



# **Transit Expansion in Toronto – *The Challenges of Delivering Property in a Fiercely Developing and Dense Urban Landscape***

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**Presentation to BC Expropriation Association**

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# METROLINX

## PLAN



## BUILD

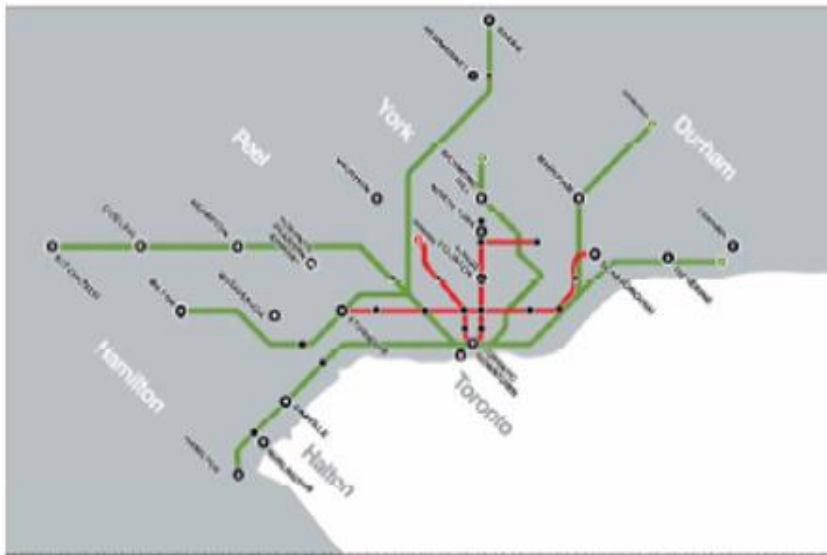


## OPERATE



# REGIONAL TRANSPORTATION PLAN

2012



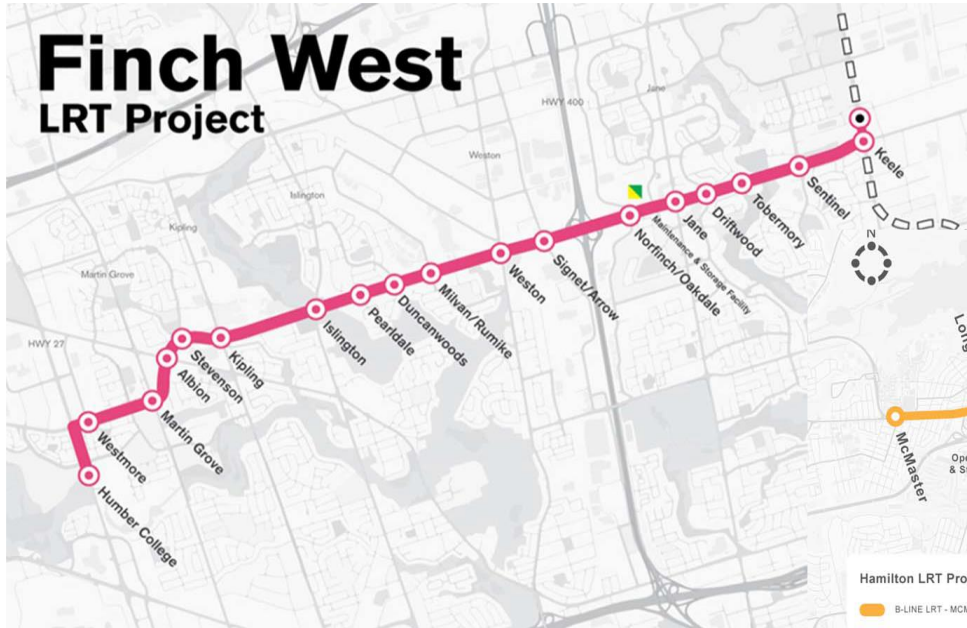
25 YEAR PLAN





# Finch West

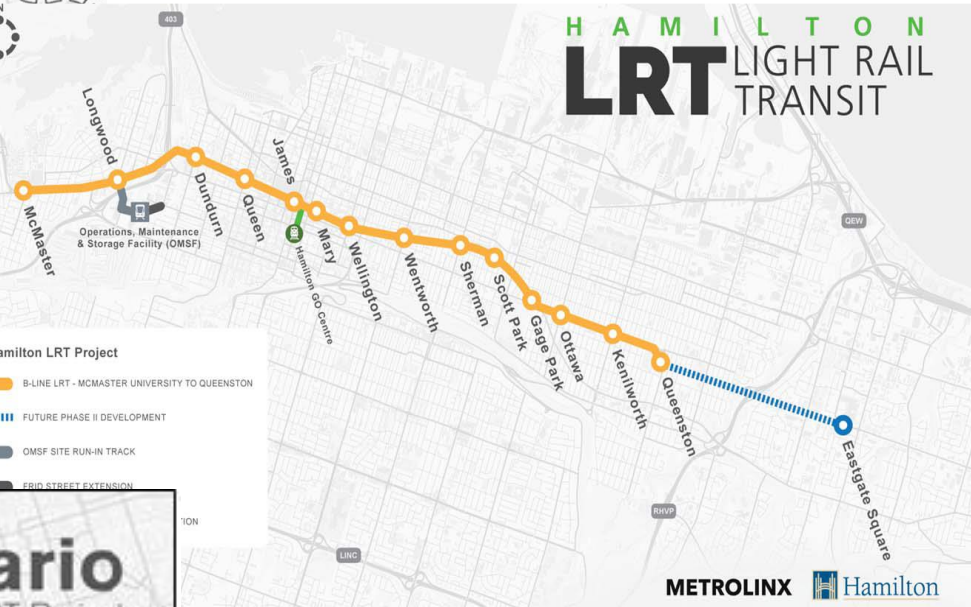
## LRT Project



- Hamilton LRT Project**
- B-LINE LRT - MCMASTER UNIVERSITY TO QUEENSTON
  - - - - FUTURE PHASE II DEVELOPMENT
  - OMSF SITE RUN-IN TRACK
  - ERID STREET EXTENSION

# HAMILTON

## LRT LIGHT RAIL TRANSIT

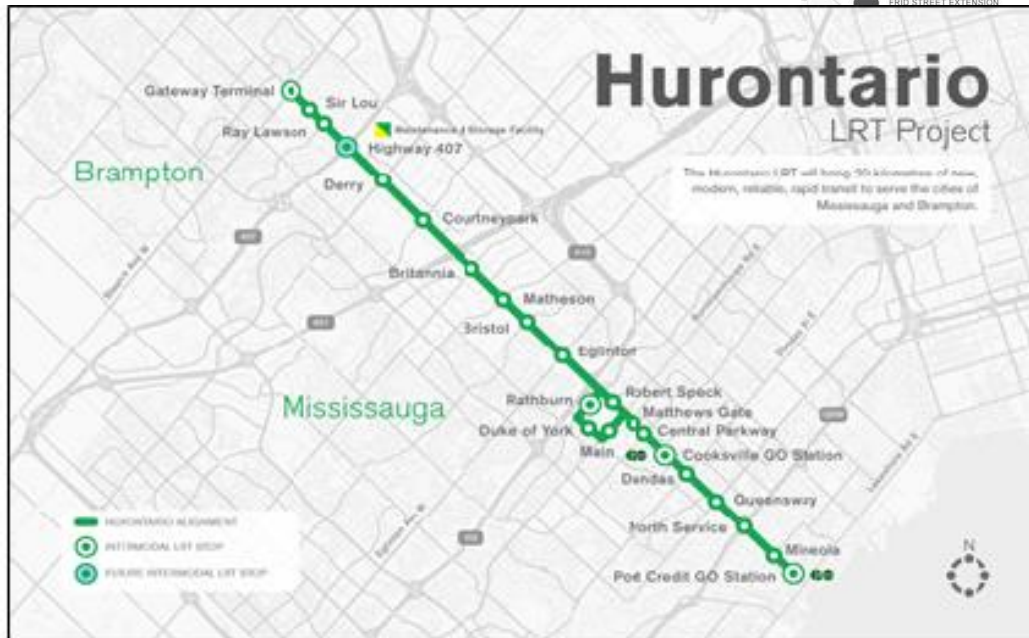


METROLINX Hamilton

# Hurontario

## LRT Project

This Hurontario LRT will bring 50 kilometres of new, modern, reliable, rapid transit to serve the cities of Mississauga and Brampton.



# EGLINTON CROSSTOWN LRT

- 19 km long: 10 km underground and remainder running on surface in dedicated lanes
- \$5.3 billion, the largest transportation project currently underway in Canada
- Up to 60% faster than current east-west bus service.
- Hybrid procurement
  - Early works delivered conventionally
  - Majority of project delivered via AFP contract in association with Infrastructure Ontario (DBFM)
  - Operations to be provided by TTC under contract
- On time and on budget with planned opening in 2021
  - Tunnelling completed in 2016, work now underway on all subsurface stations



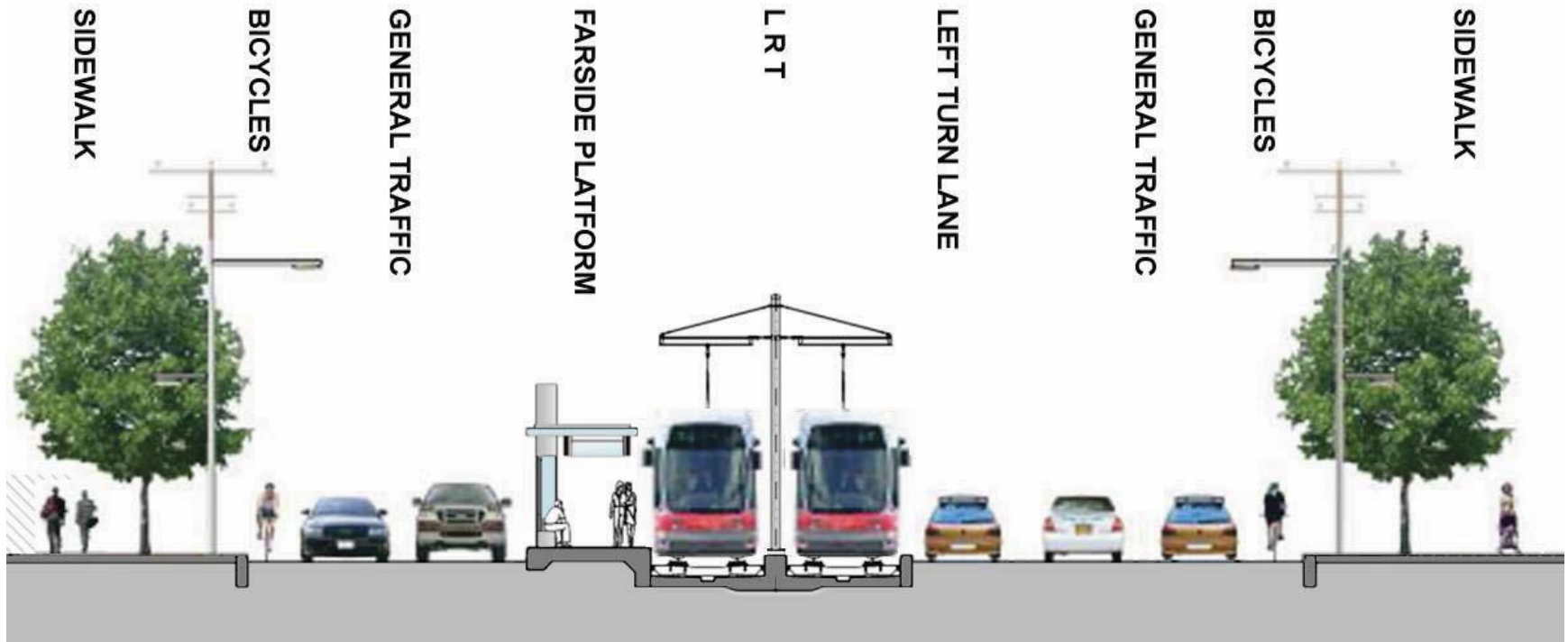
# The Eglinton Line

Eglinton Crosstown LRT Project





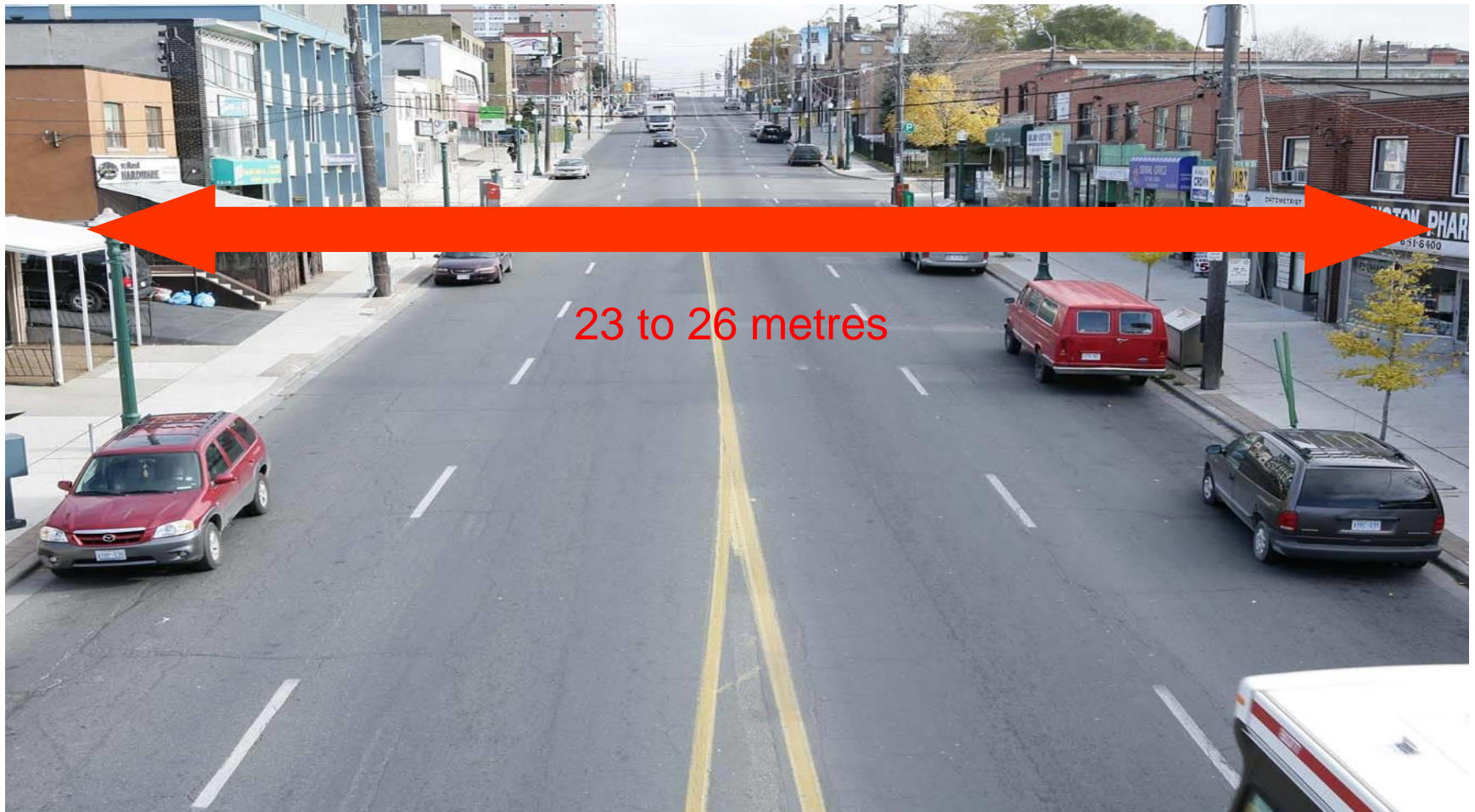
# TYPICAL SURFACE STOP CROSS SECTION



# AT GRADE ALIGNMENT

- LRT to be constructed and operate in a “transit way” in the middle of City street – maintaining existing traffic capacity
- 9 Stops
- Private property required for road widening (fee simple), utility relocations (permanent easements) and driveway restoration/grading (temporary easements).
- Master Agreement with City granted a construction license to Metrolinx and eventual transfer of permanent easement to Metrolinx for transit way in exchange for fee simple lands to City for widened right of way

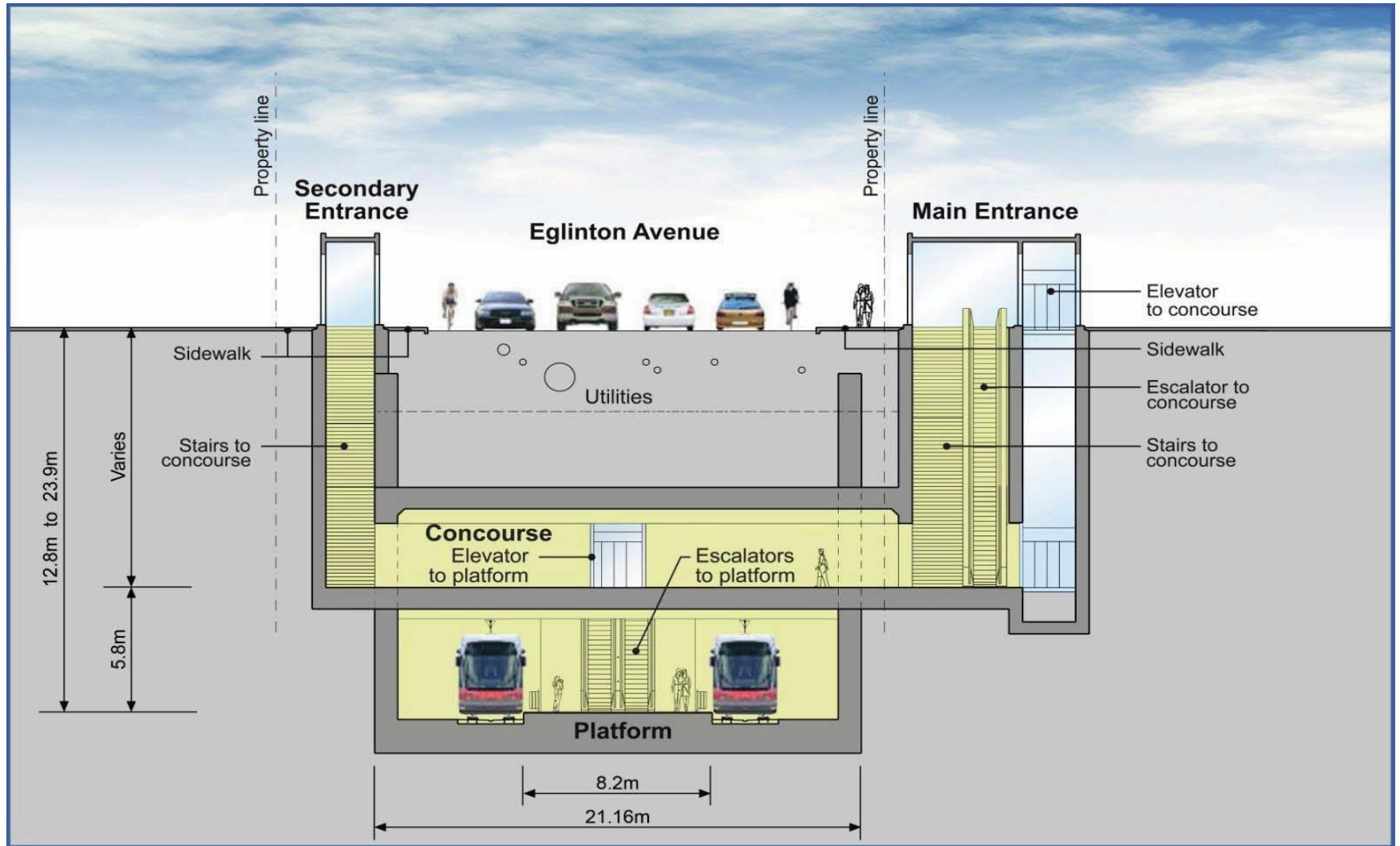




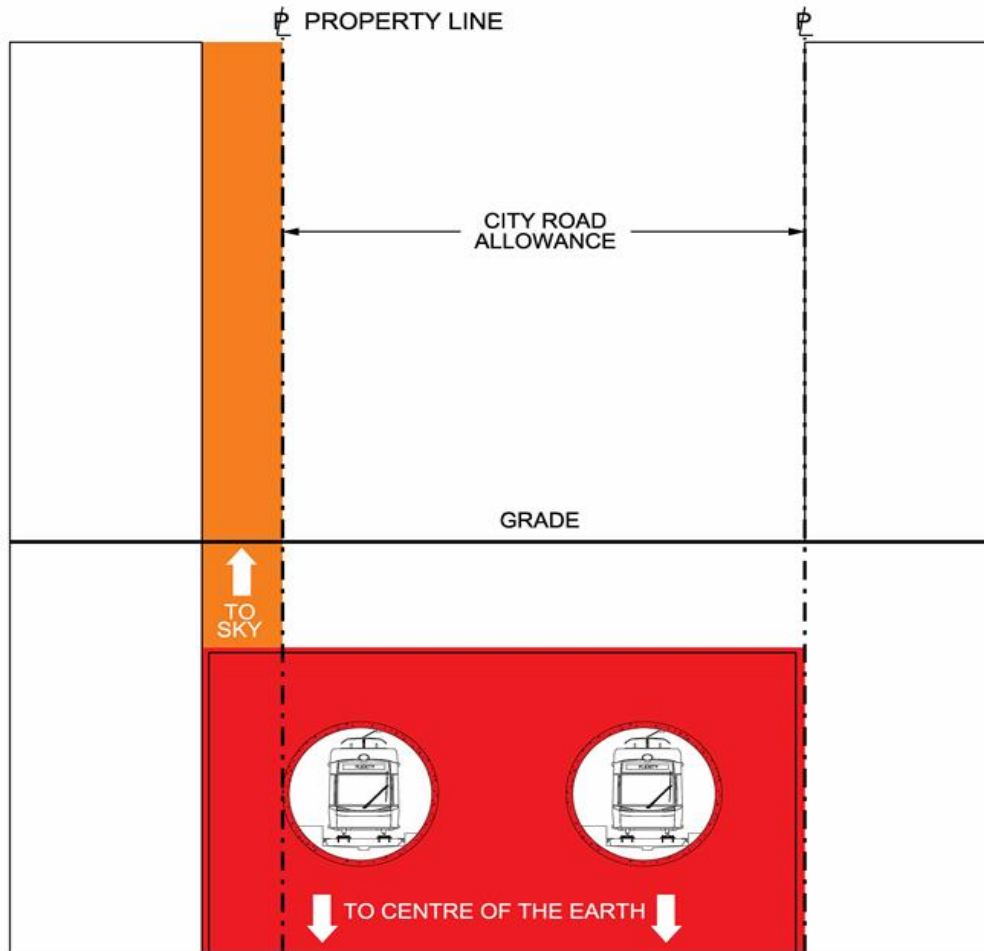
# BELOW GRADE ALIGNMENT

- Narrow street width and development through mid-town Toronto did not allow for typical at-grade cross-section
- LRT will operate in tunnels below street – 2 tunnel contracts completed as early works
- Subsurface requirements for 14 stations (within City street), full properties for station infrastructure (entrances, vent shafts, emergency exits etc.) similar to traditional subways
- To be constructed using both mining and cut and cover – requires support of excavation – tie-backs, pipe roofs etc extending into adjacent private properties

# TYPICAL UNDERGROUND STATION CROSS SECTION



# PROPERTY REQUIREMENTS – TUNNELS



## L E G E N D

- Fee Simple Stratified Taking
- Stratified Easement





# PROPERTY REQUIREMENTS

- Stations RFP identified 218 impacted properties to be delivered to contractor via phased delivery
  - 117 on execution of Project Agreement(July 2015)
  - 82 in 4<sup>th</sup> quarter 2015 and remaining 19 in 2016-2018
- Contractor identified additional 106 properties in bid for construction purposes (support of excavation, laydowns)
- In total, multiple interests at 324 properties delivered to contractor by Metrolinx
- Approximately 60% acquired by negotiation

# THE CHALLENGES

## ➤ Delivery Model

- Timing of design development vs property delivery
- Nature of property interests

## ➤ Nature of the Construction Project

- Interface with neighbours
  - businesses
  - developers
  - special difficulties in relocation

# PUBLIC PRIVATE PARTNERSHIPS – ALTERNATE FINANCE AND PROCUREMENT

- Engage creativity and innovation of private sector
- Motivate contractor to keep costs down not only for design / construction but also for operation and maintenance period
- Identify what must be built (specifications) not how to build it

vs traditional Design– Bid–Build contracts

- Design fixed in advance, property requirements finalized before bids are invited



# EXAMPLES...



Budweiser Gardens

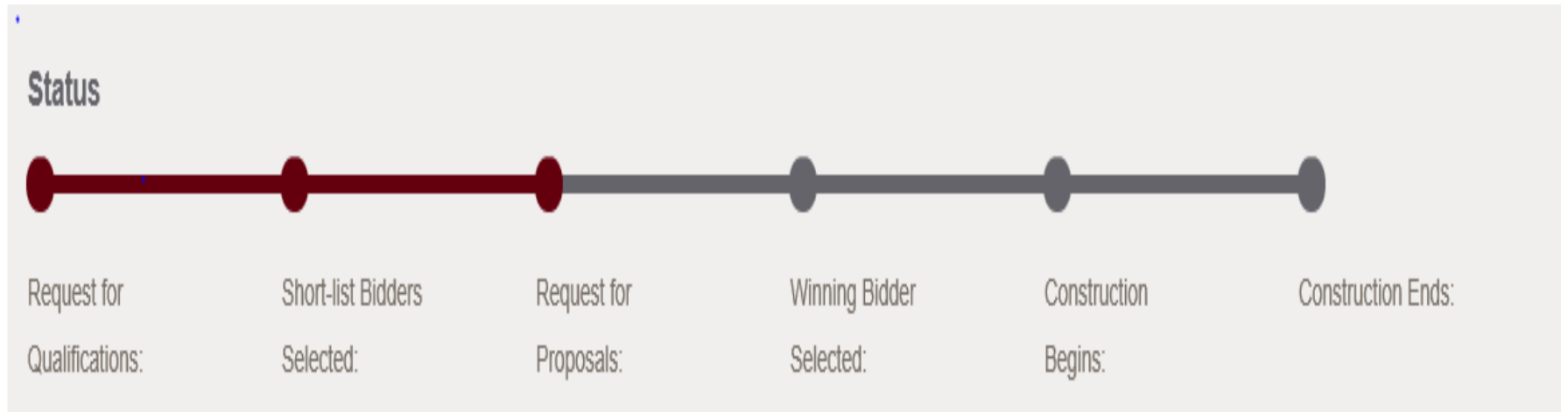


Sheridan College Hazel McCallion Campus (Phase 2)

Mississauga — Ontario

# THE AFP MODEL

## IT SOUNDS SO SIMPLE....



# AND LOOKS SO SIMPLE



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## BUT WHAT IF WE'RE TALKING TRANSIT?





# DOES THIS LOOK SIMPLE?



**Looks like its  
going to be a  
round hole  
square peg  
kinda day.**



- PPP/ AFP model requires majority of property to be identified and delivered at an early stage of design:
  1. Reference Concept Design created for RFP – property identified for delivery on/after financial close
  2. Proponents identify additional lands required for their individual design – confirmed on financial close and delivered within 12-18 months
  3. Additional Lands identified by successful proponent during detailed design development - another 12-18 months
- Can require multiple requests from property owners...

# PROPERTY DEFINITION -

- Early acquisition + innovation requires flexibility
- Temporary Interests
  - commencement date
  - options to renew
  - tie-backs/ pipe roofs
- Permanent Interests
  - Fee simple vs easement – to stratify or not to stratify?
  - Easement for support over tunnels



# Project Impacts

- 4 mined stations
- 7 cut and cover
- 3 interchange stations
- Major construction – 4–5 years





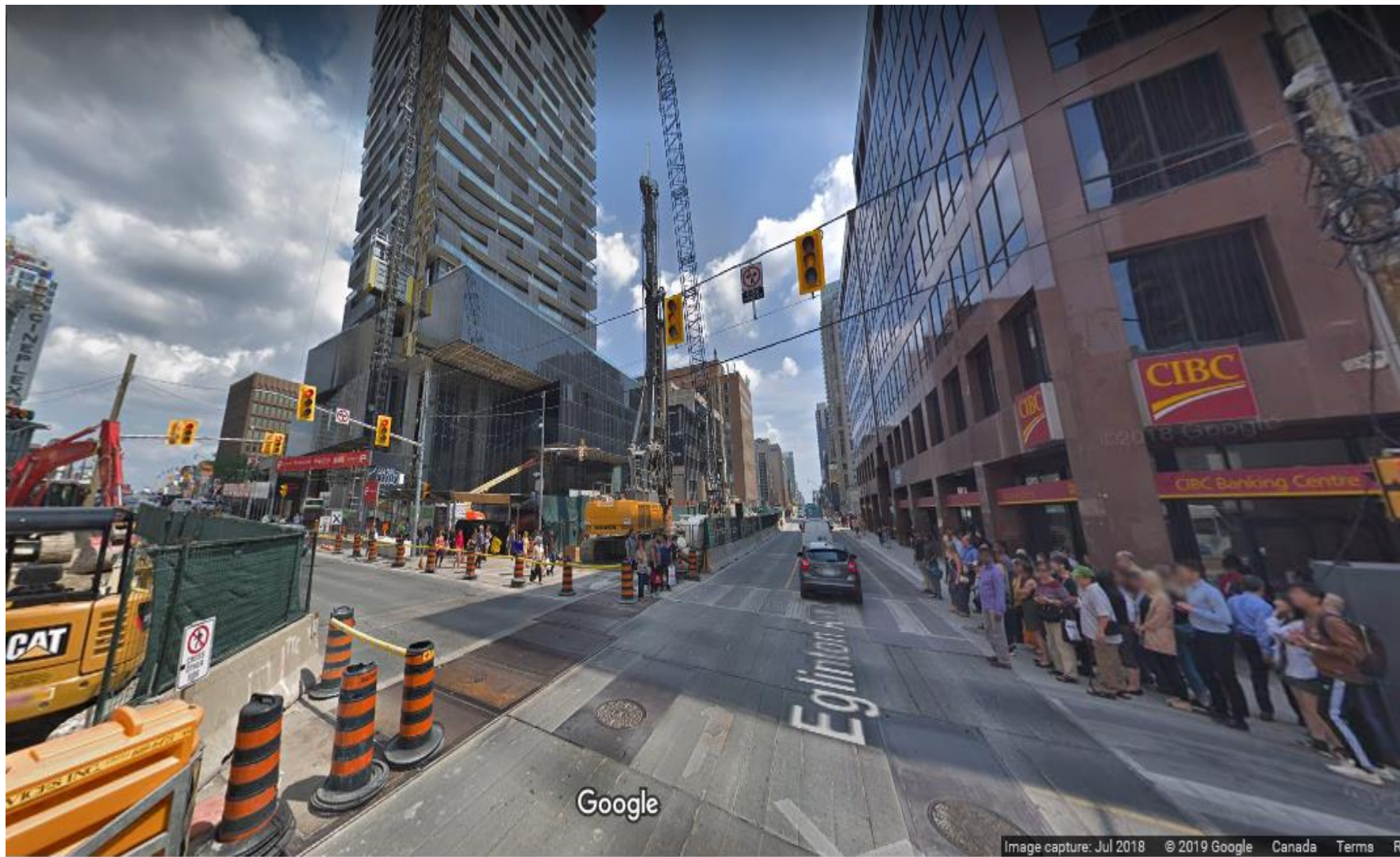












Google

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# Business Loss Claims

- RFP provided incentives to bidders to reduce impacts – traffic lane and sidewalk closures discouraged
- Construction is ongoing
- Community Relations programs for signage, window cleaning, community events etc.
- Claims are evaluated against *Expropriations Act* and case law
- Interim settlements where appropriate



# Development Interface

- Competing for space within right of way with developers
- Development review partner with City of Toronto to identify and comment on applications
- Site specific solutions:
  - Construction scheduling agreements
  - Interim lease of property pending redevelopment
  - Transit oriented development opportunities

# Special Difficulties in Relocation

- Collaborative approach to sensitive uses – full property
  - Charitable institution
  - Childcare centre

# Lessons Learned

- Property team must work closely with Project Team to properly identify property requirements early
- Business and Land Inventories prepared in advance will assist in understanding/predicting impacts
- Incentive programs can be successful in expediting property delivery and reducing overall costs
- Incentives to promote good behaviour by contractor have proven difficult to monitor and enforce – more boots on ground





