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SPADINA SUBWAY EXTENSION UPDATE

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report June 13, 2006, from the Vice President, York Region Rapid Transit Corporation:

1. RECOMMENDATIONS

It is recommended that:

1. The Region enter into an agreement with York Consortium 2002 (YC2002) to undertake the necessary work to satisfy the conditions of the Environmental Assessment (EA) and initial design development dealing with the details surrounding the Spadina Subway extension to the Vaughan Corporate Centre in the amount of \$405,000, pursuant to the sole source provisions of the Purchasing By-law.
2. The Region enter into an agreement with Marshall Macklin Monaghan (MMM) to provide Regional Staff support at a cost not to exceed \$100,000, pursuant to the sole source provisions of the Purchasing By-law.
3. Staff report back with regard to YC2002's ongoing proposed role on the Spadina Subway extension.
4. The Regional Treasurer be authorized to establish a \$1.0 million budget for preliminary work associated with the Spadina Subway extension, including the EA work identified above, to be funded by a re-allocation from the Tax Stabilization Reserve.

2. PURPOSE

The purpose of this report is to authorize expenditures necessary to complete EA work for the remaining tasks to achieve EA approval for the Spadina Subway extension from Steeles Avenue to the Vaughan Corporate Centre, as well as for initial design development work required during 2006. The report also authorizes the Regional Treasurer to establish a budget to fund this and other preliminary work associated with the subway extension.

3. BACKGROUND

The EA of a Spadina Subway extension from Steeles Avenue to the Vaughan Corporate Centre was part of the undertaking in the Highway 7 and Vaughan North-South Link EA,

which was submitted to the Ministry of the Environment (MOE) on September 1, 2005. The public review period ended on October 26, 2005. YC2002 and Regional Staff have responded to all of the comments raised by the public and stakeholders.

It is anticipated that the MOE review of the EA will be published during the last half of June, 2006, which will commence a five week commenting period. Following that public review process, staff will respond to any further comments. MOE staff will then make their recommendation to the Minister regarding approval of the EA.

The Region of York's Highway 7 and Vaughan North-South Link EA was submitted to the MOE prior to the Toronto Transit Commission's (TTC) Spadina Subway Extension EA from Downsview Station to Steeles Avenue, which has now been submitted to the MOE. At the time of the Region's submission, the final alignment of the subway extension crossing Steeles Avenue had not been selected. Therefore, our EA had to develop a process to complete the detailed alignment of portion of the subway extension after the TTC's EA had been completed. MOE has agreed that this could be done as a condition of approval of the EA and has 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 Vaughan Corporate Centre (VCC) to the TTC's preferred alignment at Steeles Avenue.

The additional EA work that will be required for York Region to comply with the conditions of approval will generally include:

- Finalizing the subway alignment, primarily between the Steeles Avenue station and the Highway 407 station (*see Council Attachment 1*).
- Additional station design work, and access design and analysis.
- Additional geotechnical and hydro-geological work.

A detailed description of this work is provided in Section 4.

4. ANALYSIS AND OPTIONS

YC2002 is undertaking required additional work to satisfy the conditions of approval of the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA

As identified in the previous section, additional EA work is required for the completion of York Region's EA for the Spadina Subway extension from Steeles Avenue to the Vaughan Corporate Centre.

The schedule for this work has now been advanced due to the Provincial budget announcement of funding support for the subway extension. There is a need to complete the EA requirements as quickly as possible, so that property acquisition, design, etc. can

begin in time for the deadlines imposed by the conditions of the Provincial funding announcement.

The supplemental work to the preferred subway design will establish the optimum location for the alignment of the subway undertaking south of Highway 407 required to tie into the TTC station and tail track alignment at the York Region transit terminal site on Steeles Ave. In addition, the supplemental work will identify in detail all effects of the construction and operation of the preferred design for this portion on the environment and describe any mitigation measures necessary. The individual tasks associated with this supplemental work are described below.

Some of the work identified goes beyond the level that would strictly be required for the completion of the EA. In particular, this includes the work for the development of the station designs and dealings with specific landowners. Due to the expedited timelines for the subway extension and the current status of some development applications, some of this work will be required concurrently with the EA finalization and has been included in this work program.

One of the elements of each subway station is the requirement to supply parking. Some of the questions that arise in this regard include:

- Who owns/leases the parking lot.
- Who is responsible for constructing the parking lot and access roads to site.
- Who maintains and operates the lot; who maintains and sets parking rates.
- How is parking lot construction coordinated during construction of the subway.

As part of the work necessary to address these questions affecting the subway and also the broader questions affecting parking across the rapid transit lines, staff intend to identify a work program and resources as part of its staffing strategy recommendations.

Since YC2002 has completed all of the effort required for the Highway 7 and Vaughan North-South Link EA, it makes sense that they be retained to complete the remaining EA tasks. The level of effort necessary to complete the EA requirements and initial design development is anticipated to be \$405,000. Regional Staff have reviewed this cost estimate and recommend it as a fair and reasonable reflection of the level of effort required. The work associated with the initial design development will be managed by staff to ensure it does not exceed the total level of effort identified.

The work plan to be carried out by YC2002 will include the following tasks:

- a) A description of the local existing built and natural environment through which the alignment must pass to achieve the tie-in. Sensitive natural features and constraints on the design, such as the Black Creek and groundwater conditions, will be identified and documented in detail.

- b) Submission of a description of the portion of the works included under the supplemental work to the Canadian Environmental Assessment Agency (CEAA).
- c) Analysis and evaluation of subway horizontal and vertical alignment options, both above and below ground, through the approximately 800m tie-in zone. The evaluation will use the methodology adopted for the original Hwy 7 EA, measuring the alternatives against the primary objectives and goals and highlighting the advantages and disadvantages of each option.
- d) Identification of a preferred location for the future 407 Station on the subway alignment and accommodation of surface facilities associated with this station to achieve intermodal transfer.
- e) Finalization of the preferred functional design for the Highway 7 terminal station and associated surface facilities based on the City of Vaughan's current VCC planning and including relocation of the surface rapid transit station on Highway 7 at Jane Street.
- f) Assessment of the effects of construction of the alignment works and operation of subway service on the environment and description of proposed mitigation and monitoring measures.
- g) Assessment of the effects of construction and operation of Highway 407 and seven station facilities on the surrounding environment.
- h) Meetings with a Technical Advisory Committee (TAC) to obtain input and acceptance of recommendations by the key stakeholders such as the TTC, GO Transit, Ministry of Transportation Ontario (MTO), Toronto Region Conservation Authority (TRCA), City of Vaughan, CN Rail, City of Brampton, etc. The composition of the TAC will be confined to municipal representatives from Vaughan only, given that the supplementary work relates only to the Vaughan North-South Line (VNSL).
- i) Public consultation opportunity to obtain comment on the evaluation of alternatives and the recommended preferred design.
- j) Preparation and submission, for approval by the MOE and CEAA, of a report documenting the findings of the study and commitments to mitigation and monitoring of any adverse environmental effects.
- k) Responses to public, stakeholder and government review team comments during review of the supplemental work.

MMM has been selected to be Regional Staff support through the Environmental Assessment approvals

To date, Infrastructure Planning staff have project managed all of the EA's for Phase 2 of Viva implementation. Due to the size and complexity of these EA's, the level of effort has been significant.

As identified in the previous section, there is a need to complete the remaining EA tasks as expeditiously as possible. However, Infrastructure Planning staff are currently engaged in a number of other simultaneous projects including the Yonge North Transitway and road widening EA, the Markham North-South transitway EA and various road EA's. Therefore, there are insufficient internal resources to project manage the remaining Spadina subway extension EA tasks effectively. It is therefore recommended that outside resources be retained to complete the project management for this EA work.

MMM is currently working for York Region and the York Region Rapid Transit Corporation (YRRTC) on a number of Owner's Engineer related tasks. Therefore, this project management work would be an extension of the other tasks being performed by MMM. It is anticipated that the required level of effort will be \$100,000. Staff have reviewed this estimate and recommend it as fair and reasonable.

YC2002 role beyond approval of the final EA, and satisfying conditions, is to be reported further.

Once the EA tasks have been completed and all of the requirements of the EA approval have been concluded, the project will proceed to preliminary design, property acquisition, detailed design and construction. It is anticipated that the TTC will be primarily responsible for the design and construction of the entire subway from the Downsview station to the Vaughan Corporate Centre. However, surface station facilities such as, bus terminal, parking lots, passenger drop-off areas, and integration with adjacent land uses, may be delivered via a separate mechanism.

There will be a need for an Owner's Engineer to represent York Region's interests in all aspects of this project. When the project proceeds to these phases, it may be appropriate for YC2002 to fulfil the role of Owner's Engineer. Further discussion with YC2002 will occur while the EA work is being completed to determine their ongoing role, the results of which will be reported back to Committee at a future date.

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 and as a result the tasks identified in this report as well as any other preliminary work that will be required for it was not specifically included in the 2006 budget. Therefore, it is recommended that a \$1 million budget be established to provide the additional work needed which would be funded through a reallocation from the Tax Stabilization Reserve. This reserve was established by Council in 2002 in order to provide for such unanticipated in-year expenditures.

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.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

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. At the time of our submission, the final alignment of the subway extension crossing Steeles Avenue had not been selected. Therefore, it is necessary for our EA to be updated to accommodate the TTC's preferred detailed EA alignment. The schedule for this work has been advanced due to the Provincial budget announcement, and associated deadlines for property acquisition, design, etc. necessitate quick completion of the EA requirements and initial design development. This report recommends that YC2002 be retained to complete the remaining EA tasks at an anticipated cost of \$405,000. MMM is currently working on a number of Owner's Engineer related tasks and the required project management work would be an extension of these other tasks. It is anticipated that the required level of effort by MMM will be \$100,000. The report recommends that a \$1 million budget be established to provide the additional work needed which would be funded through a reallocation from the Tax Stabilization Reserve. When the project proceeds to the design, property acquisition and construction phases, it may be appropriate for YC2002 to fulfil the role of Owner's Engineer.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is included with this report.)