



Report to: Development Services Committee

Report Date: June 21, 2011

SUBJECT: Markham Centre Mobility Hub Station Study

PREPARED BY: Alan Brown, Director of Engineering ext. 7507
Sepideh Majdi, Development Engineer ext. 2414

RECOMMENDATION:

1. **THAT** the report entitled "Markham Centre Mobility Hub Station Study " be received;
2. **AND THAT** the Terms of Reference for the Markham Centre Mobility Hub Station Study be endorsed;
3. **AND THAT** a \$745,000 allowance for the Mobility Hub Station Study components as outlined in this report be approved;
4. **AND THAT** the tendering process for Land use and Urban design study component in the amount of \$100,000 from the \$745,000 study allowance be waived in accordance with Purchasing By-Law 2004-341, Part 2, Section 7 Non Competitive Procurement (1)-(h) where it's necessary or in the best interests of the Town to acquire Consulting or Professional Services from a supplier who has a proven track record with the Town in terms of pricing, quality and services and that Adamson Architects be retained;
5. **AND THAT** the Engineering Department's 2011 Capital Budget account # 640-101-5699-10577 be amended to include an additional \$675,000 for the Markham Centre Mobility Hub Station Study to be funded from the Town Wide Hard Development Charges Reserve;
6. **AND THAT** staff update Committee as required on the progress of the Markham Centre Mobility Hub Study;
7. **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 approval on the Terms of Reference for the Mobility Hub Station Study for Markham Centre and additional funding required to undertake such.

BACKGROUND:

In July, 2003, Council granted draft plan approval to the Remington Group's 'Downtown Markham' project. This project, with a projected 20 plus year build-out, provides for the introduction of Viva rapid transit along a dedicated alignment within the Civic Mall linear park and reserves another block for the future 407 Transitway.

The Remington Group is reviewing potential amendments to their precinct plan which would involve redistributing certain land uses and density, including the introduction of an enhanced road pattern within the balance of their plan. The Remington Group retained Calthorpe

Associates to undertake this work and Calthorpe presented their early findings to Development Services Committee on May 11, 2010. Part of this re-visioning of the Remington plan involves looking at the proposed transit alignments (Viva and 407 Transitway) within and adjacent to the Remington lands.

Adamson Associates Architects - Markham Centre Site Optimization Study

In October 2010, the Town retained Adamson Associates Architects to complete a Site Optimization Study for the Markham Center Mobility Hub/East Precinct Area. This study is intended to establish a framework for the Town to consider proposals for the Mobility Hub area, as well as provide a more refined road and block pattern to maximize development opportunities and potential within this quadrant of the Markham Centre. This review included an examination of a preferred and alternate transit alignment (including the Calthorpe proposal), existing and proposed road alignments, identified the need for additional road crossings of the GO line to connect the East Precinct with the balance of Markham Centre and provided a strategy to implement these elements.

Key amongst the findings was the proposal to create the required crossings by altering the grade of the roads on either side of the tracks to meet above the GO rail line. The future development sites in the adjacent development blocks would then be completed through the construction of parking structures at the existing grades with the building's main entrances matching the grade of the new streets. This strategy has the added advantage of addressing the provision of below grade parking in a constrained environment with a high water table. The Adamson concept plan and proposed road/transit alignments, were endorsed by Development Services Committee in March, 2011 as the basis for preparing the Precinct Plans in the mobility hub area, and was presented to the Markham Centre Advisory committee on April 28, 2011.

Viva Rapidway – Markham Centre

The York Region Rapid Transit Corporation (Viva) is proceeding with construction of dedicated rapidways from Yonge St. to Birchmount Road, commencing in early 2010 with anticipated completion in 2013. A segment of the Civic Mall from Warden to Birchmount is now operational. The Birchmount to Kennedy section of the rapidways has been approved by the Metrolinx board for implementation in the later stages of the program between 2016 and 2020. The construction costs relating to the section from Kennedy Road to Cornell have not been funded by Metrolinx to date. A review of alternative alignment options for the Birchmount Rd. to Unionville GO Station component of the rapidway, based on the Calthorpe and Adamson concepts should not delay the Viva project schedule.

Remington had engaged Calthorpe Associates to review and update Remington's Downtown Markham precinct plan, which includes consideration of the 407 and Viva transit alignments and interface with the Unionville GO Station and Mobility Hub. In May, 2010, Calthorpe presented their preliminary concept for potential alternative transit alignments and Mobility Hub station location to Markham staff, MTO and Viva. MTO and Viva representatives indicated that a Markham Council resolution would be required in order for them to review the Calthorpe concept in the context of their Environmental Assessment studies and approvals and seek direction from their respective ministries and/or boards.

In June 22, 2010 staff submitted a Markham Centre Mobility Hub Station and Transit Alignment report to Council for their consideration. Through this report Council requested that the Ministry of Transportation and York Region Rapid Transit Corporation review and report back on a potential alternative 407 Transitway alignments, Viva rapidway route and Mobility Hub station location in Markham Centre (Attachment "A"). Both agencies were requested to report back as to their Ministry and/or Board direction regarding review of the Calthorpe alternative. Further review of street and block patterns and possible transit alignment options, is ongoing in the context of Markham Centre Precinct Plan studies. VIVA at its September 16, 2010 Board meeting authorized the Corporation to conduct a study to determine the implications of the proposed Calthorpe concept subject to receipt of funds to undertake such a study.(Attachment "B")

VIVA has indicated in their report that a more detailed review by VIVA is required at a cost of ± \$100,000 which they are prepared to undertake subject to receipt of funding from the Town of Markham or Markham Centre Developers. The MTO at a May 24, 2011 meeting indicated that they would expect to be compensated for consultant costs associated with reviewing an alternative alignment. A \$200,000 allowance has been included in the budget for these anticipated costs.

407 Transitway

The Ministry of Transportation (MTO) has protected a 407 transitway right-of-way (ROW) from Burlington to the HWY 35/115 interchange and Hwy 400 to Kennedy has been identified as a priority section. The protection includes runningway, stations, park and ride and transit interface facilities. The protected ROW provides for bus rapid transit (BRT) with possible conversion to light rail transit (LRT) in the future. 407 Transitway contains a high-speed cross-regional transit facility to be constructed on a separate right-of-way that parallels Hwy 407 ETR. The Metrolinx Big Move timeline for the project is beyond 2023.

The Ministry of Transportation completed an Environmental Project Report(EPR) in accordance with Ontario Regulation 231/08(Transit Projects Regulation) for the 23 km central segment of Transitway facility along the Highway 407 corridor through York Region, from East of Highway 400 to Kennedy Road (407 Transitway). The EPR was completed on December 23, 2010 and was available for a 30-day review period and a 35-day for Ministerial final review. The MTO's preferred alignment and impact on the Adamson Concept is noted in Attachment "C".

Town of Markham staff reviewed the 407 Transitway EPR and requested an amendment in the EPR report to protect an alternative transitway station in Markham Centre as per the 2010 Calthorpe concept. With the assistance of the Mayor and CAO, the MTO recognized that there are ongoing studies within this section of the transitway including Richmond Hill/Langstaff Gateway and Markham Centre and should significant changes to municipal land use plans and planned transit alignments be agreed in the future by all parties, they will modify the 407 Transitway Environmental Project Report as required. Wording was incorporated into the EPR report to this effect.

Mobility Hub Station Study required

On a March 8, 2011 meeting with Metrolinx, VIVA, Mayor Frank Scarpitti, and senior staff, our planning consultant (Adamson) presented an overview of their land use concept for Markham

Centre and specifically the location of the 407 Transitway, GO Transit, VIVA and other bus services.

Metrolinx recommended Markham undertake a Mobility Hub Station Study to confirm the transit station requirements for the land use concept before finalizing the land use and street pattern. Metrolinx advised that they don't have the resources and budget assigned to undertake the Mobility Hub study at this time. In order to resolve the transit service location and requirements in an expedited process, it was agreed Markham would undertake the study and that Metrolinx staff would participate in the process.

Terms of Reference

Staff have prepared draft Terms of Reference and circulated them for comments internally with the transit agencies and Remington.

At the first Technical Steering Committee meeting held with Metrolinx, ROY, MTO, York Rapid Transit and YRRTC, Adamson presented their Markham Centre Transit Station Concept Plan and the Technical Steering Committee provided their comments on both the Terms of Reference and Adamson Transit Station Concept Plan. In addition a Senior Management meeting was held on June 7, 2011 with MTO, Metrolinx, GO Transit, VIVA, Region of York and the Town. It was agreed that the first priority of this study was to finalize and agree upon a 407 transitway alignment.

The attached draft copy of the TOR (Attachment "D") incorporates most of the agencies' comments.

The highlights of the TOR are:

- Background studies
- Ongoing studies
- Scope of work
- Study structure and required tasks including:
 - Study context and site review
 - Mobility Hub vision and planning/design principles
 - Mobility Hub development plan
 - Technical analysis
 - Station area design and layout
 - Implementation and phasing plan
- Staff, Council and public input

Schedule

In consultation with Metrolinx who has undertaken similar Mobility Hub Station Studies the following is a draft study schedule:

- | | |
|------------------------|---------------------|
| • Advertise study | Late June 2011 |
| • Consultant selection | Mid September |
| • Study commencement | Late September 2011 |
| • Study completion | Spring 2012 |
| • Council updates | As required |

- Consultation

To be finalized

Upon completion and approval of the study results by all the stakeholders, the transit agencies (MTO, VIVA) will have to update their Environmental Assessment approvals, if required. There may be additional costs to the transit agencies associated with such.

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 have been established. Minutes of their first meeting held June 7, 2011 are enclosed as Attachment "E". 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 the mobility hub station study.

Financial

Metrolinx, having completed other Mobility Hub Station Studies, have advised that they anticipate the study will be in the ±\$300,000 to \$500,000 range and is anticipated to take ±9 months to 1 year to complete.

In addition, staff anticipates the MTO, VIVA and GO will have to engage their transit consultants and will request reimbursement of any direct costs associated with this study. Accordingly staff recommends a \$200,000 allowance budget for this purpose, and that staff be authorized to issue a purchase order to the transit agencies as required. In addition we recommend the Town retain Adamson to provide consistent land use/urban design direction into this study, based on their concept plans for Markham Centre

On December 13, 2010, Remington agreed to finance the \$100,000 for the VIVA Transit alignment review in the Mobility Hub station. At the June 7, 2011 meeting with the executive steering group, Metrolinx expressed concern about developers funding this study. Remington's \$100,000 commitment is therefore to be relocated to fund the Town's share of environmental study for Tributary #4.

Expenditure:

| | |
|-----------------------------|------------------|
| Study allowance | \$400,000 |
| Transit agencies costs | \$200,000 |
| Engineering fees (9%) | \$ 45,000 |
| Markham Land Use consultant | <u>\$100,000</u> |
| Total cost | \$745,000 |

Funding:

| | |
|-----------------------------|--------------------------------------|
| • Markham | \$ 70,000 – approved on Dec 13, 2010 |
| Additional funding required | \$675,000 |

The Engineering department 2011 Capital Budget Account # 640-101-5699-10577 will be amended to include an additional \$675,000 for the Markham Centre Mobility Hub Station Study to be funded from the Town Wide Development Charges Reserve.

Although Metrolinx, VIVA and MTO have advised they do not have current funding allocated to this study, the study will form part of the preliminary design for the transit station and Town staff will continue to pursue funding opportunities or include these costs as part of a future agreement for the station with the transit agency stakeholders.

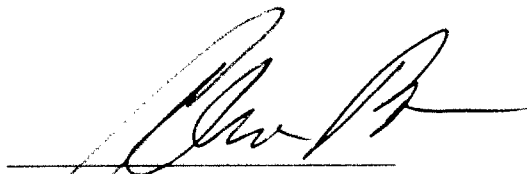
Council Updates

Staff and consultants will update Council/ Committees as required through the study process

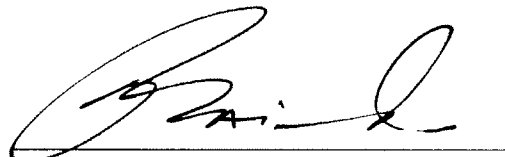
DEPARTMENTS CONSULTED AND AFFECTED:

The Planning and Finance Departments have reviewed and commented on this report. The CAO has been involved in negotiations with the transit agencies regarding the study terms of reference, governance of the study, and future funding and partnership arrangements.

RECOMMENDED BY:



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



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

ATTACHMENTS:

- Attachment "A" – Adamson Concept
- Attachment "B" – VIVA report on Markham Centre Mobility Hub Alignment Study
- Attachment "C" – MTO alignment in Markham Centre
- Attachment "D" – Terms of Reference
- Attachment "E" – Executive Group June 7, 2011 Minutes