

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 19, 2016

Item 19, Report No. 18, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 19, 2016, as follows:

By approving the following in accordance with Communication C5 from the Deputy City Manager, Planning and Growth Management, dated April 18, 2016:

That Recommendation 1. in the report of the Deputy City Manager, Planning and Growth Management and the Director of Development Engineering and Infrastructure Planning dated April 5, 2016, be replaced with the following revised recommendation, to reflect the correct title of the Toronto Transit Commission:

- 1. That a by-law be enacted authorizing the Mayor and the City Clerk to execute the necessary agreement(s) with the Toronto Transit Commission, York Region Rapid Transit Corporation and Penguin-Callaway (Vaughan) Inc. pertaining to the descoping and reallocation of works from the Toronto-York Spadina Subway Extension construction project and the design and reconstruction of Millway Avenue between New Park Place and Portage Parkway; and***

That administrative corrections be made to the subject report to reflect the correct name of the Toronto Transit Commission.

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**TORONTO-YORK SPADINA SUBWAY EXTENSION
VAUGHAN METROPOLITAN CENTRE
MILLWAY AVENUE RECONSTRUCTION STRATEGY
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management and the Director of Development Engineering and Infrastructure Planning, dated April 5, 2016:

Recommendation

The Deputy City Manager, Planning and Growth Management and the Director of Development Engineering and Infrastructure Planning, in consultation with the Director of Financial Planning and Development Finance / Deputy City Treasurer and the City Solicitor, recommend:

- 1. That a by-law be enacted authorizing the Mayor and Clerk to execute the necessary agreement(s) with the Toronto Transit Corporation, York Region Rapid Transit Corporation and Penguin-Callaway (Vaughan) Inc. pertaining to the descoping and reallocation of works from the Toronto-York Spadina Subway Extension construction project and the design and reconstruction of Millway Avenue between New Park Place and Portage Parkway;**
- 2. That Capital Project DT-7027-09 - Millway Ave. / Apple Mill Rd. Realignment be consolidated with Capital Project DT-7065-11- Millway Ave. Widening and Realignment;**
- 3. That staff be authorized to make the necessary arrangements with York Region Rapid Transit Corporation respecting the procurement of consulting engineering services through a request for proposal process for the design of the realignment and widening of Millway Avenue from New Park Place to Portage Parkway with funding from Capital Project DT-7065-11;**
- 4. That the York Region Rapid Transit Corporation be authorized to tender and award the Millway Avenue construction works on behalf of the City as a component of the York Region Transit VMC Bus Terminal project; and**

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5. That staff report back to a future Finance, Administration and Audit Committee meeting on the results of the tender process for the Millway Avenue works and associated construction schedule.

Contribution to Sustainability

The Toronto-York Spadina Subway Extension (TYSSE) project will provide higher order transit infrastructure to support compact urban form and offer an alternative mode of transportation to the single occupant vehicle. In addition, the subway extension into the City will stimulate the establishment of transit orientated development in the Vaughan Metropolitan Centre and the Official Plan Amendment 620 (Steeles West Secondary Plan) area.

The design of Millway Avenue will incorporate sustainable principles such as cycling facilities, urban boulevard treatments and LED street lighting.

Economic Impact

The approved Capital Projects DT-7065-11 (Millway Ave. Widening and Realignment) and DT-7027-09 (Millway Ave. / Apple Mill Rd. Realignment) collectively allocate \$7.14 million for the design and reconstruction of Millway Avenue from Regional Road 7 to Portage Parkway, with funding from City-wide Development Charges. To date, approximately \$2.35 million has been committed from these budgets for land acquisition and the Millway Road works that the city requested TTC to incorporate in the TYSSE project, which leaves approximately \$4.79 million for the balance of the Millway project.

Based on recent estimates from York Region Rapid Transit Corporation, the remaining Millway Avenue road works in addition to what is included in the TYSSE contract is expected to cost approximately \$4.50 million. Accordingly, it is anticipated that the remaining funds will be sufficient to complete the Millway road works. This cost estimate will be refined as the design of the project is advanced.

Certain road works will need to be de-scoped (deletion) from the Millway Avenue construction works in the TYSSE contract which is expected to result in a credit to the project ranging between \$100,000 and \$320,000. This credit can be applied to offset the City's costs associated with the incremental widening of Millway Avenue.

Communications Plan

The Toronto Transit Corporation and the York Region Rapid Transit Corporation will be advised of the approved recommendations originating from this report.

Purpose

The purpose of this report is to inform Council on the current strategy to design and reconstruct Millway Avenue from Regional Road 7 to Portage Parkway and to seek approval to execute the necessary agreements to facilitate the works.

Background - Analysis and Options

To accommodate the proposed VMC Subway Station, the Toronto Transit Corporation committed to realign Millway Avenue as a component of the subway project

The Environmental Assessment study for the Toronto-York Spadina Subway Extension (TYSSE) identified the preferred alignment of the subway in the VMC to be within the existing Millway Avenue right-of-way. This alignment resulted in the need to close a portion of the existing Millway

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Avenue right-of-way to accommodate the subway and VMC station structures. To mitigate this impact, the Toronto Transit Corporation (TTC) committed to realigning Millway Avenue in-kind approximately 30 metres to the east together with relocating the existing services as part of the subway project. This stretch of Millway Avenue was originally a standard 26 metre industrial collector roadway pre-subway construction.

In 2010, the City requested TTC to design and construct the realigned Millway Avenue to its ultimate five lane configuration

The VMC Secondary Plan (2010) identified Millway Avenue as a primary multi-modal collector street with five lanes, bike lanes and enhanced urban boulevards all within a 33 metre right-of-way. In mid-2010, the City requested TTC to design and construct the realigned Millway Avenue to its ultimate five lane configuration in conjunction with the TYSSE project and committed to reimburse the TTC the incremental cost of any additional land acquisition and road works. Based on this, the TTC advanced the design of the realigned Millway Avenue in accordance with City requirements and incorporated the work in the VMC Subway Station construction contract. These road works are shown on Attachment 1.

In 2012, York Region confirmed that the VMC YRT Bus Terminal will be located at the north-west corner of Millway Avenue and Applemill Road over the subway tail track

York Region Transit (YRT) identified the need for a bus terminal in the VMC to support the subway and the VivaNext rapidway on Regional Road 7. York Region Rapid Transit Corporation (YRRTC) examined a number of alternative bus terminal site locations in the VMC and ultimately selected the site at the north-west corner of Millway Avenue and Applemill Road over the subway trail track.

At the request of the City, YRRTC agreed to widen and reconstruct Millway Avenue from Applemill Road to Portage Parkway on behalf of the City in conjunction with the VMC Bus Terminal project

In 2012, Vaughan Council endorsed the proposed location for the permanent VMC bus terminal subject to a number of requirements including the need to widen and reconstruct Millway Avenue from Applemill Road to Portage Parkway on behalf of the City in conjunction with the bus terminal project. YRRTC agreed and has incorporated this road work in the bus terminal project work plan. At this point, YRRTC has drafted a request for proposal (RFP) for the road design assignment. The release of the RFP is imminent.

Since 2010, a number of private sector development projects have been advanced within the VMC Mobility Hub area including the KPMG building and Transit Square

Since the construction of the subway began in 2010, a number of significant developments have proceeded or are currently proposed on lands west of Millway Avenue including:

- VMC – YRT bus terminal at the north-west corner of Millway Avenue and Applemill Road;
- Smartcentre's plan of subdivision, which included the creation of New Park Place between Millway Avenue and Edgely Road and reconstruction of Applemill Road;
- New KPMG office building next to the subway;
- Transit square that provides for a public accessible space linking the KPMG building, VMC Bus Terminal and VMC Subway entrance;
- YMCA/Library/Office building next to the VMC Bus Terminal; and
- 1,167 space parking structure next to the VMC Bus Terminal

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The general location of these projects are shown on Attachment 2.

The introduction of these projects next to the subway project necessitated a concerted effort by all parties (TTC, YRRTC, SmartREIT and the City) to coordinate matters such as infrastructure design, utility location, construction schedules and staging, access and project scoping.

Since mid-2013, the parties have been meeting to coordinate the design and implementation of the various public and private sector construction projects in the VMC Mobility Hub

The relevant parties including representatives from TTC, YRRTC, SmartREIT and the City have been meeting since mid-2013 to coordinate the design and implementation of the various public and private sector construction projects in the VMC Mobility Hub. These coordination meetings have produced a new conceptual design for Millway Avenue between Regional Road 7 and Portage that accommodates the current needs of the parties as shown on Attachment 3.

Certain works must be removed from the TYSSE construction contract to facilitate the current design and implementation strategy for the reconstruction of Millway Avenue

Under the scope of the TYSSE project, Millway Avenue was to be realigned and reconstructed to its ultimate configuration from Regional Road 7 to Applemill Road and then the road was to be tapered down to match the existing two lane section north of Applemill Road as illustrated on Attachment No.1. Recognizing that Millway Avenue is proposed to be widened and reconstructed north of Applemill Road in conjunction with the VMC Bus Terminal project, there are certain items in the TYSSE project, such as curbing, asphalt and street lighting, that no longer need to be completed because of the overlapping works.

In addition, there are new road works that need to be completed such as the construction of the proposed New Park Place/Millway intersection and modifications to the Millway/Applemill intersections that are not contemplated in the TYSSE project. Given contractual arrangements, it is better to remove work from the scope of the TYSSE project as opposed to adding works.

If the overlapping works are not removed from the TYSSE contract and are constructed, they will need to be removed before the ultimate road configuration is constructed. This will result in the City incurring additional construction costs and extending the construction period.

A new conceptual design for Millway Avenue has been developed in collaboration with the parties together with an implementation plan that defines specific work areas and responsibilities

In collaboration with the parties, SmartREIT commissioned their consultant team to prepare a new coordinated conceptual design for Millway Avenue between Regional Road 7 and Portage Parkway. This conceptual plan is coordinated with all the abutting development plans and infrastructure projects including the bus terminal and transit square, and the introduction of New Park Place and a passenger pick-up/drop-off area on Millway Avenue as shown on Attachment 3.

In addition, a review of the construction phasing and staging was carried out which resulted in a redefinition of the areas of responsibilities and the identification of certain overlapping works as shown on Attachment 4.

An agreement must be executed among the parties to formalize the implementation strategy for the design and construction of Millway Avenue and abutting works

The TTC, YRRTC, SmartREIT and the City are partners in delivering the realignment and reconstruction of Millway Avenue from Regional Road 7 to Portage Parkway. There are many

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interdependencies associated with the design process and the subsequent construction sequencing so it is important that the parties enter into an agreement to facilitate the implementation strategy and to manage risk.

The agreement(s) will address issues such as:

- Responsibilities of the Parties
- Description of road works to be removed from TYSSE contract
- Scheduling and phasing of road and other works
- Financial matters

The current implementation strategy provides for the design of Millway to take place in 2016 followed by road construction during the 2017 construction season

The implementation strategy is based on the following key milestones:

- Finalize the implementation strategy and execute agreements - Q2-2016
- Issuance of the RFP for the Millway design assignment and engage an engineering consultant – Q2-2016
- Complete the design of Millway and issue a construction tender in late 2016 or early 2017
- Award construction contract in Q1-2017
- Construction to begin in Q2-2017 and be completed by the end of 2017 in step with the in-service date for the subway

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

The reconstruction of Millway Avenue and the development of the mobility hub in the VMC are consistent and contributes to advancing priorities endorsed by Council specifically:

- Facilitate the development of the VMC
- Improve municipal road network
- Continue to develop transit, cycling and pedestrian options to get around the City; and
- Invest, renew and manage infrastructure and assets

Regional Implications

The Region of York is a partner in the Toronto-York Spadina Subway Extension project and is the proponent of the new YRT Bus Terminal located at the north-west corner of Millway Avenue and Applemill Road in the VMC. The Region has agreed to design and reconstruct Millway Avenue from Applemill Road to Portage Parkway on behalf of the City in conjunction with the VMC YRT Bus Terminal project.

Conclusion

The reconstruction of Millway Avenue from Regional Road 7 to Portage Parkway will be carried out in conjunction with the TYSSE and YRRTC bus terminal projects. A Work Re-allocation Agreement(s) between the Toronto Transit Corporation, Region of York and Penguin-Calloway (Vaughan) Inc. and the City is required to define the parties responsibilities respecting the design, construction, staging and financing of Millway Avenue between New Park Place and Portage Parkway.

The current implementation strategy provides for the design of Millway Avenue to be completed in 2016 and the reconstruction of the roadway in 2017 in step with the subway opening.

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Attachments

- Attachment 1: Plan showing the Limits of Millway Avenue Reconstruction under the TYSSE contract
- Attachment 2: Plan showing recent developments next to Millway Avenue
- Attachment 3: Millway Avenue Conceptual Design Plan
- Attachment 4: Plan showing the areas of overlap between TYSSE Contract and new Millway Avenue concept plan

Report prepared by:

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)