

SUBJECT: Markham Centre Mobility Hub Study
Revised Scope of Work

PREPARED BY: Richard Kendall, M.C.I.P., R.P.P.
Manager, Central District, extension 6588

RECOMMENDATION:

1. **THAT** the report titled “Markham Centre Mobility Hub Study, Revised Scope of Work” be received;
2. **THAT** Purchase Order PD 11314 issued to Arup Canada Inc. for contract 167-T-11 (Markham Centre Mobility Hub/Station – Consulting Services) be increased by \$295,883, inclusive of HST, (from \$369,197 to \$665,080) to cover the proposed expanded scope of work as detailed in this report, and be funded from Capital Account 640-101-5699-10577 (Markham Centre Mobility Hub);
3. **THAT** staff provide regular updates to Development Services Committee on the progress of the Markham Centre Mobility Hub Study;
4. **THAT** Metrolinx be requested to fund a portion of the study;
5. **AND THAT** staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to obtain Council’s endorsement of a Revised Scope of Work for the Mobility Hub Study for Markham Centre and an adjusted budget to reflect the expanded work programme, including additional public consultation with a charrette component. The mobility hub study is intended to engage the Province, Metrolinx, the City and stakeholders in a joint exercise to explore future opportunities for the mobility hub and lands in the area. Building on the earlier design and vision work of Adamson Associates Architects, it will establish the framework, alignments and structure for the future transit facilities and infrastructure investment, and assist in finalizing the East Precinct Plan and updates to the Markham Centre Secondary Plan. This work will help to spur Provincial interest and investment in Markham Centre and help to guide the review and approval of large scale development opportunities.

BACKGROUND:

In June, 2011, Council endorsed Terms of Reference for a Markham Centre Mobility Hub Study, focussed on lands in 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, and by a subsequent re-visioning by Remington (Calthorpe & Associates, consultants) for their ‘Downtown Markham’ lands in the vicinity of the future mobility hub and, the location of the proposed transit alignments through this portion of Markham Centre (VIVA and 407 Transitway).

These processes led to the City retaining Adamson Associates Architects to undertake a Site Optimization Study for the Markham Centre Mobility Hub/East Precinct Area. This study identified a more refined road and block pattern to maximize development opportunities and established an infrastructure framework for the City to consider development proposals within the Mobility Hub area.

The Adamson concept plan and proposed road/transit alignments were endorsed by Development Services Committee 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 the Mobility Hub Study. Adamson has gone on to provide additional design and imaging work for the municipality in the East Precinct of Markham Centre (M.I.S.T.A. and Pan Am), and this experience can also provide design and visioning input to the Mobility Hub Study.

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 priced proponent, was recommended for the contract. The Award of Proposal report in October, 2011, recommending Arup be retained, noted they were well qualified with extensive transit station experience, were supported by the necessary sub-consultants, and they had a good understanding of the scope, constraints and timing of the project. The budget, which amounted to a combined total of \$745,000, provided for additional transit agency analysis, and included \$100,000 for the City to retain Adamson Associates as part of the consultant team for project continuity. Funds for the study were to be provided through the Markham Centre Mobility Hub account # 640-101-5699-10577.

Since that time, staff have been in discussions with representatives from Metrolinx to refine the Terms of Reference for the study to address their requirements. Metrolinx were seeking a more formal planning context to frame the mobility hub study, including an expanded process of public consultation to further validate the site optimization work undertaken by Adamson Associates Architects. The Terms of Reference were expanded to provide for an enhanced precinct plan area to assist in establishing parameters in support of future amendments to the Markham Centre Secondary Plan (OPA 21). The need for a financial analysis of the infrastructure and development opportunities was also identified as a Metrolinx requirement given the Provincially owned lands in the area, and a land value and real estate market analysis is reflected in the attached scope of work.

As part of the January 29, 2013 Council discussions on the proposed Markham Sports, Entertainment and Cultural Centre, staff were directed to report to Development Services Committee in February, 2013 on the visioning and planning for a new draft secondary plan for Markham Centre. This process was to be undertaken with total public participation, and led by the City. In February, 2013, Council received an up-date report on the Mobility Hub Study. This report discussed opportunities for enhanced public consultation in the context of the mobility hub study, including a potential visioning exercise and possible design charrette. Council then directed staff to report back on the Mobility Hub Study, including timing, budget, and process. The resolution also requested that the work programme for the mobility hub study

include a comprehensive stakeholder and community consultation process, which could include a design charrette component. This report and resolution are attached as Appendix B.

Per the revised Scope of Work from Arup (attached as Appendix A), an expanded consultation programme including a charrette component has been identified in the study to further engage stakeholders and the community in up-dating or affirming the community's planning and urban design vision for Markham Centre. The charrette process could consist of the multi-disciplinary team; the public and broader community; and, agency/stakeholders such as York Region, Metrolinx and Ministry of Transportation. Other consultation components of the study could include open houses/community information meetings, formal public meetings and presentations to the Markham Centre Advisory, Development Services Committee and Markham Council, and committees of Council as necessary.

Key Study Objectives

The key objectives of the revised Terms of Reference for the Mobility Hub Study consist of the following:

1. Prepare a consolidated Markham Centre precinct plan, including a detailed urban design analysis of a defined Primary Zone and a conceptual transit station plan for the GO Station Area (Figure 1 – Aerial Photo).
2. Confirm, consider alternatives, and/or supplement, as needed the substantial existing work currently underway or completed for Markham Centre, with a particular focus on finalizing the 407 transitway alignment.
3. Undertake a detailed planning, engineering and financial analysis, in support of the preparation of a consolidated precinct plan for Markham Centre and the Mobility Hub that reflects existing development approvals and identifies infrastructure requirements and future land use and development opportunities.
4. Initiation of functional design work of proposed infrastructure as needed to confirm the conceptual transit station design can work.

The revised Scope of Work for the Mobility Hub Study will be reviewed with Metrolinx for their final endorsement, and Arup has confirmed the budget and timing requirements for the revised scope of work, including additional public input and design charrette as discussed below.

Schedule

The typical timeframe for completing a mobility hub study is 9 months to 1 year. The Scope of Work identifies the following six major stages/components and establishes an aggressive schedule of approximately 9 months for their completion:

- Stage A – Study Context and Site Review
- Stage B – Mobility Hub Vision and Planning/Design Principles
- Stage C – Mobility Hub Development Plan
- Stage D – Technical Analysis
- Stage E – Station Area Design and Layout

- **Stage F – Implementation and Phasing Plan**

The charrette is anticipated to occur early in the process, with an open house/community information meeting scheduled for the fall. Under the revised scope of work, the final presentation and public meeting on the study would occur in the first quarter of 2014. Staff and consultants will update Council/ Committees through the study process at key milestones.

Financial

As noted, funds have previously been set aside in the Markham Centre Mobility Hub project for the study. The original scope of work included \$100,000 for the City to retain Adamson Associates Architects to build on their earlier site optimization work and for project continuity. The expanded Scope of Work provided by Arup falls within the original budget envelope. Extensive transportation analysis work has been undertaken to-date for this area, including IBI's Master Transportation Plan for Markham Centre; Genivar's transportation work in support of the Markham Sports, Cultural and Entertainment Centre; and, MRC's work on 407 transitway alignment options. However, given the need to work with Metrolinx and the Ministry of Transportation regarding the technical analysis required to finalize the transit alignments through the mobility hub, the Engineering Department will include a 2014 Capital Budget request for funding to undertake any additional transportation and 407 transitway analysis, if need be, during the Mobility Hub Study.

Arup is leading a multi-disciplinary Team of Consultants

Arup Canada Inc. is a component of the Arup Group Ltd. which has offices in 35 countries. Arup has extensive international experience in station area projects in places such as Beijing, Hong Kong, London, San Francisco and New York. Locally, they have partnered with Brook McIlroy on Metrolinx mobility hub projects at Kennedy Station (Toronto), Burlington, and on the Downtown Kitchener Multi-modal Hub Market Feasibility Study. Brook McIlroy's extensive mobility hub experience also includes having been retained by Metrolinx to work on the Dundas West- Bloor Mobility Hub Study.

While Arup will provide overall project management, engineering and transportation planning for the project, a number of sub-consultants will be part of the project team. The sub-consultants consist of Brook McIlroy (urban design and community engagement), Cushman & Wakefield (market feasibility), and Turner & Townsend (cost consulting). In addition, Adamson Associates Architects continue to be an integral component of the study team, at the original fee, to provide technical support stemming from their Markham Centre Site Optimization Study, and East Precinct studies (M.I.S.T.A. and Pan Am), and to assist with public consultation, urban design and visioning. Adamson also has extensive experience on major transportation projects, including the Toronto Pearson International Airport Redevelopment, London Bridge Concourse, and the Prototype Stations for the Eglinton Crosstown Light Rail Transit System. They are currently working on the Port Authority Bus Terminal Overbuild in New York City, and the Transbay Transit Centre in San Francisco.

Item	Cost (Including HST)
Project Budget (640-101-5699-10577)	\$745,000
Actuals & Commitments (incl. Arup's existing commitments)	\$433,921
Total Budget Available:	\$311,079
Expanded Work Programme:	
• Brook McIlroy	\$110,079
• Cushman & Wakefield	\$38,262
• Turner & Townsend	\$15,875
• Disbursements	\$29,907
Adamson & Associates	\$101,760
Total Additional Cost (Increase to PD-11314 for Arup):	\$295,883
Total Remaining:	\$15,196

* The remaining balance after the expanded scope of work is \$15,196 which will be used for other consulting work as budgeted for in this account.

Metrolinx Funding Request

Given the provincial lands involved in the mobility hub study area and the significant costs incurred by the City to-date in reviewing transportation, infrastructure and transit alignment options for this area, it would be appropriate for the City to request that Metrolinx participate in funding a portion of the mobility hub study. It is noted that Metrolinx has funded mobility hub studies for certain priority hubs within the context of their Big Move document.

Stakeholder Consultation

There are a number of private and public landholdings in the vicinity of the mobility hub study, including the Province, City, Markham Centre Development Corporation, YMCA and Ruland Properties Inc. (the Remington Group). Remington's Downtown Markham project is draft plan approved and zoned, and as such they, along with other key stakeholders, will need to be engaged in any discussions regarding land use and infrastructure within the study area. Recommendations arising from the study may necessitate adjustments to existing approvals and respective plans. Remington and others should consider undertaking a concurrent planning exercise to review and possibly refine their project plans in the study context.

Executive Steering Group and Technical Working Group

In order to coordinate the station study and pending issues such as governance, public/private partnerships with the various agencies (Metrolinx, GO Transit, Ministry of Transportation, Region of York, Viva) an Executive Steering Group consisting of Senior Staff from the public agencies is recommended. In addition, a technical working group consisting of staff from Metrolinx, GO Transit, Ministry of Transportation, Region of York, Viva, Engineering, Planning and Urban Design has been created to coordinate and liaise on components of the Mobility Hub study, as required. Staff will update Development Services Committee and Council, as necessary, during the course of the study and at key milestones.

FINANCIAL CONSIDERATIONS:

As noted, funds have previously been set aside in the Markham Centre Mobility Hub project (640-101-5699-10577) for the study. The consultant has revised the Scope of Work to reflect the additional elements described and associated budget requirements, resulting in the expanded budget envelope. The revised scope of work discussed in this report, falls within the original budget framework and will need to be signed-off by Metrolinx.

HUMAN RESOURCES CONSIDERATIONS:

Not Applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

The study process aligns with the City's strategic priorities of Growth Management and Transportation/Transit.

BUSINESS UNITS CONSULTED AND AFFECTED:


The revised Terms of Reference have been drafted to reflect City requirements and Metrolinx comments. The final Scope of Work will need to be endorsed by Metrolinx, and any further refinements required by them will be incorporated into the work programme.

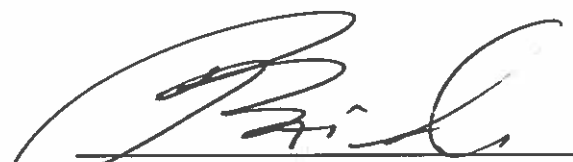
CONCLUSION:

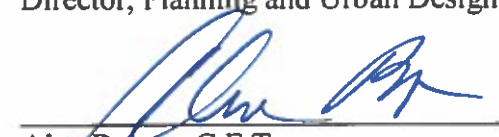
The mobility hub study will engage the Province, Metrolinx, the City and stakeholders in a joint exercise to explore development opportunities and investment in the Markham Centre Mobility Hub. It will assist in providing more certainty for future transit alignments and facilities, as well as development parcels and densities. The study will also provide the framework for the East Precinct Plan and inform comprehensive amendments to the Markham Centre Secondary Plan, guiding the future vision for Markham Centre.

The Precinct Plan and Secondary Plan will continue to allow for a broad range of permitted uses in a high density, mixed-use environment, and will provide a structure and framework for the municipality and the Province to review major development proposals and opportunities.

RECOMMENDED BY:


Rino Mostacci, M.C.I.P., R.P.P.
Director, Planning and Urban Design


James Baird, M.C.I.P., R.P.P.
Commissioner, Development Services


Alan Brown, C.E.T.
Director, Engineering

ATTACHMENTS:

Figure 1 – Aerial Photo – Mobility Hub

Appendix “A” – Scope of Work

Appendix “B” – February, 2013 – Resolution and Staff Report

