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SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT UPDATE

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

- 1. The presentation by Paul May, Director, Infrastructure Planning Branch, be received; and**
- 2. The recommendation contained in the following report January 11, 2007, from the Vice President, York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that:

1. Council endorse the recommended alignment and station facilities for the Spadina Subway Extension between Steeles Avenue and Highway 7 in the Vaughan Corporate Centre (VCC).

2. PURPOSE

The purpose of this report is to update Committee and Council on Environmental Assessment (EA) activities and progress during the fall and winter of 2006 for the Spadina Subway extension from Steeles Avenue to the VCC and to seek endorsement for the recommended subway alignment and station facilities.

3. BACKGROUND

The Ontario government committed \$670 million towards the construction of the Spadina Subway Extension in its spring 2005 budget. A matching contribution continues to be pursued with the federal government.

York Region's Highway 7 and Vaughan North-South Link EA was submitted to the Ministry of the Environment (MOE) prior to the TTC Spadina Subway Extension EA from Downsview Station to Steeles Avenue. At the time of the Region's submission, the final alignment of the subway extension crossing Steeles Avenue had not been selected. Therefore, York's EA had to develop a process to complete the detailed alignment of its portion of the subway extension after the TTC's EA had been completed. MOE agreed that this could be done as a condition of approval of York's EA and requested the Region to carry out a supplementary analysis of the effects of the subway construction and

operation for the portion of the subway extension connecting the preferred alignment in the VCC, north of Highway 407 to the TTC's preferred alignment at Steeles Avenue.

The additional EA work required for York Region to comply with the conditions of approval includes:

- Analysis of alternatives to finalize the subway alignment, primarily between the Steeles Avenue station and the Highway 407 station (*see Council Attachment 1*).
- Additional station facilities and access design and analysis.
- Additional geotechnical and hydrogeological work.

It should be noted that this work has been contracted to York Consortium 2002 (YC2002) as a stand alone work program assignment outside of their newly negotiated business relationship for Phase 2. The initial newly negotiated business arrangement did not contemplate the Spadina Subway design and first rights to construction as part of the consortium's mandate.

The following updates progress during the fall of 2006.

4. ANALYSIS AND OPTIONS

Development of a preferred alignment for the subway to tie into the TTC alignment at Steeles Avenue has been completed and requires Council approval.

The EA approval is subject to a number of conditions. Specifically, the conditions require that York Region identify the preferred subway alignment to tie into the TTC alignment that emerged out of their EA south of Steeles. The recommendation for this final alignment, illustrated in *Council Attachment 1*, resulted from a process involving:

1. Short-listing four candidate alignments from ten options and evaluating their ability to:
 - meet TTC subway operating standards.
 - accommodate desirable station locations.
 - minimize effects on Black Creek valley lands.
 - avoid surface disruption of 407ETR facilities and the use of right-of-way for permanent subway surface works.
 - protect for interchange with the Ministry of Transportation Ontario's (MTO's) proposed 407 Transitway infrastructure and service.
 - minimize effects on property owners along the alignment.
2. Numerous discussions with key stakeholders (Vaughan staff, TTC, TRCA, MTO, 407ETR, Hydro One, CN Rail) and landowners.
3. Analysis of the need for and methods to achieve TTC's short-turn and failure management requirements north of the Steeles West station.

4. Site investigation to assess potential hydro-geological effects.
5. Assessment of response of candidate alignments to transportation, land use, environmental sustainability and cost-effectiveness objectives.

The optimum configuration of the subway stations and facilities at Steeles Avenue, Highway 407 and Highway 7 (VCC) have been defined to meet the constraints of all of the above agencies. This activity has included:

- Consultation with major landowners surrounding the station in the Vaughan Corporate Centre.
- Traffic analysis to confirm access requirements for the 407ETR Station's major park-and-ride and bus terminal.
- Several discussions with Vaughan staff to develop a bus/subway interchange concept compatible with Vaughan's urban design and streetscaping objectives for the VCC.
- Integration of the bus facilities required for YRT, Viva and GO services at all stations.
- Confirmation that an alignment allowing the MTO's 407 Transitway to pass over the 407 Subway station is feasible.
- Opportunities to accommodate transit oriented development at the VCC and Steeles Avenue.

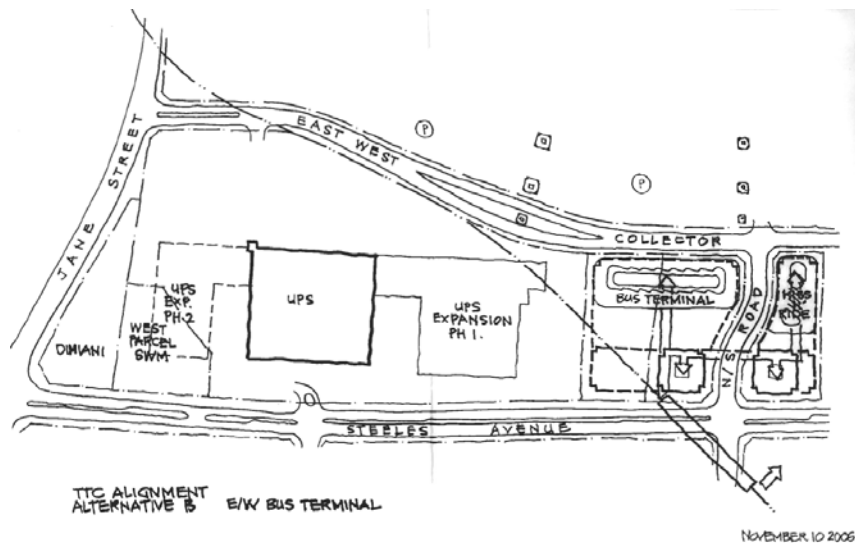
A public meeting for the subway extension EA conditions of approval was held on November 28, 2006. Subject to Council approval, the report dealing with the satisfaction of the MOE conditions will be filed at the end of January, 2007.

Co-ordination of the planned UPS expansion and the Steeles Avenue subway station is still a work in progress

In parallel with the subway alignment finalization, a number of activities have been underway for several months to deal with the proposed UPS expansion and coordination with the subway extension. Specifically the following actions have occurred.

- Research and review of available planning and programming data, and preliminary assessment of York Region, UPS and adjacent property's plans have been undertaken.
- Review of TTC EA, including subway alignment alternatives and impact on conceptual plan options, have been developed.
- Review and analysis of UPS phased development plans and impacts on transit and joint development plans have been considered.

- Comments on UPS site plan application drawings were provided for incorporation into comments and subsequent conditions to the City of Vaughan.
- Review of existing conditions and features on public and private properties.
- Preparation of terminal conceptual plans, complete with joint development options, has been undertaken. These options have considered alternative alignments of Street C as well as the East-West Road, various passenger pick-up /drop-off options, alternative impacts on UPS property lines, UPS employee parking, and commuter parking alternatives. In addition, most plan options include various joint development opportunities along Steeles Ave. and Street 'C' with attendant structured parking requirements within the available site area; Options have incorporated Region, TTC, Hydro, City of Vaughan, and UPS comments as necessary.
- Meetings have been convened with City of Vaughan, TTC, URS Consultants, UPS, and others.



- Ongoing coordination with authorities having jurisdiction as well as TTC and UPS, meeting attendance, minutes, and reports has been provided.
- Co-ordination of the planned UPS expansion and subway interests at Steeles Avenue Station continued.

5. FINANCIAL IMPLICATIONS

At the time of the 2006 budget preparation, the Spadina Subway extension was not anticipated to proceed as quickly as it has. Therefore, the activities described in this report were not specifically included in the approved budget. The total anticipated additional EA costs are \$405,000 for YC2002 to complete the EA tasks, and \$100,000 for MMM to project-manage this work. On June 22, 2006, a budget was set up to managed Spadina Subway expenses by way of Council resolution.

The following summarizes the total capital cost expectations associated with the subway in the Region.

Project Construction (40%)	\$265,332,000
Property (1/3 of \$50 million)	\$16,668,000
One-time payment for existing services	<u>\$29,980,000</u>
Total York Requirement	\$311,980,000

6. LOCAL MUNICIPAL IMPACT

Region and Consortium staff have met extensively with Vaughan staff to coordinate the recommended design solutions with City objectives and initiatives and Vaughan staff are supportive.

7. CONCLUSION

The Region of York's Highway 7 and Vaughan North-South Corridor EA was submitted to MOE prior to the TTC Spadina Subway Extension EA. It is necessary for our EA to be updated to accommodate the TTC's preferred detailed EA alignment. This report updates EA activities and progress through the fall and winter of 2006 and seeks endorsement for the recommended alignment.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)