



STAFF REPORT ACTION REQUIRED

Metrolinx Rapid Transit Program – Allocation of the Public Realm Amount

Date:	April 4, 2014
To:	Executive Committee
From:	Deputy City Manager, Cluster B
Wards:	All
Reference Number:	P:\2014\Cluster B\PLN\Executive Committee\EX14038

SUMMARY

The purpose of this report is to receive direction from City Council on the recommended allocation of the Public Realm Amount that is funded by Metrolinx out of its capital budget for construction of the Rapid Transit Program. (Attachment 1)

The Master Agreement between the City, TTC and Metrolinx (executed in November 2012) prescribes the role of each party to plan, design and construct the Rapid Transit Program. As set out in the Master Agreement, Metrolinx is required to replace and restore the City's infrastructure, streetscape and public realm to City standards if those assets are disrupted by the Rapid Transit Program.

The Master Agreement also provides for a Public Realm Amount (the "PRA") that will be used by Metrolinx to plan, design and construct discretionary improvements to the streetscape requested by the City. The discretionary improvements may exceed City standards or comprise new features, provided the improvements are located in the immediate vicinity of underground stations or along the at-grade sections of the transit corridors.

The Master Agreement defines the value of the PRA as equivalent to 1.5% of the total construction cost of the Rapid Transit Program as defined in the Master Agreement, less certain deductions, including \$10 million that Metrolinx intends to use for public amenities on Metrolinx property at the underground stations. The balance of the PRA will have an aggregate value that may exceed \$70 million.

This report recommends that the PRA be allocated to streetscape and public realm improvements on Eglinton, Sheppard and Finch proportionally, based on the length of the respective transit lines.

Furthermore, the report advises City Council that it is appropriate and desirable for the PRA be invested in streetscape and public realm improvements that can have a significant impact on the City as a whole, that can be enjoyed by residents and visitors from all parts of the City and distribute the PRA as widely as possible across the designated transit corridors. Accordingly, the recommendations contained in this report would ensure that the PRA allocated to the Eglinton transit project is invested with a cohesive vision.

In considering appropriate uses for the PRA that are eligible for funding by Metrolinx, City Council can be informed by the Eglinton Connects Planning Study currently nearing completion. Fundamental themes of the Eglinton Connects Study include balancing all forms of mobility, connecting neighbourhoods and natural valley systems to the rest of the city, and creating a green, beautiful metropolitan avenue. Although they have not been recently studied, the Sheppard and Finch LRT corridors would also benefit from these goals.

More specifically, the Eglinton Connects Study identified five elements that could be implemented on Eglinton Avenue (and the other LRT corridors) that would help achieve its vision and recommendations, and which would be eligible for PRA funding in accordance with the Master Agreement:

- i) Construction and maintenance of a "green trackway" along at-grade sections of the transit corridors;
- ii) Construction of a protective buffer between proposed bicycle and traffic lanes along at-grade sections of the transit corridors;
- iii) Construction of connections between transit stations and stops, and adjoining parks, ravines and open spaces;
- iv) Construction of streetscape improvements that exceed previous City standards in the reconstruction zones at the underground stations (e.g., soil cells for tree planting); and
- v) Construction of the approved EA road cross-section between Avenue Road Station and Yonge-Eglinton Station.

These initiatives received strong support from the public in the consultation conducted as part of the Eglinton Study.

Metrolinx is currently seeking competitive bids from private consortia to finance, construct and maintain the Eglinton LRT project. To ensure that bidders are informed of the City's preferred use of the PRA and to encourage bidders to maximize the deliverables that can be constructed using the PRA budget, it is necessary to provide Metrolinx with a list of the City's desired streetscape and public realm improvements for the Eglinton LRT project to be financed by the PRA, and the City's prioritization of such improvements. Accordingly, this report seeks direction from City Council on the range and ranking of projects for construction up to the limit of funds available through the PRA. Since Metrolinx has requested the City's desired list of PRA funded improvements by May 8, 2014, Council direction is required before that date.

Metrolinx, with input from the City, will determine a scoring system to objectively determine differences between the bidders in the value-for-money that will be realized from the PRA, based on demonstrated innovation and scope of the proposed work. In general, the bidder that is committed to deliver the greatest number of items from the priority list, and in a form that is acceptable to the City, would be delivering the greatest value-for-money and will therefore be awarded the highest number of relevant points. The bidders' attention to design and creativity in their proposals will also be reflected in the scoring. This approach creates an incentive for bidders to maximize the scope and quality of the streetscape improvements to be delivered from the PRA fund.

Should the PRA-financed scope of work that is proposed by the successful bidder be judged to not deliver good value to the City (possible because use of the PRA is only one element in the overall evaluation of bids), the City would retain the right to refuse the proposal and engage in an alternate process to allocate the PRA. The alternate process would be a contract variation (amendment) process that the successful bidder must follow for all scope, schedule and budget changes during the construction period.

This report also recommends that appropriate staff report to Council at a future time on the priority list of PRA projects for the Sheppard and Finch LRT projects.

RECOMMENDATIONS

The Deputy City Manager, Cluster B recommends that:

1. City Council request Metrolinx to allocate the total Public Realm Amount (PRA) among the Eglinton, Sheppard and Finch rapid transit lines in proportion to the length of each line;
2. City Council request Metrolinx to amend its current RFP for the Eglinton rapid transit project to include instructions to bidders to provide, as an evaluated element within the base scope of the project, as many of the following public realm improvements along Eglinton Avenue as are possible using the PRA budget allocated to the project, in the following order of priority, and to provide a right to the City to determine whether to proceed with the public realm improvements proposed by the winning bidder:
 - i) Provision of streetscape elements identified in the approved Eglinton Environmental Assessment that exceed current City standards within the underground station reconstruction zones;
 - ii) Provision and maintenance of green trackway elements, comprising vegetation and ancillary features (e.g., drainage), along the portion of the LRT trackway between Victoria Park Avenue and Birchmount Road, where feasible and not precluded by the requirements for emergency vehicle access;
 - iii) Provision of a protective feature to buffer on-street bicycle lanes from vehicle traffic lanes, that meets all of the following requirements:

- a. the section of bicycle lane provided with the protective feature comprises a minimum of three continuous kilometres along one side of the street, notwithstanding intersections and bridges;
 - b. the section of bicycle lane provided with the protective feature is located between Brentcliffe Road and Victoria Park Avenue; and
 - c. the protective feature (painted strip, rumble strip, etc.) is acceptable to the General Manager, Transportation Services and the Fire Chief/General Manager of Toronto Fire Services.
- iv) Provision of new or improved pedestrian and bicycle connections and entrances to Serena Gundy Park and Ernest Thompson Seton Park from Eglinton Avenue or Leslie Street in the vicinity of the Leslie LRT Stop;
- v) Construction of the approved Eglinton EA streetscape between the reconstruction zones at Avenue Road Station and Yonge-Eglinton Station to create a continuous length of approved EA streetscape on Eglinton Avenue from Avenue Road to Yonge Street; and
- vi) That any unused balance of the PRA fund allocated to the Eglinton LRT after provision has been made for the five priority projects listed in i) through v) inclusive, be committed to projects included in the following list:
 - a. Provision and maintenance of green trackway elements, comprising vegetation and ancillary uses (e.g., drainage), along the surface portion of the LRT trackway in locations that are not already specified;
 - b. Provision of a protective feature to buffer on-street bicycle lanes from vehicle traffic lanes, along the surface portion of the LRT trackway where it is not already provided in the base scope of construction of the transit project; and
 - c. Provision of new or improved pedestrian and bicycle connections and entrances to parks, ravines and public open spaces adjacent to the transit project in locations that are not already specified.
- 3. City Council authorize the Deputy City Manager, Cluster B, in consultation with the Director, Major Capital Infrastructure Coordination and Deputy City Manager and Chief Financial Officer as appropriate, for the Eglinton rapid transit project:
 - i) to assist Metrolinx in developing the instructions to bidders and appropriate evaluation scoring;
 - ii) to participate in the evaluation of the bids;
 - iii) to determine whether the winning bidder's PRA submission is fair and reasonable and provides good value to the City for the PRA, and on that basis to determine whether to accept the winning bidder's PRA proposal; and

- iv) if the determination is made to not accept the winning bidder's PRA proposal, to negotiate alternative public realm improvements with Metrolinx that are consistent with the recommendations of this report.
- 4. If the determination is made to accept the winning bidder's PRA proposal for the Eglinton rapid transit project, City Council authorize the Deputy City Manager, Cluster B, to negotiate and enter into any agreements, amendments and renewals with Metrolinx as may be necessary, in accordance with the Master Agreement and the recommendations of this report, in respect of the use of the PRA in accordance with the winning bidder's submission; and
- 5. City Council direct the Chief Planner and Executive Director, City Planning Division and the Director, Major Capital Infrastructure Coordination to report to City Council on a priority list of projects for the Sheppard and Finch LRTs in a timely manner.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meetings of March 21 and 22, and October 30, 31 and November 1, 2012, City Council authorized the City Manager to enter into a Master Agreement with Metrolinx and the Toronto Transit Commission (TTC) for the Metrolinx Light Rail Transit (LRT) projects in Toronto. This Agreement includes the terms and conditions that will govern the amount and use of the PRA. The Agreement and background reports can be read at the following links:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.CC20.1>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.CC27.6>

On July 16, 2013, City Council adopted the recommendations contained in Status Report No. 2 of the Eglinton Connects Planning Study, as amended by Planning and Growth Management Committee. Among other things, City Council instructed staff to "to work with Metrolinx to overcome any obstacles to the inclusion of a 'green trackway' in the plans for the LRT." The report and recommendations are at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG25.2>

ISSUE BACKGROUND

Public Realm Amount

The Master Agreement, which sets out the rights and obligations of the three parties to that Agreement (City of Toronto, Metrolinx and TTC), requires Metrolinx to restore to current City standards all City infrastructure that is impacted by construction of the LRT. In addition, the Agreement makes available an additional amount for streetscaping that either exceeds the City's standards or constitutes new additions to the public realm. This budget is termed the Public Realm Amount (PRA) and the City, in its discretion, may request Metrolinx to construct the

streetscape elements it deems appropriate, from the PRA and at no cost to the City. Metrolinx must be in agreement with the requests.

The Master Agreement sets out the purposes for and general locations in which the PRA can be used. Improvements must be in the immediate vicinity of the underground stations or along the at-grade sections (Eglinton east of Brentcliffe and most of the Sheppard and Finch lines). The eligible streetscape elements are sidewalks, paved surfaces, pavement structures, curbs, boulevards, public areas, pavers, trees, plantings, landscaping, specialized lighting, street furniture, decorative signage, paint markings, traffic signals, loop detectors, traffic calming devices, retaining walls and seat walls.

The Master Agreement also contains a formula (1.5% of the eligible transit project construction costs) which will determine the amount of the PRA. Metrolinx will retain \$10 million of the PRA for public amenities at the below-grade stations, to be spent in its sole discretion. Metrolinx estimates that the amount of the PRA for the Eglinton, Finch and Sheppard projects as greater than \$70 million.

Additional City Infrastructure

The City also has the ability to ask Metrolinx to construct "Additional Infrastructure" which may be advantageous to have completed concurrently with the transit projects to minimize disruption, realize efficiencies and in anticipation of future land use intensification. The City will be required to pay the incremental cost of any such work (e.g. water and sewer upgrades, intersection normalizations). These projects will be neither funded from the PRA nor discussed in this report.

Eglinton Connects Planning Study and Eglinton Environmental Assessment

Concurrent with the planning of the Eglinton LRT, the City Planning Division has been conducting a study of Eglinton Avenue along the length of the LRT. The two-year study, known as Eglinton Connects (the "Study"), incorporated a Class Environmental Assessment for the part of Eglinton where the LRT is underground (Attachment 2). This EA specifically examined the future configuration of the Eglinton Avenue roadway and streetscape in light of the fact that the existing bus lanes will no longer be needed once the LRT is in operation.

The vision that has emerged from the Study is that Eglinton Avenue should be a green, beautiful linear space that supports employment, residential, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger city and the region. This vision will be implemented over time through the Public Realm Concept Plan that resulted from the Study.

Transportation Services intends to report to Public Works and Infrastructure Committee on April 9, 2014 on the findings and recommendations of the EA. City Planning intends to report to Planning and Growth Management Committee on April 10, 2014 on the findings and recommendations of Eglinton Connects Planning Study. Full details on the Eglinton Connects project, including links to these reports, are available at www.toronto.ca/eglington.

The results of the Study, including the EA, have informed the recommendations for the use of the PRA as set out in detail in this report.

COMMENTS

Through an interdivisional consultation process led by the Major Capital Infrastructure Coordination (MCIC) office, City staff reviewed potential allocation and uses for the PRA.

Allocation of the PRA

Staff recommend that the PRA should be allocated to the Metrolinx LRT projects in proportion to their lengths. This would permit distribution of the streetscape improvements across the LRT system and the City (Attachment 1). Using the latest estimate of the eligible capital budget for the rapid transit program, which excludes the Scarborough Rapid Transit conversion, the PRA would be distributed approximately as follows: Eglinton 46% (at least \$30 million), Finch 26% (at least \$18 million) and Sheppard 28% (at least \$20 million). It is important to note that these figures are estimates and the final amounts available for each transit project may be different as they represent a percentage of the total construction cost of the Metrolinx Rapid Transit Projects, which is currently unknown.

Application of the PRA

Staff recommend that the PRA resources be devoted to projects that can make a significant positive contribution to the public realm along the LRT lines and the City as a whole. The provision of this budget by Metrolinx represents an opportunity to acquire public realm improvements in these corridors in a relatively short period of time.

In a sense, the PRA is like Section 37 contributions derived from development proposals, although carrying a different authority and conditions of use. Because the impacts of an individual development are specific to a neighbourhood, the Section 37 contributions are generally required to benefit the immediate area of the development. Since the LRT lines will have an impact on the City as a whole, and have been planned at a "metropolitan" level, the benefits should also be directed towards providing useful infrastructure and uplift to larger areas rather than on an individual community or ward-by-ward basis.

Adopting a piecemeal approach for the use of the PRA could result in the PRA having little impact on the public realm along the lines or the City as a whole. A system-wide approach, as recommended in this report, would make a statement about how the Metrolinx transit lines are not only part of the City-wide transportation system, but can also improve the public realm in a way that is planned and integrated across all the areas that are impacted.

Public Realm Work Included in Metrolinx Base Project

Metrolinx will provide landscaping, streetscaping and street furniture on its property at the underground stations, portals and at-grade stops consistent with its Design Excellence program, as part of the base project and at no cost to the City.

In addition, Metrolinx will rebuild, to City standards, the portions of Eglinton that are physically impacted by transit construction. In the case of Eglinton Avenue at the underground stations, City property and rights-of-way will be reconstructed to the designs (lane configurations, bicycle paths, sidewalk widths, etc.) specified in the Eglinton Environmental Assessment that has been carried out as part of the Eglinton Connects Study.

Metrolinx has advised the City that there may be an incremental cost to construct the new road cross-section relative to the cost to restore "like for like" that would be performed by Metrolinx at no cost to the City. At this time, however, the City has not verified any assumptions provided by Metrolinx with respect to incremental costs, and dialogue with Metrolinx has specified that elements of the new cross-section represent a cost savings for Metrolinx. If the City and Metrolinx agree that incremental costs are fair and reasonable, the incremental scope of work will be performed by the successful bidder and funded through the PRA (ranked as the first use of the PRA).

Business Improvement Area Streetscape Elements

There are six active Business Improvement Areas (BIAs) along the affected portions of Eglinton Avenue. The Eglinton RFP requires the successful bidder to reinstall BIA streetscape elements disrupted by LRT construction at no cost to the City or affected BIA. The Eglinton RFP also requires the successful bidder to coordinate with City Planning and Economic Development and Culture regarding installation of new BIA streetscape infrastructure at the underground station reconstruction zones, at the BIA's cost.

City Planning and Economic Development and Culture staff will be consulting with the affected Eglinton BIAs regarding any BIA street furniture improvements they would like to have installed by Metrolinx in the station reconstruction zones and will communicate same to Metrolinx. BIAs along Sheppard and Finch will be involved in a similar manner as Metrolinx moves forward with those projects.

It is not recommended that PRA funds be used for BIA initiatives. All BIA-sponsored improvements should follow the normal funding and implementation processes.

Use of the PRA

The proposed public realm improvements are part of the recommendations of the Eglinton Connects study. An extensive public consultation program was carried out in connection with the Study and it included discussion of the proposed improvements. All of them received strong support from the public.

Although the Sheppard and Finch lines have not had the benefit of a current study similar to the Eglinton Connects work, the Eglinton themes would be appropriate for any of the City's Avenues and main streets, particularly where major transit infrastructure is to be provided.

To ensure that the City's priorities are achieved, a ranking of desired streetscape improvement has been identified. The bidders will include in their base packages as many of the projects as

the budget will permit. Should there be resources remaining after the priority projects have been committed, bidders are encouraged to propose additional projects from the list of candidate streetscape elements. Both the priority projects and candidate streetscape elements are listed below.

Obtaining Maximum Value from the PRA through the Bidding Process

Metrolinx and Infrastructure Ontario have invited consortia to prepare bids to design, build, finance and maintain the Eglinton transit project (excluding early work performed by other contractors). The bidders are working from a Request for Proposals (RFP), which contains language informing the bidders of the principles governing the project (e.g. Design Excellence) and the objectives (e.g. an interchange station at Yonge-Eglinton which contains a direct connection to the Yonge subway). However, the RFP does not mandate any particular design for achieving those objectives. The bidders are to be innovative in proposing designs that will meet the stated objectives while also competing on price. Metrolinx expects this procurement process to optimize value-for-money. The same process can be expected to be used for the remaining LRT lines.

To obtain the most value from the PRA budget, Metrolinx proposes to include the PRA projects in the bid documents (through an Addendum for the Eglinton LRT). The RFP language will indicate the value of the PRA budget for Eglinton, the priority projects, additional candidate streetscape elements, and guiding principles as recommended in this report and approved by City Council.

Operating under competitive tension, the bidders will determine the extent to which they are prepared to meet the PRA objectives.

Bidders will be awarded points during evaluation of their bids based on the extent to which they maximize the value of work that can be obtained from the PRA. These scores will form part of the overall evaluation of each bid. Through this process, the bidders are encouraged to deliver maximum value for the PRA budget, while remaining compliant with the City's direction, in order to receive a high score.

This report delegates authority to the Deputy City Manager, Cluster B, to ensure Metrolinx incorporates the City's requests for the PRA in its procurement process and to be involved in the evaluation of the bids in respect of the PRA. It also delegates authority to the Deputy City Manager, Cluster B, to determine whether the successful bidder's PRA submission is fair and reasonable and provides good value to the City for the PRA, and on that basis to accept the successful bidder's PRA submission, and enter into any necessary agreements with Metrolinx.

Lack of Good Value from the PRA

If the Deputy City Manager, Cluster B, is of the opinion that the successful bidder's PRA submission is not fair or reasonable, or does not provide good value to the City for the PRA, this report recommends that City Council delegate authority to the Deputy City Manager, Cluster B to refuse the successful bidder's proposal. It would then be necessary for the City to negotiate

with Metrolinx to develop a package of PRA-funded projects that can be added to an LRT contract after the contract has been awarded.

CANDIDATE PROJECTS FOR THE PRA

Streetscape Elements That Exceed City Standard

As mentioned above, Metrolinx has committed to reconstructing the streetscape at the underground stations (Eglinton line only) in accordance with the recommended street configurations contained in the Eglinton EA and to current City standards. (Attachment 3) City staff are currently in discussions with Metrolinx to determine if any portion of the road reconstruction work specified in the EA is above City standard, or for any other reason trigger a capital expenditure by the City.

The EA report is scheduled to be considered by the Public Works and Infrastructure Committee on April 9, 2014. That report recommends that if there is a cost to the City for the installation of the approved EA streetscape, the PRA provide the supplemental funds, therefore requiring no financial resources from the City.

To ensure that funds are available for this work, staff are recommending that this project be given the top priority for the allocation of the PRA for the Eglinton line. In addition, should the package of projects proposed for the Eglinton line be refused by the City, this element would have to be part of any replacement package.

A Green Trackway for Eglinton

A green trackway is an at-grade separated transit right-of-way that is planted with grass, sedum or other plant material. It serves to reduce the amount of hard surface and the heat island effect and provides an enhanced frontage for existing and new buildings.

A green trackway, together with wide landscaped boulevards, would visually act as a linear park. (Attachment 4) Installation of such a feature could have a major influence on how users experience the street, without having to wait for private development or municipal capital works to renew the public boulevards. A green trackway for the Eglinton LRT would be the first of its kind in Canada, and could become a signature feature for Eglinton, the City and Metrolinx.

As part of the public consultation program for the Eglinton Connects Planning Study, participants were asked about ideas for greening Eglinton. A total of 84% of survey respondents felt that constructing the LRT trackway with a green surface was very important or somewhat important.

In addition, City Council endorsed the concept of a green trackway for Eglinton when it considered the second update of the Eglinton Connects Planning Study in July 2013 (see link above).

City staff recommend that all feasible portions of the at-grade section of the Eglinton LRT project between Brentcliffe and Ionview Avenue be considered by Metrolinx for a green trackway.

As a priority, greening of the trackway between Victoria Park Avenue and Birchmount Road (the Golden Mile) is recommended for inclusion in the list of priority projects. A green trackway in this location would have significant impact on this largely hard-surfaced area. Accordingly, Metrolinx will seek competitive proposals from the bidders to design, construct and maintain for 30 years a green trackway within this segment of the project, for which funding will be derived from the PRA.

Buffered Bicycle Lanes Along the At-Grade Sections

Bicycle lanes at the edges of the pavement in the at-grade sections are included in the Environmental Assessments or Study Reports (EAs or ESRs) for all the transit projects. The safety and usability of these facilities is enhanced when they are separated from traffic or extra space between the lanes and vehicular traffic is provided.

For the underground portion of the Eglinton line, the proposed streetscape in the Eglinton Connects Planning Study includes separated bike lanes located beside and at the level of the sidewalk. On-street painted bike lanes are provided along the at-grade section (east of Brentcliffe Road to Kennedy Station) so that motorists may pull into these lanes when emergency vehicles are passing. Similarly, on-street bike lanes are shown in the EAs for the Sheppard and Finch lines. Staff recommend that a separation or buffer be provided wherever possible along the at-grade section. An example would be a painted 0.5 metre buffer strip or an area composed of a contrasting material, perhaps including rumble strips, to alert motorists of its existence but still allow access in an emergency. (Attachment 5)

Metrolinx has completed a detailed concept design for the at-grade portion of the Eglinton line. This design shows that some isolated sections of the existing pavement may not be required for the reconfigured road and trackway. Metrolinx has agreed to use this excess for the bicycle lane separation feature where practical, as part of the base project. No detailed design has been completed for Sheppard or Finch, however, the City can expect Metrolinx to adopt the same approach.

To demonstrate the usefulness of this feature, staff recommend that, as a priority project, a continuous three kilometre section (which may be interrupted by intersections and bridges) of the bike lane on one side of Eglinton be provided with this buffer. This continuous section should be located in a location between Brentcliffe Road and Victoria Park Avenue due to traffic speeds through this area.

Ravine, Park and Trail Connections

Natural heritage, parks and the ravine and trail systems are part of the identity of the City. The Eglinton Connects Study has recommended enhancing connections and entrances to the parks, trails and ravine systems along the LRT lines to allow the neighbourhoods along the lines to more fully realize the benefits of a direct relationship with the open space system, and facilitate active transportation, including walking and cycling.

Along the Eglinton LRT, pedestrian and bicycle connections to the two City parks north and south of the intersection of Eglinton Avenue and Leslie Street (Serena Gundy Park and Ernest Thompson Seton Park respectively) are inadequate. An Eglinton LRT stop is located there. City staff recommend that access improvements at this location be a priority project (Attachment 6).

For the Sheppard and Finch lines, priority project(s) will be identified closer to the issuance of the RFPs.

The bidders would be required to work with City staff in the Parks, Forestry and Recreation Division and Transportation Services Division, and Toronto Region Conservation Authority staff on the detailed design of these facilities.

Enhanced Streetscape between Avenue Road and Yonge-Eglinton LRT Stations

Metrolinx will complete the road reconstruction work in accordance with City standards at the underground stations, at its cost. In general, it is not recommended that the PRA be used to implement the new road, bike lane and sidewalk configuration recommended in the Eglinton EA in the sections between the stations. Estimates of the cost of this work are contained in the EA report that may be considered by PWIC on April 9, 2014. Even if all of the PRA allocated to Eglinton was to be devoted to this one project, only a minor portion of the work could be accomplished.

However, due to special trackwork required between Avenue Road and Yonge-Eglinton Stations on the Eglinton LRT, there is a relatively short section (360 metres) of the Eglinton right-of-way between these two stations that will not be excavated for LRT construction.

Staff recommend that one of the priority projects for the PRA be the installation of the new Eglinton Connects/EA public realm on this short connecting section of Eglinton. If implemented, the result would be a continuous stretch of 1.1 kilometres of the revised streetscape, which would have a significant impact and provide an example of how the streetscape would look and function when implemented across the whole of the Study area. (Attachment 7)

CONCLUSION

The successful bidder that will be chosen by Metrolinx to construct the rapid transit projects (each line may have a different contractor) will ultimately commit to constructing only the PRA projects that it considers feasible with funds available from the PRA. The amount allocated to the PRA, and the competitive tension between bidders to maximize the value-for-money of the PRA, will determine how extensively (projects, materials, quality of construction) Metrolinx will be able to deliver on the public realm improvements described in this report. Nevertheless, the identification of City priorities for use of the PRA, and a ranking of those priorities to give direction to bidders and facilitate evaluation of their bids, is considered to be in the City's best interest, and consistent with objectives for use of the PRA that were laid out in the Master Agreement.

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SIGNATURE

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ATTACHMENTS:

Attachment 1: Metrolinx Rapid Transit Program
Attachment 2: The Eglinton LRT and the Eglinton Connects Planning Study Area
Attachment 3: Approved EA Eglinton Streetscape at the Station Reconstruction Zones
Attachment 4: Rendering of the Green Trackway
Attachment 5: Buffered Bike Lanes (at-grade)
Attachment 6: Conceptual Park Access Improvements at Eglinton Avenue and Leslie Street
Attachment 7: Approved EA Eglinton Streetscape: Avenue Road to Yonge Street

Attachment 1: Metrolinx Rapid Transit Program

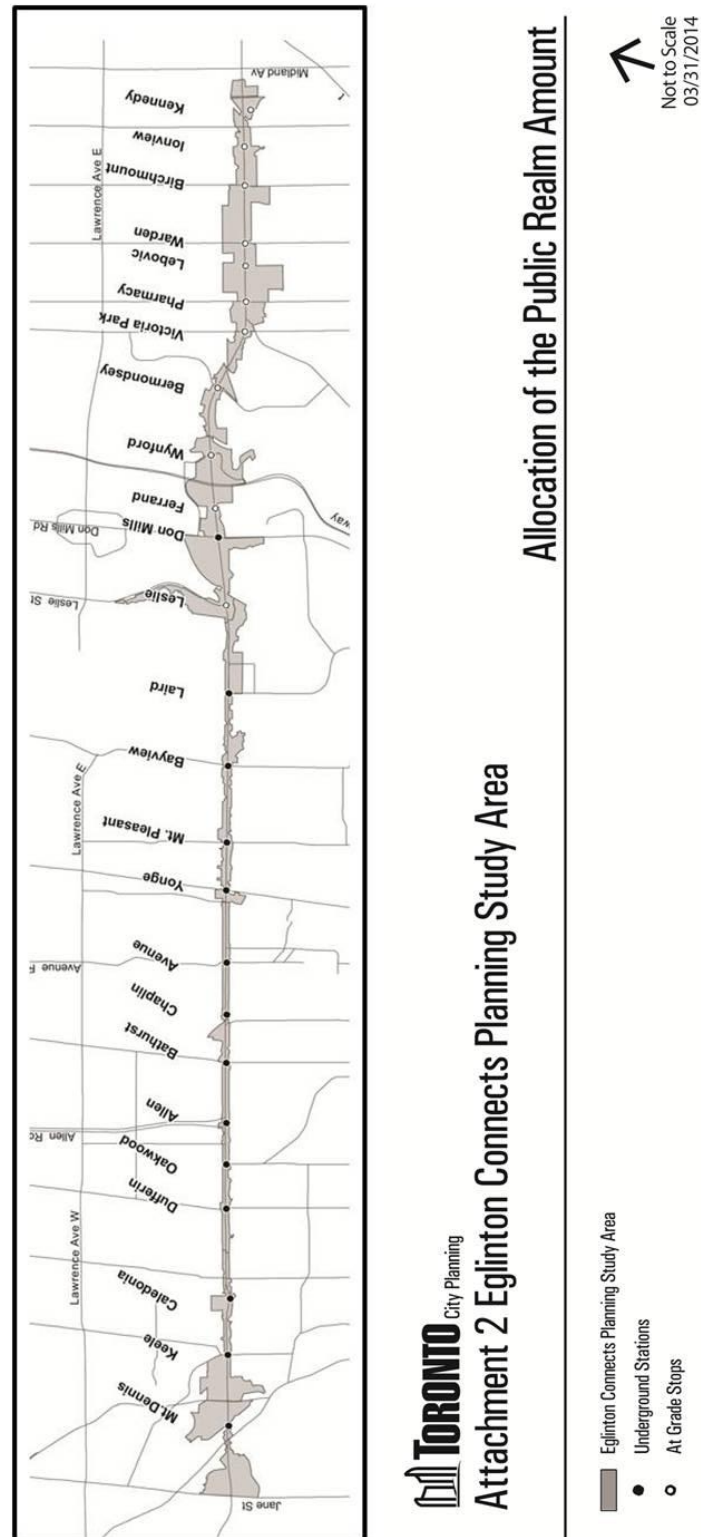


Attachment 1 Metrolinx Rapid Transit Program

Allocation of the Public Realm Amount

Not to Scale
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Attachment 2: The Eglinton LRT and the Eglinton Connects Planning Study Area



Attachment 3: Approved EA Eglinton Streetscape at the Station Reconstruction Zones



Attachment 3 Approved EA Eglinton Streetscape at the Station Reconstruction Zones

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Attachment 4: Rendering of the Green Trackway



Attachment 4 Rendering of the Green Trackway

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Attachment 5: Buffered Bike Lanes (at grade)



Attachment 5 Buffered Bike Lanes (at grade)

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Attachment 6: Conceptual Park Access Improvements at Eglinton Avenue and Leslie Street



Attachment 6 Park Access Improvements at Leslie Street

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Attachment 7: Approved EA Eglinton Streetscape – Avenue Road to Yonge Street



Attachment 7 Approved EA Eglinton Streetscape: Avenue Road to Yonge Street

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