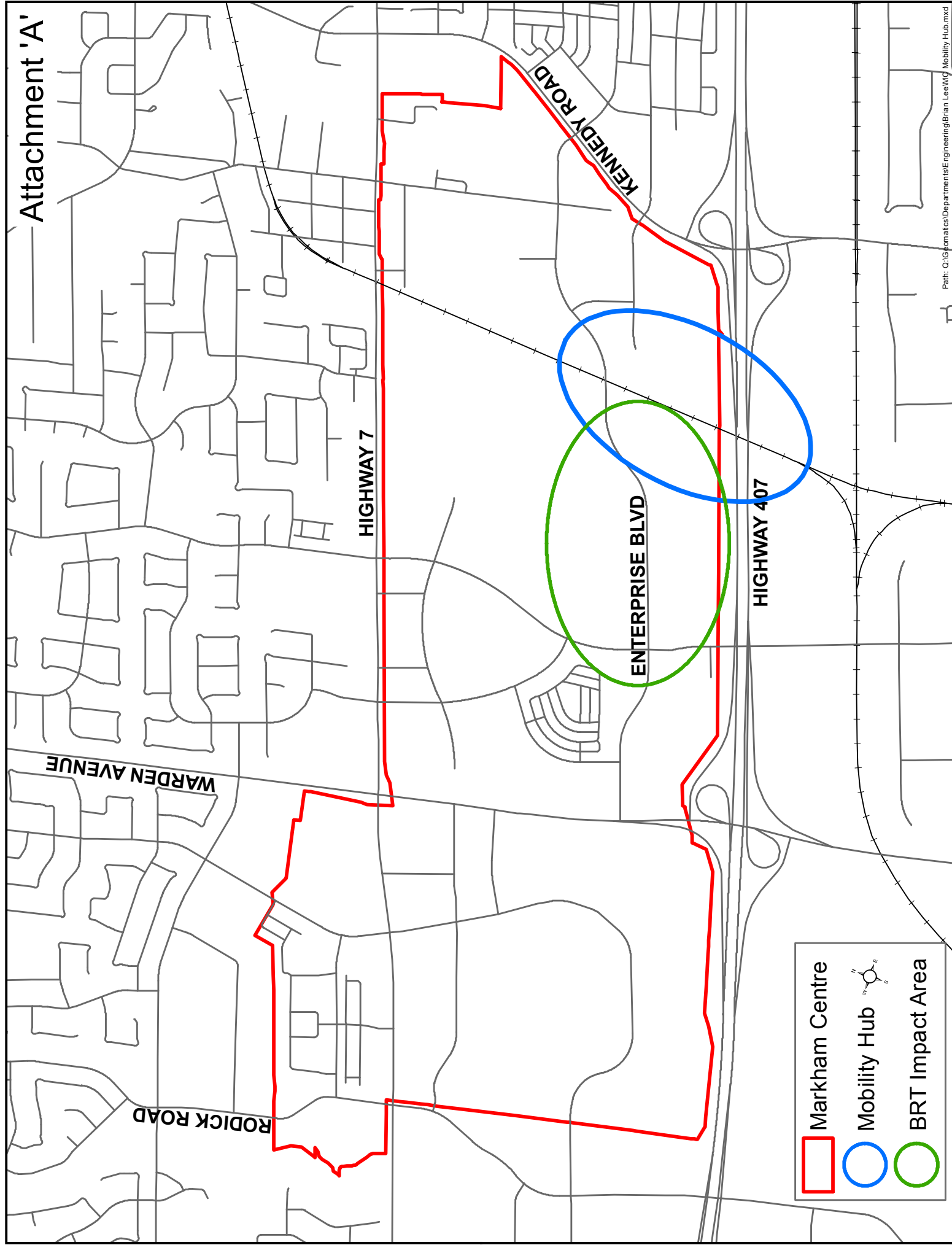
The Planning and Finance Departments have reviewed this report and comments have been incorporated.

RECOMMENDED BY:
Alan Brown, C.E.T.
Director of Engineering
Jim Baird, M.C.I.P., R.P.P.
Commissioner, Development Services
Biju Karumanchery, M.C.I.P., R.P.P.
Director of Planning & Urban Design

ATTACHMENTS:

Attachment 'A' – Area Map

Attachment 'B' – Draft Study Deliverables



ATTACHMENT 'B'
Markham Centre Mobility Hub Study
Draft Study Deliverables

Phase 1

- **Joint Study led by Metrolinx**
- **Study area** – (Unionville GO Station and Mobility Hub Area)

1A) Structural Elements and Development Framework

- Using the 2011 Adamson Plan endorsed by Markham Council as a starting point, confirm the study area and prepare concept plan for Mobility Hub within context of surrounding area
- Prepare Preliminary Overall Structure Plan (overall vision, road pattern, key grade changes/separations and development blocks)

1B) Transportation Services

- Reach consensus with the MTO, Metrolinx, York Region and Markham, and consult impacted property owners, on 407 Transitway Alignment Concept in Markham Centre with major design parameters
- Reach consensus with agencies, and consult impacted property owners, on VIVA BRT Rapidway Alignment Concept and station locations in Markham Centre with major design parameters
- Update transportation and servicing studies, if required

1C) Financial

- Prepare high level, order of magnitude financial analysis to confirm financial viability of the Markham Centre Mobility Hub overall concept plan and major transportation infrastructure requirements, cost/benefit
- Undertake High Level Real Estate Opportunity Analysis – Station site and adjacent area (and determine applicable boundaries)

1D) Station Design, Access and Circulation

- Prepare Station Concept – Interface between GO Transit, VIVA and 407 Transitway and station design parameters and assumptions, both short and long term
- Establish Station Site Development guiding principles
- Prepare Station Access Concepts – establish design concept for transit, pedestrians, cyclists, cars, passenger pick up & drop off, etc. – interim and ultimate
- Establish high level station parking supply principles and strategies
- Establish optimal location(s) of a Parking Structure, consistent with Metrolinx Mobility Hub Guidelines

1E) Implementation

- Prepare high level Implementation Strategy & Phasing Plan – Road & Transit component
- Prepare high level demonstration plan to illustrate the potential build out of the mobility hub area using the plans principles and parameters

Phase 2

- **Joint Study to be led by City of Markham**
- **Budget and Funding to be Finalized**
- **Impacted Area – (Mobility Hub and Surrounding Lands)**

2A) Land Use and Density

- Prepare detailed Real Estate Opportunity Analysis beyond what has been completed for Phase 1
- Prepare detailed Overall Plan (refinement of the Adamson Plan with overall vision, road pattern, grading and development blocks)
- Identify land use designations and density targets to inform Secondary Plan update

2B) Transportation Services

- Undertake Parking Strategy for Mobility Hub
- Update Markham Centre Transportation Study, as required

2C) Financial

- Refine the Financial Analysis for budgeting and development charges purposes

2D) Site Development & Urban Design

- Prepare detailed site development and urban design concepts based on elements identified in Phase 1 and Phase 2
- Identify development standards and design guidelines to inform development approvals

2E) Implementation Strategy

- Establish Building Height & Density targets – for area immediately adjacent to station site and balance of the Mobility Hub
- Prepare Urban Design & Public Realm Concepts and Plans
- Prepare Parkland & Open Space Concepts and Plans
- Finalize implementation Strategy & Phasing Plan – balance of mobility hub
- Prepare Detailed Precinct Plan
- Prepare information to support the preparation of a Secondary Plan