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YONGE SUBWAY UPDATE AND MAINTAINING MOMENTUM ON THE INTERIM AND PRELIMINARY DESIGN AND ENGINEERING WORK PROGRAMME

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

- 1. Receipt of the following communications:**
 - (a) Kimberley Kitteringham, Town Clerk, Town of Markham, March 11, 2009, regarding the Yonge Street Subway Extension Environmental Project Report;**
 - (b) Donna McLarty, Town Clerk, Town of Richmond Hill, March 27, 2009, regarding Yonge Subway Extension – Notice of Completion of the Environmental Project Report;**
 - (c) Jeffrey A. Abrams, City Clerk, City of Vaughan, March 27, 2009, regarding Yonge Street Subway Extension Transit Project Assessment, Regional Municipality of York, the York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission; and**
- 2. Adoption of the recommendations contained in the following report dated April 2, 2009, from the Vice President, York Region Rapid Transit Corporation.**

1. RECOMMENDATIONS

It is recommended that:

- 1. Staff develop with the Toronto Transit Commission, a joint interim work programme and a full preliminary design and engineering work programme for submission and funding approval of Metrolinx, and issue a competitive Request for Proposal for the preliminary design and engineering work programme.**
- 2. Council authorize the issuance of an interim work programme to McCormick Rankin Corporation and York Consortium 2002 in an amount not to exceed \$300,000, subject to Toronto Transit Commission staff and the York Region Rapid Transit Corporation staff being satisfied with the interim work programme, and that the fee structure to undertake such work is deemed to be cost competitive.**

3. Council authorize an allocation of \$240,000 from the general capital reserve fund to cover all environmental assessment costs associated with the Environmental Project Report.
4. Staff prepare a joint York Region/Toronto Transit Commission submission to Metrolinx, as part of its request for interim preliminary engineering and design fees, for the recovery of York Region/Toronto Transit Commission expenses to date, and for the Yonge Subway concept and environmental project report.

2. PURPOSE

This report outlines a strategy to maintain momentum on the Yonge Subway project, which is anticipated to have been approved by the Minister of the Environment in this reporting period. In addition, the report updates Council on the Yonge Subway extension activities during March 2009 and seeks authorization to continue work on the Yonge Subway project through an interim and full preliminary design and engineering work programme.

3. BACKGROUND

On June 21, 2007, Council approved an interim budget of \$3,000,000 to commence an environmental assessment and preliminary engineering for the Yonge Street Subway extension to Richmond Hill Centre. The programme has been funded from the General Capital Reserve. Work programmes were awarded to McCormick Rankin and York Consortium 2002 to complete this work.

4. ANALYSIS AND OPTIONS

The Yonge Subway team, consisting of McCormick Rankin Corporation and York Consortium 2002, has completed the technical study for the extension of the Yonge Subway from Finch Avenue to Highway 7. The project co-proponents (York Region, Toronto and the TTC) reviewed and authorized the filing of the report with the Ministry of the Environment. On February 2, 2009, the Environmental Project Report was submitted to the MOE and copied to the key stakeholders.

The environmental project report comment period ended on March 4th and the Ministry of the Environment review process ends on April 8th

A 30 day public review period of the Environmental Project Report ended on March 4, 2009, and comments were received from the public, municipalities and technical agencies.

MOE staff deemed there were two objectors and nine commenters requiring responses from the project team. Responses were issued jointly to the commenters and the MOE on March 12, 2009. Following the 30 day public review period, the Minister has an additional thirty-five days (ending April 8, 2009) to consider the objections/comments and our responses and make a decision. The Minister's scope of consideration is limited to matters of provincial importance, including natural environment, cultural heritage value or interest, or constitutionally protected aboriginal or treaty rights.

The Minister has a number of powers with respect to the Environmental Project Report. The Minister may issue the Proponents a Notice:

- Allowing the Proponent to Proceed with no conditions.
- Allowing the Proponent to Proceed with conditions.
- Requiring Further Consideration, if issues of Provincial importance are of concern.

If the Minister does not issue any Notice after the 65 day combined review period, then York / Toronto can issue a Statement of Completion of Transit Project Assessment Process, and then proceed with the project. Staff will confirm the outcome of the MOE process at the rapid transit meeting.

Work continues with Metrolinx to develop the Project Definition Report and Benefits Case Analysis for the April Metrolinx Board meeting

In parallel with the work to develop the Environmental Project Report, and in conjunction with the City of Toronto and the TTC, staff has been working with Metrolinx and their consultants to develop the project definition and options for the purposes of evaluation, and the development of the Benefits Case Analysis.

The following three options are being tested in the benefits case:

- Option One: A six station subway with today's GO service.
- Option Two: A five station subway with today's GO service.
- Option Three: BRT on Yonge with all day, two-way GO service.

Staff has seen only a partial draft of the findings of the analysis and may be able to comment more fully at the April Committee meeting. It is expected that the Benefits Case Analysis will be before the Metrolinx Board in April, and the results will be brought forward in the next reporting period.

The TTC Rail Yards Needs Study is nearing completion

A Rail Yard Needs Study (RYNS) has been initiated by the TTC to investigate the system-wide needs for rolling stock storage and maintenance that will result from the Spadina and Yonge subway extensions, ongoing fleet expansions, and other projects. The results of the study will determine the rolling stock maintenance and storage

requirements and options for the Yonge Subway extension. It is anticipated that study results will be available for the next reporting period.

The Work Programme for the Functional Planning and Transit Project Assessment Process is nearing completion

Since Fall 2007, the joint team of McCormick Rankin Corporation and York Consortium have led the functional planning, and conceptual design work, and were the first project team to work within the new six month EA, or Transit Project Assessment Process (TPAP).

An Interim Work Programme is proposed to keep the project moving forward, as well as continue working on areas of importance for the public on the project

The need to continue efforts in identifying and narrowing options related to surface issues along the Yonge Street subway alignment in York Region arose during the conduct of Transit Project Assessment Process technical and consultation work. The TTC, in consultation with the York Region Rapid Transit Corporation, is preparing a joint comprehensive work programme to progress the project into design and construction.

The TTC has created a project office and has identified Mr. Charles Wheeler as their Chief Project Manager for the project. The TTC also plans to issue a proposal for a preliminary design and engineering (PDE) work programme in April 2009, subject to funding confirmation from the provincial budget and funding allocation to the project from Metrolinx.

The project has a number of surface related challenges that should be addressed in the PDE work plan for the Yonge Subway. In order to ensure the project is in a state of readiness once project financing has been secured, and in order to minimize the risk of cost and schedule to the main project, the surface work activities to be considered for inclusion in the work programme are as follows:

- 1) Richmond Hill Centre / Langstaff Gateway Anchor Hub Development:
 - a. Development of Integrated Transportation and Land Use Master Plan (Bathurst to Bayview, East Don River to 16th Avenue).
 - b. Development of Bus Terminal Layout Concepts integrated with Development, in consultation with property owner.
 - c. Development of concepts for surface facilities, including integration into existing community or redevelopment areas contemplated in municipal plans.
 - d. Development of Community Connector concepts through Highway Corridor, between Langstaff lands and Richmond Hill Centre lands.
 - e. Development of Connection concepts from Langstaff lands to Langstaff Longbridge Subway Station.
 - f. Documentation and Tracking of Environmental Project Report (EPR) Commitments to Future Work.

- 2) Longbridge / Uplands Community Design Programme:
 - a. Development of Commuter parking lot concepts, including possible sustainability features.
 - b. Development of concepts for surface facilities, including integration into existing community or redevelopment areas contemplated in municipal plans.
 - c. Holy Cross Cemetery traffic and property issues.
 - d. Documentation and Tracking of EPR Commitments to Future Work.
- 3) Thornhill Heritage Community Design Programme:
 - a. East Don River bridge heritage features.
 - b. Royal Orchard Station Entrances and Station Facilities.
 - c. Emergency Egress Facilities.
 - d. Radial Station Relocation / protection analysis and options.
 - e. Development of concepts for maintenance of access during construction and new connection to Cricklewood Park.
 - f. Development of concepts for driveway access options for Ladies Golf Course.
 - g. Development of options to optimize tunnel Emergency Egress Facilities.
 - h. Documentation and Tracking of EPR Commitments to Future Work.
- 4) Clark Station Community Design Programme:
 - a. Development of concepts for surface facilities, including integration into existing community or redevelopment areas contemplated in municipal plans.
 - b. Documentation and Tracking of EPR Commitments to Future Work.
- 5) Steeles Station Transit-Oriented Development and Community Design Programme:
 - a. Development of Underground Bus Terminal Concepts/utility relocation concepts.
 - b. Minimization of property impacts associated with preferred bus terminal concept.
 - c. Development of concepts for surface facilities, including integration into existing community or redevelopment areas contemplated in municipal plans.
 - d. Development of scope of Pedestrian Movement studies.
 - e. Traffic studies to minimize property impacts.
 - f. Documentation and Tracking of EPR Commitments to Future Work.
- 6) Development of Subway Station Power Feed and Distribution / Coordination concepts with Electrical Utilities, including method and extent of required relocations.

Staff plans to award the interim work programme to McCormick Rankin Corporation and York Consortium 2002 on a cost of work basis, not to exceed \$300,000, subject to finalization of the details and appropriate apportionment of the interim work programme to each company.

Communications and Public Engagement

A joint newsletter is being developed for the Uplands community

Following the meeting with the community's working group in February, staff has been working with community representatives to create a joint newsletter that highlights the proceedings and key questions and answers from the meeting. The newsletter will be mailed in early April to all residents in the community.

Discussions continue with staff from the City of Toronto and TTC regarding project governance

Preliminary discussions continue at a staff level regarding project governance with the City of Toronto and TTC. These discussions are exploratory in nature and will continue over the next few months.

Staff responded to information requests from the Ministry of the Environment relating to its review of the project's Environmental Project Report and comments received from the public and agencies

Although beyond legislated requirements under the Transit Project Assessment Process, the MOE identified eleven pieces of correspondence it received that it wants responded to, with MOE included as an addressee. Staff compiled the responses and issued them on March 12, 2009.

5. FINANCIAL IMPLICATIONS

The interim budget to commence the environmental assessment and preliminary engineering of \$3,000,000 is funded from the General Capital Reserve fund. Expenditures have been allocated to project activities as identified in Table 1.

Table 1
Yonge Subway Environmental Assessment and Preliminary Engineering

	Budget	Forecast	Additional Funding Sought	Council Authorization
Legal Fees related to property owners and the generation of mailing lists	\$50,000	\$50,000		n/a
Public Meeting facilities, mailing fees, and supplies	\$50,000	\$50,000		n/a
Communications Plan Implementation	\$107,000	\$107,000		June 19, 2008 Report 6, Clause 11 of RTPPP Steering Committee

McCormick Rankin Corporation – EA work	\$1,500,000	\$1,700,000	\$200,000	June 21, 2007 Report 5, Clause 6 of RTPPP Steering Committee
York Consortium 2002 – EA work	\$1,293,000	\$1,333,000	\$40,000	June 21, 2007 Report 5, Clause 6 of RTPPP Steering Committee
Total	\$3,000,000	\$3,240,000	\$240,000	

The \$3 million interim budget had been fully committed as of mid March 2009. With the submission of the Yonge Subway Environmental Project Review, and subsequent printing and distribution, it is anticipated that the final costs for the initial work will be approximate \$3.24 million. The additional costs that were not anticipated relate to the extent of writing required for the Environmental Project Report, costs of reproduction, Longbridge community consultation and related traffic impact studies. At the time the interim budget was established, the new environmental assessment process for transit projects had not been defined. As such, all costs and activities associated with the first project to use the new model were not fully anticipated in work programmes established for the project.

Staff will endeavor to recover all costs associated with the Yonge subway extension through MoveOntario 2020 funding.

6. LOCAL MUNICIPAL IMPACT

The subway extensions are being closely coordinated with local planning, economic development and public works activities along their respective corridors.

7. CONCLUSION

This report provides a comprehensive description of the activities of the York Region Rapid Transit Corporation during March 2009 relating to the Yonge subway extension.

Costs to progress the project to its current level have resulted in an approximate overrun of \$240,000 for the publishing and distribution of the Environmental Project Report, staging of public consultation meetings, and legal fees associated with developing property title lists for notices. Staff is requesting that this overrun be funded through the capital reserve and will endeavour to recover such costs through MoveOntario 2020 funding.

An additional \$300,000 is needed to develop and deliver an interim work programme to maintain project momentum. It is recommended that Council approve the award of work to McCormick Rankin Corporation and York Consortium 2002 in an amount not to exceed \$300,000, subject to Toronto Transit Commission staff and the York Region

Rapid Transit Office staff being satisfied with the interim work programme and that the fee structure to undertake such work is deemed to be cost competitive.

For additional information, please contact Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation at (905) 886-6767 ext. 2226.

The Senior Management Group has reviewed this report.

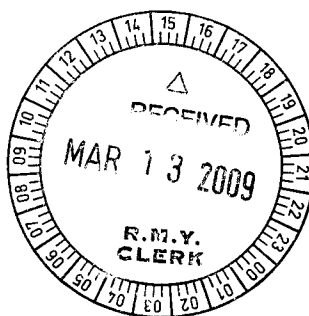


March 11, 2009

REGION OF YORK
CLERK'S OFFICE

FILE No. - **p20**

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



RE: **YONGE SUBWAY**

Dear Mr. Kelly:

This will confirm that at a meeting held on March 10, 2009, Town of Markham Council adopted the following resolution:

“Whereas the Province of Ontario has passed the *Places to Grow Act, 2005* and endorsed the Growth Plan for the Greater Golden Horseshoe, 2006 which gives clear direction for growth in the Greater Golden Horseshoe; and,

Whereas the Growth Plan designates the Langstaff area of Markham as a Urban Growth Centre called the Richmond Hill/Langstaff Gateway; and,

Whereas the Town of Markham has passed Official Plan Amendment 171 to comply with the Growth Plan; and,

Whereas the Town of Markham has through a public process engaged the services of Peter Calthorpe, a world renowned Urban Design Architect to carry out the Urban Design component of the Langstaff Gateway provincially designated Growth Centre; and,

Whereas Peter Calthorpe has determined that the Langstaff Gateway site may be the best serviced site in North America from a proposed public transit and existing Road and Highway point of view, and that this site should redefine Transit Oriented Development; and,

Whereas the Master Plan for Langstaff has been through an exhaustive public process and is nearing completion and it has been determined that this site has the potential (subject to Council approval) for up to 15,000 dwelling units and 15,000 jobs in the Growth Centre, exceeding the minimum requirements of the Growth Plan; and,

The Corporation of the Town of Markham • Clerk's Department

101 Town Centre Boulevard, Markham, ON L3R 9W3 • tel. 905.475.4744 • fax. 905.479.7771 • www.markham.ca

Whereas the Langstaff Gateway site is being designed to achieve a non-auto modal split of 60% which will put it on the leading edge in the GTA; and,

Whereas all facilities in the Langstaff Gateway will be designed to LEED standard; and,

Whereas the Region of York recently filed an environmental assessment for the Yonge Street Subway extension from Finch Avenue to just North of Highway 7; and,

Whereas the selected route chosen by York Region is East of Yonge Street and next to the CN Bala line and next to Hightech Road in Richmond Hill; and,

Whereas this alignment created a radius that the Region of York stated will necessitate that the subway station will have to be in front of the Holy Cross Cemetery south of the Langstaff Gateway and removed from direct access from the Langstaff Gateway High Density Residential and Office Towers; and,

Whereas it has been suggested that the Go Rail Station presently located on Langstaff Road and forming an integral part of the Langstaff Gateway Urban Design would be moved North in the vicinity of the proposed Subway Station at Hightech Rd; and,

Whereas it has also been suggested that the proposed Highway 407 Transitway, an integral piece of infrastructure necessary to the Langstaff Gateway proposal, will be relocated from the proposed alignment next to the Langstaff site to a location in the vicinity of Hightech Road; and,

Whereas the Council of the Town of Markham on October 14, 2008 passed a resolution endorsing a number of design principles for the Langstaff/Longbridge Subway station and the Langstaff Gateway Project Design, in particular that the Langstaff/Longbridge subway station should be located on Yonge Street as close as possible to the Langstaff Gateway site for pedestrian connectivity, and that the Highways 407 and 7 transit stations should remain in their corridors ROW and the existing GO Train platform should remain in place and be accessible to both Richmond Hill and Markham's Langstaff Urban Growth Centre; therefore be it resolved:

- 1) That the Town of Markham requests the Honourable Minister of the Environment, in accepting or approving the Yonge Subway Extension (Finch Station to Richmond Hill Centre) Environmental Project Report dated Feb 2. 2009, to acknowledge the intent to move the Langstaff/Longbridge Subway Station as far north as possible in the final design, so as to better serve the Langstaff Gateway Urban Growth Centre; and,

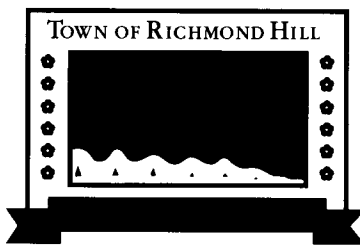
- 2) That Provincial Ministries and transit agencies involved in the overall planning and design of the interface between the Yonge Subway extension and other modes of transit (including GO Rail, 407 Transitway, VIVA/YRTP Rapid Transit and YRT bus service) at the Richmond Hill/Langstaff Gateway Mobility Hub be requested to ensure that the transit network and mobility hub is designed to provide the best possible transit service to the significant transit oriented development being planned at the Langstaff Gateway in Markham; and further,
- 3) That the resolution be forwarded to The Premier Of Ontario, Minister of Municipal Affairs and Housing, Minister of Energy and Public Infrastructure, Minister of Transportation, Minister of Environment, Region of York, All Local MPPs, Town of Richmond Hill, City of Vaughan, Metrolinx, City of Toronto, Federal Minister of Transportation, Mr. Dale Albers, Chief Communications Officer, York Region Rapid Transit, Rod McPhail, Director, Transportation Planning, City Planning Division, City of Toronto, Charles Wheeler, Deputy Chief Project Manager, Toronto Transit Commission. (Item 1 of Report No. 17)

If you have any questions, please contact Jim Baird, Commissioner of Development Services at 905-477-7000 ext. 4875 or Alan Brown, Director of Engineering at 905-477-7000 ext. 7507.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Kimberley Kitteringham', with a long horizontal stroke extending to the right.

Kimberley Kitteringham
Town Clerk



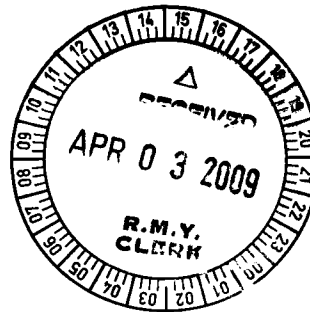
**REGION OF YORK
CLERK'S OFFICE**

FILE No. - *120*

P.O. Box 300
225 East Beaver Creek Road
Richmond Hill, Ontario
Canada L4C 4Y5
905-771-8800
www.richmondhill.ca

March 27, 2009

Denis Kelly, Regional Clerk
Corporate Services Department
York Region Administration Building
17250 Yonge Street, 4th Floor
Newmarket, ON L3Y 6Z1



Dear Mr. Kelly:

Re: Yonge Subway Extension - Notice of Completion of the Environmental Project Report

Richmond Hill Town Council, at its meeting on March 23, 2009 approved the following resolution regarding the Yonge Subway Extension to the Richmond Hill Centre:

- a) That Richmond Hill strongly endorses the recommendations of the Environmental Project Report for the Yonge Subway Extension;
- b) That staff continue working with York Region Rapid Transit Corporation and the Region of York on the detailed design and the construction drawings for the extension of the Yonge Subway to the Richmond Hill Centre;
- c) That staff continue to work with York Region Rapid Transit Corporation, the Region of York, GO Transit, York Region Transit, the Toronto Transit Commission and all other transportation stakeholders on detailed planning for the Richmond Hill Centre Mobility Hub so as to tightly integrate all modes of transportation, which is essential for the success of the mobility hub;
- d) That the transit network be designed to support balanced, integrated, sustainable and responsible Transit Oriented Development in the Urban Growth Centre;
- e) That The Premier of Ontario, the Minister of Municipal Affairs and Housing, the Minister of Energy and Public Infrastructure, the Minister of Transportation, the Minister of the Environment, the Region of York, All Local MPP's and MP's, The Town of Markham, the City of Vaughan, Metrolinx, the City of Toronto, the Federal Minister of Transportation, York Region Rapid Transit, and the Toronto Transit Commission, be advised.

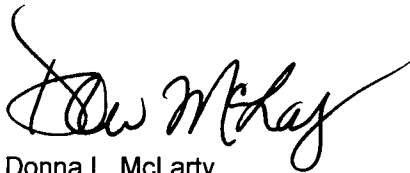
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Denis Kelly, Regional Clerk
The Region of York
March 27, 2009
Page 2

In accordance with Council's directive, the Council resolution has been forwarded to your attention.

If you require further information please contact Marcel Lanteigne, Manager of Transportation, Traffic and Site Plans at 905-771-2456.

Sincerely,

A handwritten signature in black ink, appearing to read "Donna L. McLarty". The signature is fluid and cursive, with the first name "Donna" being more prominent than the last name "McLarty".

Donna L. McLarty
Town Clerk

cc: The Honourable Dalton McGuinty, Premier
The Honourable Jim Watson - Minister of Municipal Affairs and Housing
The Honourable George Smitherman - Ministry of Energy and Infrastructure
The Honourable John Gerretsen - Minister of the Environment
The Honourable John Baird - Minister of Transport, Infrastructure and Communities
Reza Moridi, M.P.P. - Richmond Hill
Helena Jaczek, M.P.P. - Oak Ridges – Markham
Bryon Wilfert, M.P. - Richmond Hill
Paul Calandra, M.P. - Oak Ridges – Markham
Ulli S. Watkiss, City Clerk, City of Toronto
Jeffrey A. Abrams, City Clerk, City of Vaughan
Kimberley. Kitteringham, Town Clerk, Town of Markham
Dale Albers, Chief Communications Officer, York Region Rapid Transit
Adam Giambrone, Chair, Toronto Transit Commission
Rob MacIsaac, Chair, Metrolinx
Italo Brutto, Commissioner of Engineering and Public Works
Marcel Lanteigne, Manager of Transportation



The City Above Toronto

REGION OF YORK
CLERK'S OFFICE

FILE No. - P20

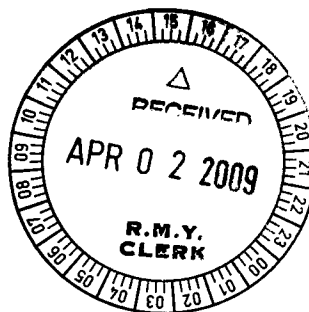
Clerk's Department
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1

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

FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

March 27, 2009

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



Dear Mr. Kelly:

**RE: YONGE STREET SUBWAY EXTENSION
TRANSIT PROJECT ASSESSMENT
REGIONAL MUNICIPALITY OF YORK, THE YORK REGION RAPID TRANSIT CORPORATION
THE CITY OF TORONTO & THE TORONTO TRANSIT COMMISSION**

Attached for your information is **Item 4, Report No. 12**, of the Committee of the Whole regarding the above-noted matter which was adopted without amendment by the Council of the City of Vaughan at its meeting of March 23, 2009.

Sincerely,

Jeffrey A. Abrams
City Clerk

Attachment:

Extract

1. Council Resolution: October 28, 2008
2. Planned Subway Alignment and Station Locations;
3. Steeles Avenue Station;
4. Clark Station;
5. Royal Orchard Station;
6. Langstaff/Longbridge Station

JAA/pa

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 23, 2009

Item 4, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

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**YONGE STREET SUBWAY EXTENSION
TRANSIT PROJECT ASSESSMENT
REGIONAL MUNICIPALITY OF YORK, THE YORK REGION RAPID TRANSIT CORPORATION
THE CITY OF TORONTO & THE TORONTO TRANSIT COMMISSION**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Commissioner of Planning, dated March 3, 2009, be approved, subject to adding the following to Clause 3, following the first bullet:
 - Facilitating an ongoing consultation process with the residents of the Uplands community to ensure that the environmental, operational and protection of the community issues brought to the attention of this Council and the York Region Rapid Transit Corporation, are addressed and resolved to the greatest extent possible. That, as part of this process, the York Region Rapid Transit Corporation facilitates meetings with representatives of the area and schedules, workshops and public meetings as required to inform the community of its progress;
- 2) That this report and the recommendations adopted by the Committee of the Whole on March 3, 2009, be forwarded to the Ministry of the Environment as the City's comments, in order to meet the March 4, 2009 commenting deadline; and that the actions of the Committee of the Whole proceed to Council for ratification on March 23, 2009; and
- 3) That the memorandum of the City Manager, dated March 2, 2009, be received.

Recommendation

The Commissioner of Engineering and Public Works and the Commissioner of Planning, recommend that:

1. The Minister of the Environment be advised that the City of Vaughan supports the approval of the Yonge Subway Extension – Finch Station to Richmond Hill Centre Transit Project Assessment Environmental Project Report (February 2, 2009) as submitted by the Regional Municipality of York in partnership with the York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission;
2. The Minister of Energy and Infrastructure and the Chair of Metrolinx be advised that the City of Vaughan supports the Yonge Subway Extension as a project identified in the Metrolinx Regional Transportation Plan's 15-Year Plan for Regional Rapid Transit and Highway Improvements; and that this project be identified for early implementation within the 15-year timeframe, consistent with a 2017 opening.
3. The Region of York and the York Region Rapid Transit Corporation be advised that the City of Vaughan supports the commitments to further work identified in Section 6 of the Transit Project Assessment, with particular regard to the following:
 - Ensuring through the detailed design process that appropriate screening and operational and environmental measures are put in place to protect the residential area around the Langstaff/Longbridge Station from impacts which may result from the commuter parking lot planned for the west side of Yonge Street, within the Hydro Corridor;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 23, 2009

Item 4, CW Report No. 12 – Page 2

- Ensuring through the detailed design process that an appropriate design, respecting the natural and heritage qualities of the area, is developed for the proposed bridge over the East Don River; and that all necessary mitigation measures are identified.
 - Co-ordinating the design of the subway facilities with the on-going land use planning exercises in Markham, Vaughan and Richmond Hill to support the integration of the subway facilities into new developments in a way that does not sacrifice quality urban design and development potential.
4. This report be forwarded for information purposes to the Regional Municipality of York, the York Region Rapid Transit Corporation, the City of Toronto, the Toronto Transit Commission, the Town of Richmond Hill, the Town of Markham and the Honourable Peter Kent MP Thornhill, the Honourable Maurizio Bevilacqua, MP -Vaughan, Peter Shurman MPP Thornhill and Greg Sorbara MPP Vaughan.

Economic Impact

There will be no economic impact resulting from the adoption of this report.

Communications Plan

York Region and the York Region Rapid Transit Corporation in conjunction with the City of Toronto and the TTC conducted a public consultation program as part of the work plan for the preparation of the Yonge Street Subway Extension Transit Project Assessment. It is intended that this report be provided to the pertinent agencies and municipalities for information purposes.

Purpose

The purpose of this report is to establish the City's position on the Yonge Street Subway Extension Transit Project Assessment.

Background – Analysis and Options

a) Background

The Yonge Street Subway Extension, from the Finch Avenue Station to Richmond Hill Centre, was first identified as part of the *MoveOntario 2020* program. It was announced by the Provincial Government in June 2007 as one of fifty-two *MoveOntario* projects. The total program cost was estimated at \$17.5 billion dollars, of which 65% (\$11.5 billion) would be funded by the province, with the remainder (\$6 billion) being provided by the federal government.

On June 21, 2007 Regional Council directed staff to initiate the preparation of an Environmental Assessment for the Yonge Street subway extension. The team of York Consortium 2002 and the McCormick Rankin Corporation was retained by the York Region Rapid Transit Corporation to complete a Conceptual Design and Functional Planning study for the subway extension. Being a cross-boundary project, the Toronto Transit Commission consented to the Region taking the lead on this work.

Concurrent with the announcement of the *MoveOntario* program in June 2007, it was also announced that there would be a new 6-month Environmental Assessment process for transit projects. Its purpose is to accelerate the review and approval of transit projects. To implement the process a new regulation was adopted under the *Environmental Assessment Act*. The regulation, *Transit Projects and Greater Toronto Transportation Authority Undertakings, OR 231/08*, came into effect on June 24, 2008. The Yonge Street subway extension proceeded under this process.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 23, 2009

Item 4, CW Report No. 12 – Page 3

The Conceptual Design and Functional Planning Study, which defined the project, took place from January 2008 to October 3, 2008. The process also included an extensive public and stakeholder consultation process. It formed the basis for moving forward with the new transit EA process. Notice of commencement of the Transit Project Assessment and Approval Process was issued on September 30, 2008.

On October 28, 2008 Council adopted a resolution endorsing the Subway Extension Project, as defined in the Functional Planning Study, for the purposes of further review and evaluation under the Transit Project Assessment Process. A copy of this resolution forms Attachment No. 1 to this report. Notice of Completion of the Transit Project Assessment Report was issued on February 2, 2009 and the Environmental Project Report was submitted to the Ministry of the Environment for approval.

Prior to approval there is a 30-day review period where objections may be filed with the Minister. This period ends on March 4, 2009. Such objections are limited to matters that may have an impact on a matter of provincial importance that relates to the natural environment or has cultural or heritage value or interest; or where the transit project may have a negative impact on a constitutionally protected aboriginal or treaty right. These matters must be considered by the Minister within 30 days of the issuance of the Notice of Completion. The Minister may require further consideration of the project or impose conditions on its approval. Comments and concerns may also be provided to the proponents (the Region of York and the City of Toronto/TTC).

- b) Status of the Yonge Subway Extension Under the Greater Toronto Transportation Authority's (MetroLinx) Regional Transportation Plan (*The Big Move – Transforming Transportation in the Greater Toronto Area and Hamilton* (November 2008))

The Greater Toronto Transportation Authority (Metrolinx) was given responsibility for overseeing the implementation of the *MoveOntario 2020* program. These initiatives were to be incorporated into the Regional Transportation Plan, which Metrolinx was mandated to prepare. The plan, *The Big Move*, was approved on November 28, 2008.

The Yonge Subway Extension was identified as one of the top 15 priority projects, which are targeted for completion during the first 15-years of the Regional Transportation Plan's implementation. They were selected as key regional projects that will result in substantial capacity increases in key corridors, bring new rapid transit services to under-served areas and improve regional connectivity.

Metrolinx will be conducting a Benefits Case Analysis for each of the priority projects, including the Yonge Subway Extension and will make a decision on capital funding in the summer of 2009. Budget and capital spending priorities for the 2009/2010 to 2013/2014 will be established in the fall of 2009, based on the outcome of the Benefits Case Analysis.

A recommendation has been included requesting that Metrolinx provide for the early implementation of the Yonge Subway Extension. It will be a key element of the system that will service south York Region and the northern part of Toronto. The extended Yonge line should be operational as soon as possible after the opening of the Viva Highway 7 Bus Rapid Transit service and the Spadina Subway Extension to the Vaughan Corporate Centre. The Spadina Subway Extension is currently programmed to open in 2015 with the Bus Rapid Transit Service being available concurrently. This will provide comprehensive rapid transit service in three of the GTA's most strategic corridors.

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c) Contents of the Transit Project Assessment

The Transit Project Assessment is set out in six parts:

- 1.0 Introduction;**
- 2.0 Outline of the Study Consultation Process;**
- 3.0 Study Area Conditions;**
- 4.0 Alternatives Considered and Features of the Recommended Transit Project;**
- 5.0 Detailed Assessment of the Impacts, Proposed Mitigation, and Monitoring of the Transit Project; and**
- 6.0 Commitments to Future Work.**

Appendices include:

- A Preliminary Alignment Engineering Plates;**
- B Station Location Analysis;**
- C East Don River Crossing;**
- D Richmond Hill Centre Alignments;**
- E Station Layout Concepts;**
- F Preliminary Geotechnical Report;**
- G Stormwater Management Preliminary Assessment;**
- H Existing Conditions: Built Heritage and Cultural Heritage Landscapes;**
- I Contamination Overview Study;**
- J Natural Environment**
- K Noise and Vibration Impact Study;**
- L Air Quality;**
- M Langstaff/Longbridge Traffic Analysis;**
- N Consultation Record**

This report will focus on the major elements of the recommended project with particular regard to the implications for the City of Vaughan.

d) Description of the Preferred Transit Project

The purpose of the study is to identify the impacts and mitigation measures associated with the preferred Transit Project, which was defined through the initial Conceptual Design and Functional Planning Study. The major elements of the project are described below.

Length

The Subway Extension will have a total length of 6.8 km from the end of the existing tail track at Finch Station to the end of the tail track located at the Richmond Hill Centre Station, north of Highway 7. The alignment is designed so as not to preclude a further northerly extension of the subway.

Location of Alignment

The subway running structure (tunnels) and station platforms are primarily located within the Yonge Street road allowance from Finch Station to immediately south of Highway 7. At this point the alignment veers to the east to proceed to the Richmond Hill Centre Station (Anchor Hub) station immediately to the west of the CN Rail (GO Transit) Line, south of High Tech Road. The subway station is located in close proximity to the GO Rail station, the Viva/YRT and the future Highway 407 Transitway bus terminals to create an integrated multi-modal inter-regional transit facility. The alignment is shown in Attachment No. 2.

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The alignment is preliminary in nature and refinements will take place during detailed design to improve operating characteristics, reduce operating cost and maintenance requirements, minimize effects on property and reduce capital costs.

Stations

A total of six subway stations are provided within the alignment:

- Cummer/Drewry Station (between Steeles and Finch Avenues in Toronto);
- Steeles Station; (Attachment No. 3)
- Clark Station; (Attachment No. 4)
- Royal Orchard Station; (Attachment No. 5)
- Langstaff/Longbridge Station; (Attachment No. 6) and
- Richmond Hill Centre Station.

Construction Methods

The primary construction method will be tunnelling, using a Tunnel Boring Machine. Two other techniques will also be used.

Second, the plan calls for the construction of a road bridge across the East Don River north of Centre Street. The subway would be carried on a lower deck, immediately below the vehicular traffic. This will limit the depth of the subway, which will allow the Royal Orchard Station to have a shallower profile thereby improving passenger accessibility to the station.

The third method is "cut and cover". It will be used for all the subway stations and this method will provide the link between Finch Station and the Cummer/Drewry Station and the section between the East Don River bridge and the Royal Orchard Station.

Station Related Facilities

Some stations will be required to provide a number of related facilities to support the operation of the system and to facilitate transit/intermodal integration. The required facilities are described below:

Cummer/Drewry Station:	• Bus Turnaround Loop.
Steeles Station:	• 25-bay underground bus terminal (provides for a future LRT service on Steeles) • Passenger Pick-Up and Drop Off; • Electrical Substation.
Clark Station:	• Electrical Substation.
Royal Orchard Station:	• Electrical Substation.
Longbridge/Langstaff Station:	• Passenger Pick Up and Drop Off; • Approximately 2000 space park and ride commuter lot in the Hydro Corridor.
Richmond Hill Centre Station:	• 28-bay bus terminal; • Proposed Highway 407 Transitway terminal; • Richmond Hill GO Rail Station; • Passenger Pick Up and Drop Off; • Electrical Substation.

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Important Features of the Alignment and Stations

The recommended project provides for a 25 bay bus terminal at the Steeles Subway Station. It will be located below grade primarily within the Steeles Avenue and Yonge Street road allowances, mainly along the Steeles Avenue axis. This will minimize, but not eliminate, the need to acquire abutting property. Access to the bus station will be by way of ramps leading to and from street level. This will free-up development land on the adjacent corners of the intersection, which might otherwise be constrained by a large bus station. The location of the passenger pick up and drop-off will be determined during the detailed design process. Options will be examined on the northeast and northwest corners of the Yonge/Steeles intersection.

A 2000+/- car commuter parking lot will be provided in the Hydro Corridor adjacent to the west side of the Langstaff/Longbridge Station along with a passenger pick up and drop off. Being adjacent to a residential neighbourhood, it will be necessary to provide screening to mitigate the visual, light, traffic and noise impacts which may result from the parking lot.

Perhaps the most profound change to the Yonge Street streetscape will be the construction of a bridge across the East Don River between Centre Street and Royal Orchard Boulevard. The bridge will be designed to accommodate the Yonge Street vehicular traffic on the top deck, with the subway box on a lower deck. Without the bridge, the subway would have to be tunnelled under the East Don River. This would result in an extremely deep alignment, which would make a Royal Orchard Station problematic. The style of bridge will have to be compatible with the natural and heritage character of Thornhill and the East Don River Valley. In addition, any issues regarding the quality of the pedestrian experience, access and noise attenuation will also need to be addressed.

These issues will be resolved during the detailed design process.

Emergency Exit Buildings

Emergency exits are required between stations to meet safety requirements for the purpose of evacuating passengers and providing access for emergency services. They extend from the underground tunnels between stations to small buildings (3m high, 10 sq. m in area) located on the surface. North of Steeles Avenue and south of Highway 7, emergency exits are proposed for the following locations:

- West side of Yonge Street between Doncaster Avenue and the CN Rail Line;
- Within the municipal right of way on the west side of Yonge Street at Arnold Avenue;
- Within the municipal right of way on the east side of Yonge Street between Centre Street and the proposed Don River Bridge;
- Private property on the east side of Yonge Street between Uplands Avenue and Kirk Drive.

Project Costs

The total estimated cost of the project in 2008 dollars is \$2.4 billion. This is composed of: \$655 million for stations and area facilities; \$600 million for tunnels, special structures and operating systems; \$240 million for subway trains; \$110 million for storage and maintenance facilities for subway trains; \$670 million for engineering and other costs; and \$125 million for property acquisition. If it is determined that an additional yard will be required to accommodate the

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Construction Staging and Traffic Management

Construction staging will be planned in a manner that will minimize the impact on transportation modes, mobility and infrastructure. A traffic management plan will be developed during detailed design that will provide for vehicular movement during construction. The traffic management plan will be based on Traffic Impact Study Guidelines prepared by the City of Toronto and York Region.

A number of general guidelines and principles will be used. These include: Minimizing lane reductions through construction zones; providing alternative routes where possible; where closures occur identifying detours and closing during off-peak hours when possible; maintaining left turn lanes whenever possible and if not, adopting left turn prohibitions; appropriate signage; adjustments to traffic signal timing; maintaining bus bays/stops whenever possible; maintaining a minimum 1.2 m wide pedestrian sidewalks and providing alternative pedestrian routes when a full closure is necessary; and ensuring that private access is maintained.

The plan must be approved by the affected road authorities, in consultation with the emergency service organizations prior to the award of the construction contracts. Information sessions will be held with the local community to explain the construction activities and restrictions. Each subway station, the East Don River Bridge, special track work areas, TBM launch and extraction sites and the Steeles Bus Terminal will all have individual construction staging plans, which will help shape the traffic management measures for each area.

e) Proposed Mitigation and Monitoring of the Transit Project

Section 5 of the report provides a detailed assessment of the impacts of the project and the proposed mitigation and monitoring measures. It describes the environments that may be affected; the potential impacts, the measures to minimize, manage, prevent and avoid environmental impacts; and the monitoring and contingency measures.

The potential impacts are classified under three categories:

- Displacement of Existing Features by the Transit Project: Permanent effects within the study area that result from the introduction of the subway facilities;
- Construction Impacts: Short-term potential impacts resulting from construction activities; and
- Operational Impacts: Long-term effects resulting from the operation and maintenance of the Transit Project.

These three categories were broken down into detailed criteria, based on the facilities or activities resulting from the subway, and were tested against five environments present in the study area, including:

- The Natural Environment;
- Socio-Economic;
- Culture;
- Transportation;
- Utilities.

The level of impact was measured on a scale ranging from "Strong" (High probability of an interaction) through "Moderate", "Weak" to "None". The majority of the matrix reflected "None" or "Weak" probability for interactions.

This section sets out monitoring and contingency plans for the Transit Project. However, they are considered preliminary, dynamic and subject to refinements during the design process in

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consultation with the regulatory agencies and the public. Specific monitoring requirements resulting from permits and approvals obtained during design will be incorporated into the final monitoring and contingency plan. They will also be reflected in the provisions of the construction contracts.

f) Commitments to Future Work

York Region, the TTC and the City of Toronto have committed to future work to fulfill statutory requirements and to address issues and concerns that have and will be identified. These commitments are noted below, primarily in respect of their impact on the City of Vaughan.

Permits and Approvals

York Region and the TTC will seek the following approvals and permits:

- Site plan approvals for above-grade structures;
- Building permits for stations, emergency exit buildings and other ancillary structures;
- Stormwater management and sewer discharge approvals in accordance with City requirements; and
- Heritage Impact Assessments at the Royal Orchard Station as identified in the Built Heritage and Cultural Landscapes Report.

Planning Initiatives

York Region, TTC and the City of Toronto propose to take a leadership role in planning initiatives that support the Transit Project. Specifically, the Region and the TTC will work with Markham, Richmond Hill and Vaughan to stimulate transit supportive development that incorporates and integrates the Transit Project alignment, stations and commuter facilities into development plans.

Property Acquisition

A property protection study will be undertaken during the early stages of the design process to ensure that new developments will not affect the implementation of the recommended project;

Negotiations will continue with the Ontario Realty Corporation/Hydro One for the property required for the Commuter Parking Lot and the Passenger Pick-Up and Drop-Off;

For required properties in Markham, Vaughan and Richmond Hill (including temporary construction easements) they will be acquired by negotiation or expropriation, as necessary.

Subway Capacity/Subway Rail Yard Needs

York Region, the City of Toronto and the TTC will work to resolve the impacts of the subway extension on the existing system. This will include integrating the results of the Subway Rail Yard Needs Study into the Transit Project to implement the recommended yards strategy, including an adjustment to the capital cost of the project. The impact of new ridership on downstream capacity will also be monitored.

Steeles Station Development

The underground bus terminal (primarily in the Steeles Avenue road allowance) represents the anticipated spatial requirements for intermodal transfers at the Steeles Station, between bus and subway. It provides an opportunity to maximize the benefits of promoting compatible transit infrastructure and land use. It is acknowledged that the extent of land around the station

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designated for integrated/adjacent transit-supportive development will be determined by Markham, Vaughan, Toronto and York Region.

Toronto, Vaughan, Markham, York Region and the TTC will work closely during their respective land use studies to optimize the interface and integration of the Steeles Station with transit supportive development.

York Region and Toronto will review the transportation requirements for Yonge Street and Steeles Avenue to minimize the respective road cross-sections, which will directly impact the property requirements associated with the underground terminal and subway station.

York Region, the TTC and the City of Toronto, in consultation with Markham and Vaughan will determine the roles and responsibilities of each agency for the design, construction, operation and maintenance of the station facilities.

Clark Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities.

Royal Orchard Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities. Being in the Thornhill-Vaughan Heritage Conservation District a Heritage Impact Assessment Report may be required. This will be determined during detailed design in consultation with the City.

Langstaff/Longbridge Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities. Discussions will also continue during detailed design with the local community regarding the final configuration of the parking lot and the passenger pick up and drop-off mitigation measures. This would include noise attenuation, stormwater management, landscaping with traffic access limited only to Yonge Street. Additional traffic analysis will be completed during detailed design to support permit applications to MTO/407 regarding the commuter parking lot entrance and the associated demand resulting from the adjacent and on-going land use studies.

Construction Issues

York Region and the TTC will conduct further research related to the construction phase of the project. Specific tasks will include but not be limited to:

- Developing traffic, transit and pedestrian management strategies for inclusion in contract documents;
- Conducting an existing building condition survey both pre- and post-construction;
- Preparing and implementing tree and streetscape protection and restoration plans;
- Undertaking a Designated Substance Survey for any buildings requiring demolition;
- Developing procedures for disposal of excavated materials, including contaminated soils in accordance with MOE requirements;
- Preparing a mitigation, monitoring and contingency plans for groundwater protection in consultation and in accordance with TRCA requirements;
- Preparing an erosion and sediment control plan in accordance with TRCA and municipal requirements;

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- Including an air quality monitoring and mitigation plan for inclusion in the contract documents;
- Arranging a Stage 2 archaeological assessment, where potential was identified in the Stage 1 assessment or where ground disturbances will occur during construction;
- Undertaking a stray current protection study for other utilities.

Relationship to Vaughan Vision 2020

This report is consistent with the following strategic initiatives under the objective “Plan and Manage Growth”:

- Work with other levels of government to continue to support the expansion of the GO System and public/rapid transit;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City.

Regional Implications

Adoption of the recommendations of this report will support an undertaking for which the Region of York is a proponent.

Conclusion

The Yonge Subway Extension project offers numerous benefits to the Region of York, the Towns of Markham and Richmond Hill, the City of Vaughan and the City of Toronto. It will introduce rapid transit services, it will offer an alternative to the private automobile, it will mitigate traffic impacts on the environment and it will provide an unprecedented opportunity for “city-building”.

It will allow Vaughan, Markham, Richmond Hill and Toronto, to design a new land use and urban design future for Yonge Street; one that reflects its role as a “main street” through a section that acts as a multiple gateway to and from Vaughan, Markham, Richmond Hill and Toronto. The land use planning processes are already underway. Therefore, the Minister of the Environment should be advised that the City of Vaughan supports the approval of the Transit Project Environmental Assessment Report as a critical component of a comprehensive City-building exercise.

From a Provincial perspective the *Places to Grow* vision of three Urban Growth Centres in the Highway 7 Corridor (the Vaughan Corporate Centre, the Richmond Hill Centre and the Markham Centre) is dependent on providing the transit infrastructure necessary to support their development. The Yonge Subway Extension is a critical element of the planned Metrolinx rapid transit system. Together with the Viva Highway 7 Bus Rapid Transit Service, the Spadina Subway Extension and Markham North-South Link, the Yonge extension will provide the underpinnings for the *Places to Grow* land use scheme.

If this transition is to occur in a timely fashion, the early implementation of a high quality system is essential. Given the length of time that it takes to design and build a subway, work on the Yonge Street Extension project should begin early in the initial 15-year plan of the Metrolinx program. Therefore it is recommended that the Minister of Energy and Infrastructure and the Chair of Metrolinx be advised that the City of Vaughan supports the early implementation of the Yonge Subway Extension as one of the 15 initial Metrolinx projects, with a targeted opening in 2017.

The proponents have made a number of commitments to further work and consultation. Two examples include the impact on residents in proximity to the proposed commuter parking lot north of Longbridge Avenue and the design and effects of the new bridge over the East Don River on adjacent lands. York Region, the TTC and the City of Toronto has committed to consulting with the public, property owners and stakeholder agencies (including the local municipalities) during

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the detailed design of the Transit Project alignment, stations and related commuter and ancillary facilities. In supporting these commitments, the City will work with the proponents to resolve such issues.

On this basis it is recommended that the recommendations set out in this report be approved.

Attachments

1. Council Resolution: October 28, 2008
2. Planned Subway Alignment and Station Locations;
3. Steeles Avenue Station;
4. Clark Station;
5. Royal Orchard Station;
6. Langstaff/Longbridge Station.

Report Prepared by:

Roy McQuillin, Manager of Corporate Policy, ext. 8211

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

4.12

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.

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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;

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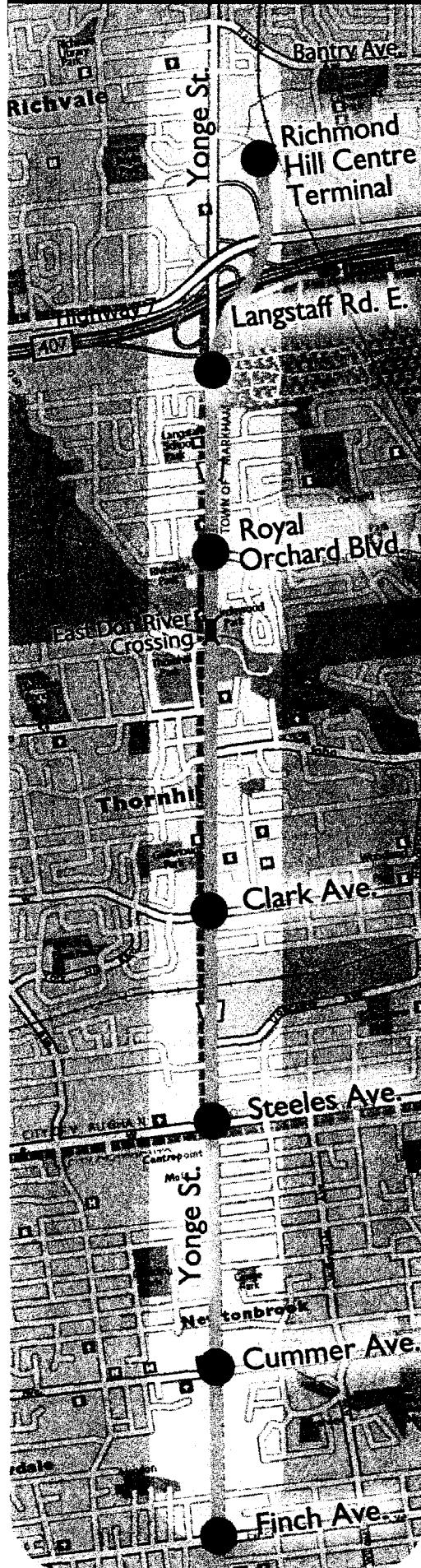
AND THAT staff report to Council on the Environmental Project Report prior to its submission;

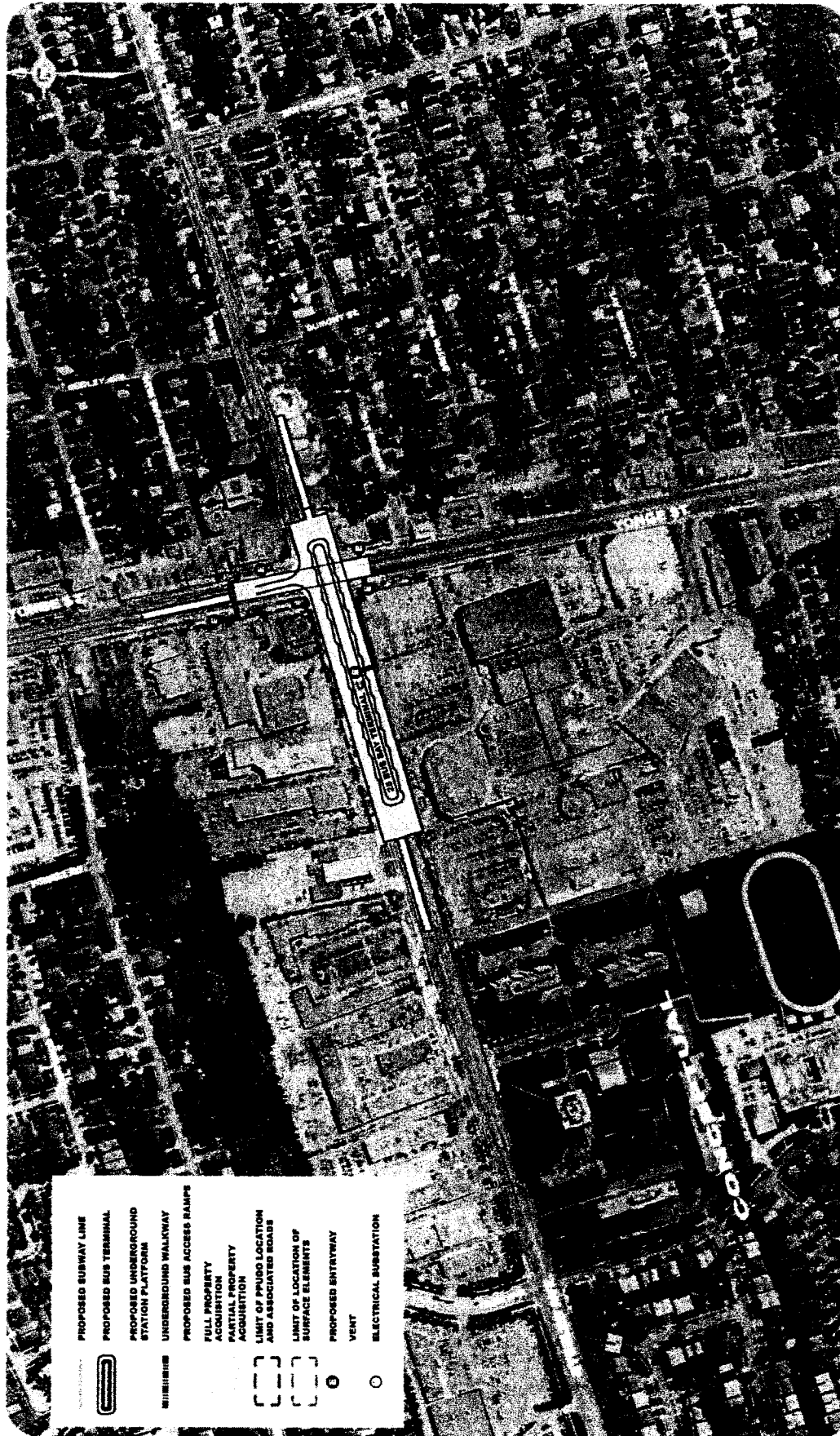
AND THAT this resolution be forwarded to the Region of York, the York Region Rapid Transit Corporation, and the Towns of Markham and Richmond Hill.

4.15

Study Area

Attachment 2
Planned Subway Alignment and Station
Locations





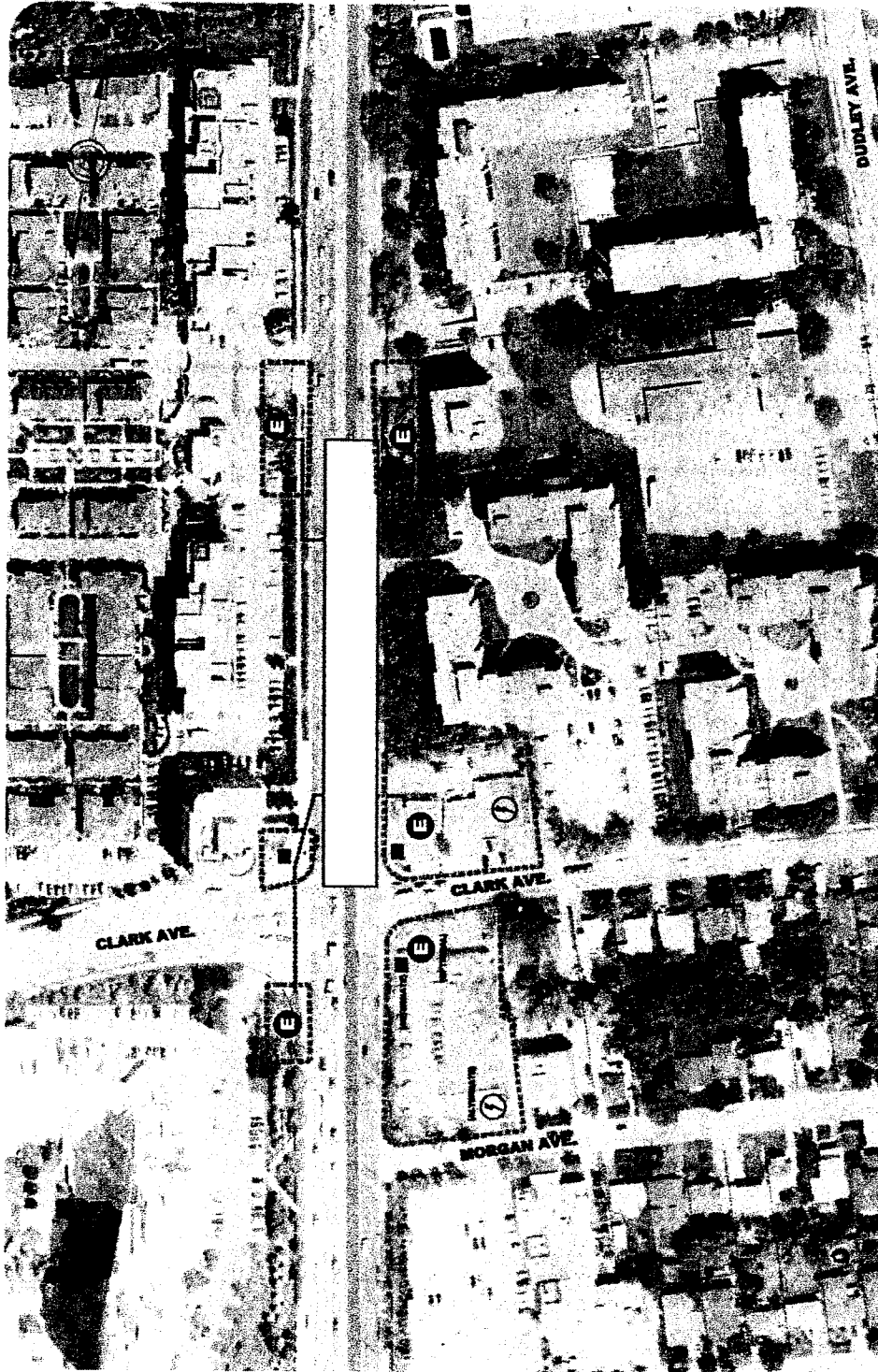
EXHIBIT

4-8

STEELES STATION - PREFERRED LAYOUT

Yonge Subway Extension - Finch Station to Richmond Hill Centre
Transit Project Assessment

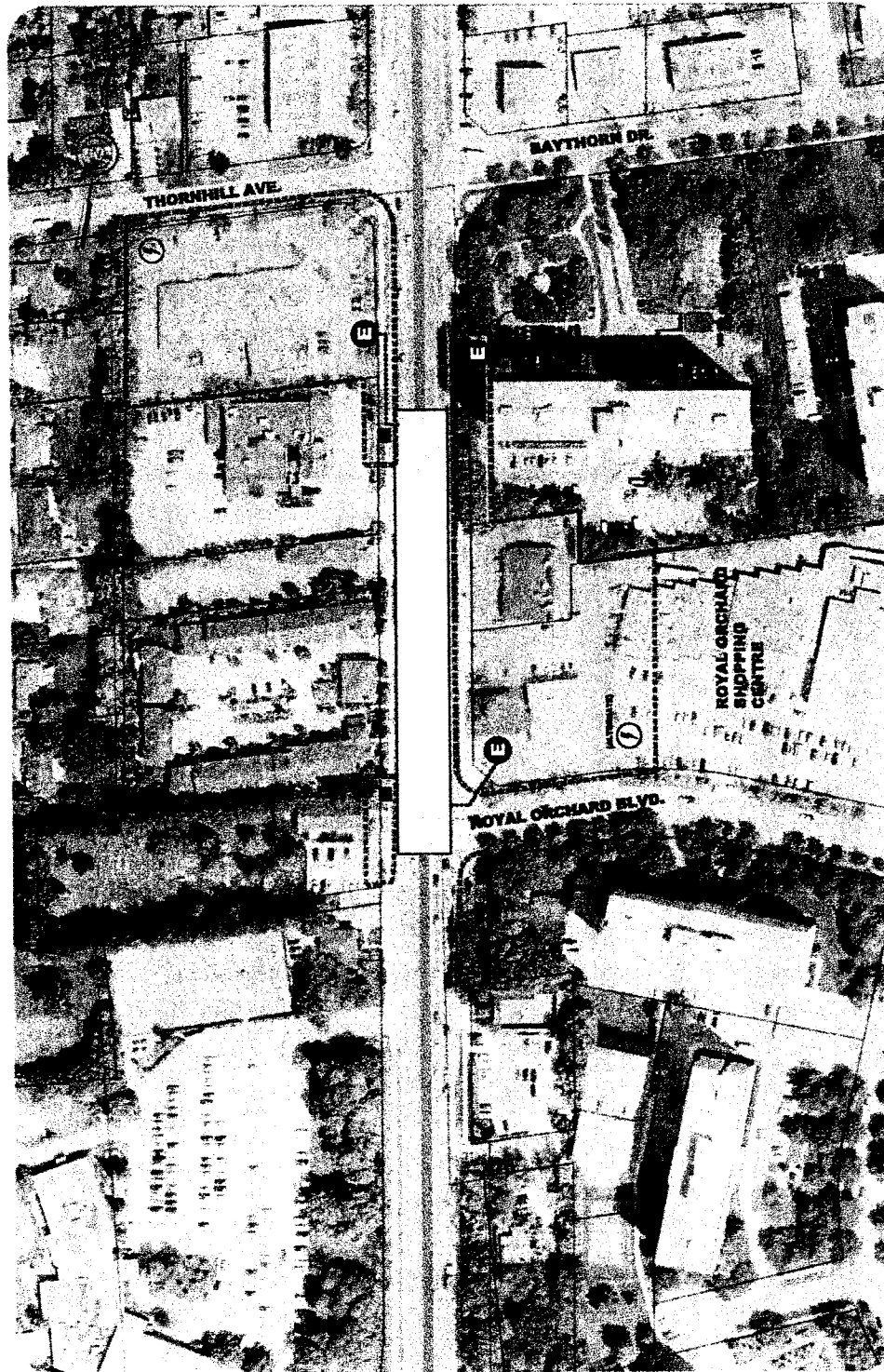




Legend

- Subway station
- Subway tunnel
- Electrical substations
- Entrance
- Surface elevations
- Underground roadway
- Full property acquisition
- Partial property acquisition
- Vent structure





Legend

- Subway station
- Subway loop
- Electrical substation
- Fare gate
- Surface streets
- Underground walkway
- Full property acquisition
- Partial property acquisition for surface streets only
- Viva structure

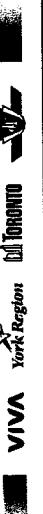


EXHIBIT

4-11

ROYAL ORCHARD STATION - PREFERRED LAYOUT

Yonge Subway Extension - Finch Station to Richmond Hill Centre
Transit Project Assessment



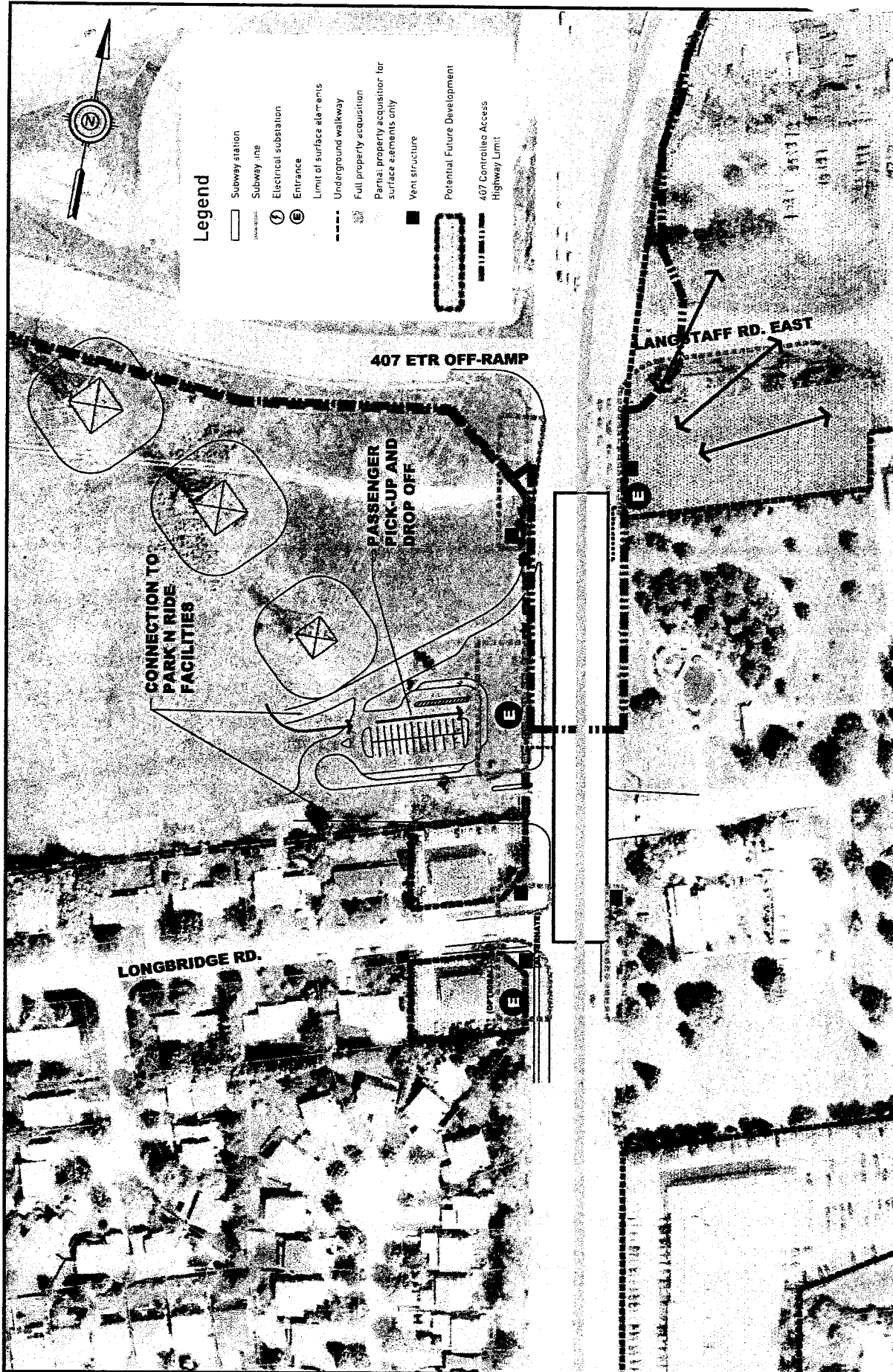


EXHIBIT
4-12

LANGSTAFF / LONGBRIDGE STATION -
PREFERRED LAYOUT

Yonge Subway Extension - Finch Station to Richmond Hill Centre
Transit Project Assessment