

3

SPADINA SUBWAY EXTENSION MONTHLY REPORT APRIL 2009

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report dated April 2, 2009, from the Vice President, York Region Rapid Transit Corporation.

1. RECOMMENDATION

It is recommended that:

1. Council receive this report for information.

2. PURPOSE

This report updates the Spadina subway extension activities during the month of March 2009.

3. BACKGROUND

The Spadina Subway station design teams are now fully engaged and proceeding to develop initial concepts for subway stations and their integration with surface facilities, including transit supportive development. As the Spadina subway project proceeds and the volume and complexity of project matters increases, staff proposes reporting out over the coming months on Spadina under subheadings that relate to the overall project progress as well as the evolution of the work programmes for the individual stations in order to simplify tracking project status, as well as identify issues where Committee's input and/or direction may be helpful.

4. ANALYSIS AND OPTIONS

Overall project progress is on track

The overall project schedule has been recently updated to reflect the implications of on-going project developments, such as the need for an additional tunnel boring machine, a more detailed review of construction staging, and the individual design schedules associated with each of the stations. The overall project timeline is still achievable, but there is little flexibility in delaying project elements that fall along the critical path. Critical path elements include property acquisition/expropriation, agreement to

conceptual design direction, and agreement from third party and private agencies with respect to a staged approval process.

Land acquisition requirements are being finalized

As the station design work continues and the alignment is finalized, the property requirements for the subway tunnel and station facilities are being defined where land is required from private property owners. While property arrangements will be entered into for subway construction and permanent facilities on a negotiated basis, a report has been taken to City of Toronto Council to authorize the commencement of expropriation proceedings to protect the interest of the project delivery schedule. A similar report is being prepared for consideration by Regional Council in the near term. The authorization report to commence expropriation proceedings is expected to be before Committee and Council prior to the summer recess.

The Spadina Transit-Oriented Development Advisory Task Force is meeting in April

The Spadina TOD Advisory Task Force has not met since last year as the project ramped up. The station design programmes are all moving toward 10% preliminary design and will be before the Advisory Task Force for input and comment at its upcoming meeting in April. As the station design programmes move to preliminary design finalization over the coming months, design progress reports will be brought forward to Council and the Advisory Task Force for further consideration and input. Once the station designs are at 30% design completion, which is anticipated for late summer/early fall, they are considered to be locked in and the scope of any subsequent changes would be severely constrained by the delivery schedule. It is critical that feedback and input on TOD and other station design matters be delivered to the individual station design teams in a timely manner in order for them to be incorporated into the development of preliminary station design.

A Steeles West Station design concept is under development

The Steeles West station design is a complex challenge as it needs to address not only the development of the station facilities in two jurisdictions and deliver bus terminals north and south of Steeles Avenue to the requirements of the both TTC and the Region respectively, but also integrate with TOD on all four quadrants of the intersection. The design challenge is exacerbated by the diagonal alignment of the subway and the requirement to accommodate an additional platform and track to address the need for short turn and train storage operations. The consultant team has struggled with finding a design direction that addresses these challenges and has not as yet settled on a preferred direction for the design. Although the design is somewhat lagging, the consultant team has been given clear direction to build on the consensus reached amongst the stakeholders on the station integration principles established through the interim work programme for Steeles West that was completed last year. The team has been working on two alternatives for further evaluation that will be before Committee and the Advisory

Task Force for input and comment to assist in selecting a preferred direction for further design development.

York Region Rapid Transit Corporation is retaining development consultants to assist in reviewing station concepts

Staff is in the process of retaining development consultants to assist in the evaluation of the design direction and provide advice in the best manner to integrate transit-oriented development built form into the station environment. Since the interest of the Region as a land owner and York University Development Corporation (YUDC) as an adjacent property owner are similar, staff is in discussion with YUDC to share the costs associated with retaining the consultants jointly to assist in the evaluation. YRRTC staff is also discussing with YUDC staff, retaining the consultants to assist in the preparation of a joint "master plan" for the collective land holdings as a potential product of a joint development arrangement. Staff will report back on the status of those discussions in a future report to Committee.

The re-alignment of the east-west road has an impact on the Regional parcel

The Environmental Assessment work for the east-west road is progressing, including reconsideration of the segment from Jane Street to Street C on the east flank of the Regional parcel. This segment is being reconsidered as a result of negotiations with Hydro One/ORC, regarding the use of Hydro lands for public road purposes. Hydro One has made it clear that while it is prepared to tolerate the use of Hydro lands for east-west access to the station while UPS is still in operation and constrains other alternatives, that the east-west public right-of-way will need to be relocated wholly onto UPS lands once the lands redevelop; however, any underground utilities would remain within the Hydro lands.

Hydro One's decision has implications on the Regional land parcel and the parcel to be acquired from UPS under the Memorandum of Understanding (MOU), since ultimately the parcel will have to accommodate the southward shift of the public road wholly onto the property once UPS redevelops. The shift of the road alignment will reduce available land for transit-oriented development (TOD) built form along the northern boundary of the property. Staff will need to assess and advise on the potential impact the shift will have on the TOD potential on the consolidated Regional parcel and the implementation of the MOU land swap.

The shift in road alignment has implications on the financing and delivery of the first segment of the road to support the subway operations and potential TOD activities in the near and long term. An implementation and financial strategy will need to be developed with the City of Vaughan to ensure the first segment of the east-west road is in place for the subway opening and commencement of bus, passenger pick-up and drop-off and commuter parking operations, as well as TOD development on the Regional parcel.

Confirmation of acceptability of proposals to UPS, CN rail, Hydro One/ORC and TRCA is being pursued

Workshops were held during January and February with the land owners and agency stakeholders along the Spadina subway corridor in York Region to identify property requirements for the operation of the subway and associated surface facilities. As a result of the workshops, detailed proposals have been forwarded to each of the involved agencies for consideration and response. Project staff is pursuing responses from the stakeholders as a number of key decisions will need to be secured to assure project schedule and confirmation of preliminary station design directions.

The 407 Station concept considers two alternatives for accommodating the future 407 Transitway

The 407 station design team has narrowed the design direction to a preferred concept with two variations to accommodate the future 407 Transitway alignment into the station. The 407 Transitway environmental process is underway; however, the study has not yet made any final recommendations and is not planned to be filed until next year, well after decisions about the 407 subway station design direction will have been finalized. The 407 Transitway Environmental Assessment team has been working with the subway design team to determine a preferred strategy for accommodating the future transit interface with subway and bus operations.

The project team has concerns regarding how the integration can be accommodated, given the funding timing for the 407 Transitway is unknown. Pre-building elements of the transitway raises issues as to how these costs will be assigned and paid for. The design team's efforts have been focussed on developing alternatives that preserve the best possible interface, while requiring the minimum amount of upfront investment. Two alternatives have been brought forward for consideration and further evaluation, and are included in this report for discussion and input.

Station design will need to address future development potential

As the station design has progressed, the focus of the design direction has been on achieving the optimum intermodal connections amongst the various transit modes being integrated within the station environment. As well, since the land requirements of the 407 Transitway and related operation and maintenance facilities planned for this site have not been determined, there has been reluctance to identify lands that might be made available for transit-oriented development (TOD). Given the amount of transit investment in the 407 station area, TOD potential will need to be explored as part of the station design programme. The station design team has been directed to identify intensification opportunities in association with the preliminary station design concept work for consideration by the stakeholders.

The bridge to the 407 Station is a critical design element

The bridge to the 407 Station across Black Creek is the primary access for all traffic to and from the site. Given the space requirements for the bus terminal, the right-in access located just south of the Highway 407 eastbound off-ramp, can only accommodate transit vehicles. As a result, the bridge needs to be designed to accommodate all future uses on the site, which include the elements of the subway project, as well as the operation and maintenance facilities and any future transit-oriented development. Traffic assessments are showing a need for a bridge cross-section of 5 to 6 lanes, including a transit-only outbound lane, to ensure travel times for transit. The recommended bridge cross-section will be determined in the near future.

A preliminary urban design baseline report for the Vaughan Corporate Centre Station is under review

A preliminary urban design baseline report has been submitted by the Vaughan Corporate Centre (VCC) design team for review and input. The preliminary report tabled five alternative arrangements for consideration for the integration of the surface transit facilities with the subway in the context of the VCC Official Plan and potential amendments currently under study by the City of Vaughan. The report provides background on the methodology for evaluating up to fifty-three potential alternatives and variations developed from a series of workshops held with the various stakeholders in both separate and collective meetings.

The five alternatives under consideration in the report include three surface bus terminal facilities and two alternatives with underground terminals. Further evaluation and detailed assessment is underway with stakeholders and the subway team to reduce the alternatives to one or possibly two alternatives for which concepts will be developed for review. The subway team plans to have a preferred design direction before the summer and to complete preliminary design to 30% by the end of summer/early fall to meet delivery schedule requirements.

The five preferred alternatives do not include the bus layout approved in the environmental assessment, which showed buses stopping on-street within the VCC future grid road network. There is significant concern from all stakeholders with respect to the viability of the Environmental Assessment (EA) alternative given the level of bus activity and future development expected in the VCC. The project budget is based on the basic bus concept shown in the EA. As a result, each of the five preferred alternatives would represent an additional cost to the project at varying levels of magnitude. The magnitudes of additional project costs, as well as the impact on future development and operations of VCC bus terminals, are key criteria in the selection of the preferred design direction.

Communications and Public Engagement

The TTC is seeking authorization to begin the first public consultation process starting with Sheppard Station

The first public newsletter about the Spadina subway extension is ready for circulation. This newsletter will be circulated on a broad basis by e-mail and printed versions will be made available to municipal offices, elected officials and communications personnel.

5. FINANCIAL IMPLICATIONS

Spadina Subway Extension

In the Project Monthly Status Report presented to the Spadina Executive Task Force, for the period ended January 2009, the TTC reported the budget status as identified in Table 1, and a funding status update, as provided for in Table 2.

Table 1
Project Budget Overview

	(\$millions)	% of Budget
Project Budget	\$2,634	100%
Authorized to Date	\$32.6	1.2%
Expenditures/Costs to Date	\$18.2	0.7%
Estimated Final Cost	\$2,634	100%
Variance to Budget	\$0.0	0%
Remaining Contingency	\$355.4	13.5%

Table 2
Status of Claims and Project Funding

Partner	Total Approved Project Funding Contribution	Cumulative Amount Invoiced
	(\$millions)	
Move Ontario Trust	\$1,134.1	\$11.4
Federal Government	\$622.0	\$0.7
Toronto	\$526.5	\$3.7
York	\$351.6	\$2.4
Total	\$2,634.2	\$18.2

A more fulsome financial update will be provided to Council in May.

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 Spadina subway extension.

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.