

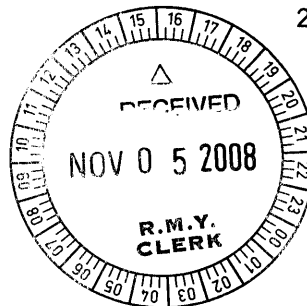
REGION OF YORK
CLERK'S OFFICE

FILE No. -

P20



The City Above Toronto



Clerk's Department
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1

Tel (905) 832-8504
Fax (905) 832-8535

FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

October 31, 2008

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street, Box 147
Newmarket, ON
L3Y 6Z1

Dear Mr. Kelly:

**RE: PRESENTATION – YORK REGION RAPID TRANSIT WITH RESPECT TO THE
YONGE SUBWAY AND THE RICHMOND HILL TERMINAL ALIGNMENTS**

I write to advise you that Vaughan Council, at its meeting held on October 27, 2008, adopted the following resolution:

WHEREAS the Regional Municipality of York in partnership with the York Region Rapid Transit Corporation (the proponents) have issued the Notice of Commencement (September 30, 2008) of the Transit Project Assessment Process for the Yonge Subway Extension;

AND WHEREAS the proponents have completed a Conceptual Design and Functional Planning Study for the proposed subway extension as the basis for defining the Transit Project, which will be the subject of an Environmental Project Report under the Transit Project Assessment Process;

AND WHEREAS the proposed Transit Project is composed of the following elements: A 6.5 km, 6 station underground extension of the Yonge Subway located primarily within the Yonge Street right of way, from Finch Station in the City of Toronto to a proposed station at Richmond Hill Centre with intervening stations at Cummer/Drewery Avenues, Steeles Avenue, Clark Avenue, Royal Orchard Boulevard, Longbridge/Langstaff Roads and major intermodal bus terminals at the Steeles Avenue Station and at the Richmond Hill Centre Station;

AND WHEREAS it is proposed that Yonge Street be bridged at the Don River Valley and that the subway traverse the valley on the lower deck of the proposed bridge;

AND WHEREAS it is proposed that there be a 1900 car parking lot and Passenger Pick Up and Drop Off on the west side Yonge Street in the Hydro One corridor, north of Longbridge Road in the City of Vaughan;

.../2

AND WHEREAS the Transit Project will be proceeding under the new Environmental Assessment process, which provides for the completion of the assessment and project approval six months after its commencement;

AND WHEREAS it is the intention of the proponents to submit the Environmental Project Report for approval in early December of 2008 after the completion of the public consultation process in November;

AND WHEREAS the Yonge Subway Extension is a highly significant project for the City of Vaughan and it is appropriate to comment on matters that should be addressed in the process to ensure a high quality environment for residents and businesses that respects the historical and natural features and amenities of the Yonge Street corridor.

NOW THEREFORE IT IS RESOLVED:

THAT the City of Vaughan endorses the transit project as defined for the purposes of further review and evaluation under the Transit Project Assessment Process;

AND THAT in completing the assessment process the proponents have regard for, but not limited to, the following matters:

1. In finalizing the alignment of the subway into the Richmond Hill Centre, the location of and access to the Longbridge/Langstaff subway station take into consideration the opportunities for pedestrian access to the residential community on the west of side of Yonge Street in the City of Vaughan;
2. In planning for the commuter parking lot and passenger pick up and drop off in the Hydro Corridor on the west side of Yonge Street, the following design issues be addressed: Maximizing the visual and acoustic screening for residents on the north side of Longbridge Road; visual screening/streetscaping adjacent to the facility on the west of Yonge Street; sustainable characteristics of the parking area including stormwater quality and quantity control, snow storage and use of innovative control measures; protection of the Don Valley natural systems to the west of the proposed parking area; and the need for any pedestrian or trail connections;
3. In considering the traffic operations of the proposed parking lot and passenger pick up and drop-off, the traffic study/traffic management plan should minimize the impact on the adjacent residential community and ensure that controls/access points and designs are identified to allow for the efficient operation of the subway facilities in conjunction with proposed development on the east side of Yonge Street. Consideration should be given to a direct link to the parking area from Highway No. 407;
4. In designing the proposed Yonge Street bridge crossing of the Don Valley, the following issues be addressed: Ensuring that the bridge enhances the pedestrian

environment on Yonge Street particularly as it respects sidewalks/boulevards and lighting; the bridge design being complementary to the heritage character of old Thornhill; minimizing the impact on the existing dwellings/businesses on the west side of Yonge Street as it regards noise and visual intrusion; the noise impacts of the subway box beneath the bridge be examined and mitigated; ensuring alternative measures (both permanent and temporary) for properties whose accesses will be affected by the bridge; and the traffic management plan implemented during the construction of the bridge ensure the continued safe operation of Yonge Street;

5. *That direct pedestrian access from the west side of Yonge Street be provided into the Royal Orchard station.*
6. *In designing the Clark Avenue Station, its location and pedestrian access points be designed in such a fashion as to encourage pedestrian traffic from the north;*
7. *The design of the Steeles Station take every effort to preserve the development/urban design potential of the Steeles Avenue intersection through the equitable and strategic distribution of subway facilities (e.g. bus terminal, PPUDO, transformers, air shafts), the integration of such facilities into the development plans for the area, exploring locations that would use public land (e.g. road allowances) for these facilities and the preservation of intersection frontage for development;*

AND THAT *staff report to Council on the Environmental Project Report prior to its submission;*

AND THAT *this resolution be forwarded to the Region of York, the York Region Rapid Transit Corporation, and the Towns of Markham and Richmond Hill.*

Attached for your information is **Item 41, Report No. 49**, of the Committee of the Whole regarding this matter.

Sincerely,



for Jeffrey A. Abrams
City Clerk

Attachment:
Extract

JAA/pa

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 27, 2008

Item 41, Report No. 49, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 27, 2008.

**41 PRESENTATION – YORK REGION RAPID TRANSIT WITH RESPECT TO THE
YONGE SUBWAY AND THE RICHMOND HILL TERMINAL ALIGNMENTS**

The Committee of the Whole recommends:

- 1) That the presentation by Ms. Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation, 1 West Pearce Street, 6th Floor, Richmond Hill, L4B 3K3, and Mr. Tom Middlebrook, McCormick, Rankin Corporation, Yonge Street Lead, and presentation material submitted, titled “Yonge Subway Extension Preliminary Planning for Transit Project Assessment”, dated October 6, 2008, be received; and**
- 2) That the following resolution titled “Yonge Subway Extension – Finch Station to the Richmond Hill Centre, Transit Project Assessment – 2008”, dated October 6, 2008, submitted by Councillor Shefman, be approved:**

WHEREAS the Regional Municipality of York in partnership with the York Region Rapid Transit Corporation (the proponents) have issued the Notice of Commencement (September 30, 2008) of the Transit Project Assessment Process for the Yonge Subway Extension;

AND WHEREAS the proponents have completed a Conceptual Design and Functional Planning Study for the proposed subway extension as the basis for defining the Transit Project, which will be the subject of an Environmental Project Report under the Transit Project Assessment Process;

AND WHEREAS the proposed Transit Project is composed of the following elements: A 6.5 km, 6 station underground extension of the Yonge Subway located primarily within the Yonge Street right of way, from Finch Station in the City of Toronto to a proposed station at Richmond Hill Centre with intervening stations at Cummer/Drewery Avenues, Steeles Avenue, Clark Avenue, Royal Orchard Boulevard, Longbridge/Langstaff Roads and major intermodal bus terminals at the Steeles Avenue Station and at the Richmond Hill Centre Station;

AND WHEREAS it is proposed that Yonge Street be bridged at the Don River Valley and that the subway traverse the valley on the lower deck of the proposed bridge;

AND WHEREAS it is proposed that there be a 1900 car parking lot and Passenger Pick Up and Drop Off on the west side Yonge Street in the Hydro One corridor, north of Longbridge Road in the City of Vaughan;

AND WHEREAS the Transit Project will be proceeding under the new Environmental Assessment process, which provides for the completion of the assessment and project approval six months after its commencement;

AND WHEREAS it is the intention of the proponents to submit the Environmental Project Report for approval in early December of 2008 after the completion of the public consultation process in November;

AND WHEREAS the Yonge Subway Extension is a highly significant project for the City of Vaughan and it is appropriate to comment on matters that should be addressed in the process to ensure a high quality environment for residents and businesses that respects the historical and natural features and amenities of the Yonge Street corridor.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 27, 2008

Item 41, CW Report No. 49 – Page 2

NOW THEREFORE IT IS RESOLVED:

THAT the City of Vaughan endorses the transit project as defined for the purposes of further review and evaluation under the Transit Project Assessment Process;

AND THAT in completing the assessment process the proponents have regard for, but not limited to, the following matters:

1. In finalizing the alignment of the subway into the Richmond Hill Centre, the location of and access to the Longbridge/Langstaff subway station take into consideration the opportunities for pedestrian access to the residential community on the west side of Yonge Street in the City of Vaughan;
2. In planning for the commuter parking lot and passenger pick up and drop off in the Hydro Corridor on the west side of Yonge Street, the following design issues be addressed: Maximizing the visual and acoustic screening for residents on the north side of Longbridge Road; visual screening/streetscaping adjacent to the facility on the west of Yonge Street; sustainable characteristics of the parking area including stormwater quality and quantity control, snow storage and use of innovative control measures; protection of the Don Valley natural systems to the west of the proposed parking area; and the need for any pedestrian or trail connections;
3. In considering the traffic operations of the proposed parking lot and passenger pick up and drop-off, the traffic study/traffic management plan should minimize the impact on the adjacent residential community and ensure that controls/access points and designs are identified to allow for the efficient operation of the subway facilities in conjunction with proposed development on the east side of Yonge Street. Consideration should be given to a direct link to the parking area from Highway No. 407;
4. In designing the proposed Yonge Street bridge crossing of the Don Valley, the following issues be addressed: Ensuring that the bridge enhances the pedestrian environment on Yonge Street particularly as it respects sidewalks/boulevards and lighting; the bridge design being complementary to the heritage character of old Thornhill; minimizing the impact on the existing dwellings/businesses on the west side of Yonge Street as it regards noise and visual intrusion; the noise impacts of the subway box beneath the bridge be examined and mitigated; ensuring alternative measures (both permanent and temporary) for properties whose accesses will be affected by the bridge; and the traffic management plan implemented during the construction of the bridge ensure the continued safe operation of Yonge Street;
5. That direct pedestrian access from the west side of Yonge Street be provided into the Royal Orchard station.
6. In designing the Clark Avenue Station, its location and pedestrian access points be designed in such a fashion as to encourage pedestrian traffic from the north;
7. The design of the Steeles Station take every effort to preserve the development/urban design potential of the Steeles Avenue intersection through the equitable and strategic distribution of subway facilities (e.g. bus terminal, PPUDO, transformers, air shafts), the integration of such facilities into the development plans for the area, exploring locations that would use public land (e.g. road allowances) for these facilities and the preservation of intersection frontage for development;

.../3

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 27, 2008

Item 41, CW Report No. 49 – Page 3

AND THAT staff report to Council on the Environmental Project Report prior to its submission;

AND THAT this resolution be forwarded to the Region of York, the York Region Rapid Transit Corporation, and the Towns of Markham and Richmond Hill.