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VIVA PHASE 2 YONGE STREET – Y2, AND HIGHWAY 7 – H3 CORRIDORS PRELIMINARY ENGINEERING UPDATE

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

- 1. The communication from Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation, May 8, 2008, be received;**
- 2. The recommendation contained in the following report, May 1, 2008, from the Vice-President, York Region Rapid Transit Corporation, be adopted; and**
- 3. The authority for staff to do the following be confirmed:**
 - (1) prepare the materials to support the H3 public consultation programme;**
 - (2) commence the acquisition process and the subsequent owner and tenant engagement through the delivery of letters to property owners along the Highway 7 corridor; and**
 - (3) conduct a public meeting on June 18, 2008 at a venue to be determined.**

1. RECOMMENDATION

It is recommended that Council receive this report for information.

2. PURPOSE

This report provides a comprehensive description of the activities and progress of the York Region Rapid Transit office to date for the Yonge Street - Richmond Hill Centre to 19th Avenue (Y2) and Highway 7 – Richmond Hill Centre to Markham Centre (H3) corridor preliminary engineering work programme.

3. BACKGROUND

Viva Phase 1 rapid transit runs today in mixed traffic in four key corridors. Viva Phase 2 includes the construction of 67 kilometres of surface rapid transit in these same corridors, integrated with the extension of the Yonge and Spadina subway lines north to Vaughan Corporate Centre and Richmond Hill Centre, as illustrated in Figure 1.

In June 2007, the Province announced an aggressive transportation investment program, MoveOntario 2020, which included extension of the Yonge Street Subway north to Highway 7. Planning for the Yonge Street Richmond Hill Centre (Y1) corridor, which was underway at the time, was suspended pending the outcome of the planning exercise for the Yonge Subway extension to the Richmond Hill Centre. Planning continued on the other rapidway corridors, including the Y2 and H3 corridors.

During October 2007, the rapid transit office prepared a detailed submission of all rapid transit Quick-Win Projects that could be delivered in the next five years as requested by Metrolinx (formerly the Greater Toronto Transportation Authority). This list included rapidway corridors on Highway 7 from the just west of Pine Valley Drive in Vaughan to just east of Kennedy Road in Markham and on Yonge Street from the Richmond Hill Centre to Newmarket (see Table 1).

Figure 1
York Region Rapid Transit Network – Phase 2



Quick-Win Tranche 2 recommendations were addressed during the 2008-2009 Provincial Budget process. York Region was successful in having \$100 million of Quick Win Tranche 2 projects funded in the Provincial 2008 Spring Budget, specifically, funding for preliminary engineering, vehicles and intelligent transportation system for rapidways on Highway 7 from the just west of Pine Valley Drive in Vaughan to just east of Kennedy Road in Markham and on Yonge Street from the Richmond Hill Centre to Newmarket (see Table 1).

Table 1
Quick-Win - Second Stage

Quick-Win Second Stage	(\$ millions)			
	preliminary engineering*	ITS*	Vehicles	Total
York-Viva Highway 7, Pine Valley Drive to Kennedy – including H2 and H3	14.0	17.0	21.0	52.0
York-Viva Yonge Street, Richmond Hill Centre to 19th Avenue – Y2	8.0	6.0	5.0	19.0
York-Viva Yonge Street, 19th Avenue to Newmarket – Y3	15.0	9.0	5.0	29.0
Total Quick-Win Second Stage	37.0	32.0	31.0	100.0

* preliminary engineering = Preliminary Engineering; ITS = Intelligent Transportation Systems

4. ANALYSIS AND OPTIONS

The Yonge Street - Richmond Hill Centre to 19th Avenue (Y2) and Highway 7 – Richmond Hill Centre to Markham Centre (H3) corridor preliminary engineering work programme is continuing to make good progress with expected completion for the end of April 2009

The engineering layouts for the rapidway on the Yonge Street - Y2 corridor continue to be developed. All key preliminary engineering activities for the Y2 corridor continue to make good progress to finalise the Guaranteed Maximum Price and Construction Program by the end of February 2009.

Several meetings have been held with Richmond Hill staff to review the preliminary layout and to seek their input and comments. As the programme moves forward, the team has also been in contact with the utility companies to begin to map conflicts. The property acquisition programme and public consultation are being dovetailed with Richmond Hill's Official Plan review process. The coordination and timing of the public consultation and priority acquisition programmes will be subject to a future report to Committee. Activities to date have included:

- As a part of the Design Criteria, continued design coordination with relevant Richmond Hill studies and reports including streetscape issues. The design criteria is now over 50% complete.
- Completed new survey information and finalize base plans. New information will only be added if and when necessary.



- Continued preparation of ‘Drainage’ report incorporating details of the existing drainage system.
- Continued preparation of ‘Pavement and Geotechnical’ report. All field work is now complete.
- Completed transfer of utility information to base plans, and prepared summary table of utility conflicts along the corridor. A utility review meeting was held with Powerstream.
- Continued development of rapidway design, with layout depicting station and mid-station intersections. The design is reviewing the need for refuge islands, turning locations and emergency vehicle access. A study of the cross sections has also begun looking at grading and retaining wall requirements. The design is currently around the 45% completion stage.
- Submitted initial property impact drawings to Region’s Property Acquisition team.
- Prepare layouts for continuation of access to Richmond Hill terminal from both Yonge Street north of Garden Avenue and from Highway 7 east and west.

- Continued Constrained Areas Consultation report.
- Completed cost sheet layout for entire project.
- Continued preparation of Design Criteria report. The design criteria is currently around the 50% completion stage.
- Refined alignment based on comments received during review of property impacts.
- Began to add property owner information to plans and begin to prepare property impacts spreadsheet.
- Continued preparation of preliminary engineering drawings, which are now around the 30% completion stage.

The Highway 7 – Richmond Hill Centre to Markham Centre (H3) Corridor preliminary engineering work programme is continuing to make good progress with expected completion for the end of April 2009

The engineering layouts for the rapidway on the Highway 7 - H3 corridor continue to be developed. All key preliminary engineering activities for the H3 corridor continue to make good progress to finalise the GMP and Construction Program by end of April 2009. Activities to date have included:

- Completed base mapping to reflect field measurements. New information will only be added if and when necessary.
- Work continues on the Design Criteria, which is now around the 30% completion stage.
- Continued preparation of the 'Drainage' report, reviewing field data on storm invert and beginning the analysis of the catchment areas. Completed drilling program. Establish watersheds and finalize as built for municipal storm drains.
- Continued preparation of 'Pavement and Geotechnical' report, with the drilling program now commenced in support of this work.
- Completed preliminary design of Rapidway.
- Continued preparation of preliminary engineering drawings.
- Completed summary table of utility conflicts along the corridor. Held utility meetings with Enbridge Gas, Rogers, Bell, Powerstream and Markham Energy.
- Complied and reviewed H3 network data.
- Continued assessment of Bayview Avenue Station site, interface with Highway 407 Bus Rapid Transit, and vertical transportation options.
- Prepared conceptual alignment and profile drawings to review impact of extending tunnel to YMCA Boulevard

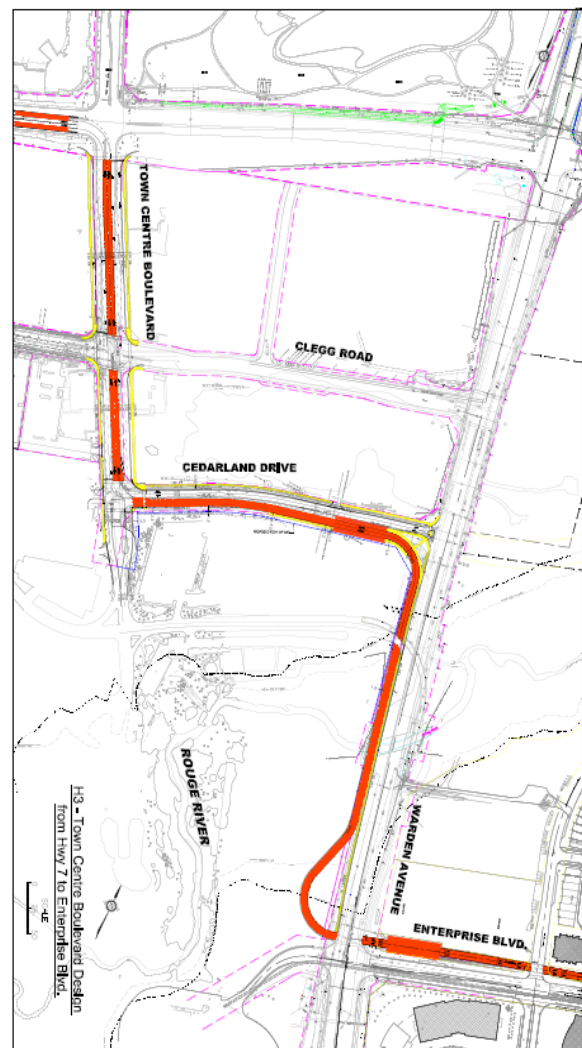
- Reviewed types of stations along the H3 corridor and established prototypes and special conditions.
- Began to add property owner information provided to base plans.
- Began to assemble information for Unionville GO Transit station.

The rapidway design layout continues to be optimized to mitigate property impacts along the length of the corridor. The team has reviewed the design layout with Markham and Richmond Hill planning and engineering staff. As the programme moves forward, the team will finalise utility impacts and identify property requirements and mitigation strategies in preparation for the commencement of the property acquisition programme. Staff will report back to Committee prior to the commencement of the property and public consultation programmes.

Warden Property

Regional staff has been working with the Ontario Realty Corporation to finalize arrangements for the purchase of the Warden Avenue Ontario Realty Corporation property at the northwest corner of Warden Avenue and Enterprise Boulevard in Markham. The purchase of the property will in part facilitate the construction of the Highway 7 - Richmond Hill Centre to Markham Centre Corridor Rapidway (H3) through the Markham Centre downtown.

In order to move the process forward the Region and Ontario Realty Corporation have agreed to the preparation of terms of reference for valuation of the property. Ontario Realty Corporation policy requires two outside appraisals to be carried out, based on the agreed upon terms of reference. Property Services is preparing a terms of reference for the appraisal work for review by the Ontario Realty Corporation. The Region and Ontario Realty Corporation will agree on the choice of appraisers to be used. This approach to valuation has recently been agreed to with the Ontario Municipal



Real Estate Administrators and should expedite the process. The due diligence report prepared for the Region by Marshall Macklin Monaghan, will be provided to the appraisers to help guide the valuation process. Staff is also working with the Ontario Realty Corporation to lift the Highway 407 access restrictions on the property. Staff will report further to Committee on progress and timing for finalizing the Warden acquisition.

5. FINANCIAL IMPLICATIONS

The Province has committed \$52 million for preliminary engineering, vehicles, and intelligent transportation system for the Viva Phase 2 rapidways on Highway 7 from just west of Pine Valley Drive to just east of Kennedy Road (H2 and H3) and \$19 million for Yonge Street from the Richmond Hill Centre to 19th Avenue (Y2). Funding arrangements for property acquisition and construction of the rapidways continues to the subject of negotiations between Rapid Transit staff and the Provincial and Federal governments.

6. LOCAL MUNICIPAL IMPACT

The Y2 and H3 preliminary engineering activities are being closely coordinated with local planning and economic development activities along the rapid transit corridors.

7. CONCLUSION

Significant work has been accomplished for the Yonge Street - Richmond Hill Centre to 19th Avenue (Y2) and Highway 7 – Richmond Hill Centre to Markham Centre (H3) corridor preliminary work programme, work is continuing according to schedule and within budget.

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.