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SPADINA SUBWAY EXTENSION PROJECT ENGINEERING AND PLANNING STATUS

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

- 1. The presentation by David Clark, Chief Architect, and Jon Hulse, Chief Engineer, York Region Rapid Transit Corporation, be received; and**
- 2. The recommendation contained in the following report, June 5, 2008, from the Vice-President, York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that:

1. Council receive this report for information.

2. PURPOSE

The purpose of this report is to provide a status and information update on the planning, and preliminary engineering activities associated with the Toronto-York Spadina Subway Extension.

3. BACKGROUND

The Ontario government committed \$670 million towards the construction of the Spadina Subway Extension in its spring 2005 budget. More recently, the Province added \$200 million to its commitment. Additional contributions have been made by York Region, the City of Toronto and the Federal Government to fund the \$2.6 billion project.

The Regional Municipality of York is responsible for delivery of surface facilities in York Region in coordination with the Toronto Transit Commission (TTC), which is responsible for delivery of the subway tunnel.

York Region initiated an Environmental Assessment for Highway 7 and the Vaughan North-South Link. The Environmental Assessment has been submitted to and approved by the Ministry of the Environment. The TTC is responsible for the Spadina Subway Extension Environmental Assessment from Downsview Station to Steeles Avenue, which has been submitted and approved as well.

On February 21, 2008, Council approved the direct award of work, on a time and materials basis, to York Consortium 2002, for immediate engineering support to the Project to a maximum upset amount of \$300,000, subject to confirmation from the York Region Rapid Transit Corporation's Owner's Engineer, McCormick Rankin, of an acceptable 2008 rate fee schedule and confirmation from the Executive Task Force that these costs will be fully recoverable from Spadina Subway funding. An acceptable fee rate structure has now been agreed to, and on April 22, 2008 the Executive Task Force confirmed recovery of these costs from the Spadina Subway funding.

4. ANALYSIS AND OPTIONS

As part of its delivery of surface facilities, the York Region Rapid Transit Corporation will continue to require professional consultants to provide engineering, planning, property and financial services. Staff will be bringing forward recommendations to Council on project delivery mechanisms to deliver each of the various subway station development opportunities.

As the current scope of the negotiated Environmental Assessment work program services for York Consortium 2002 are nearing completion, there is a need to confirm both an immediate and longer-term project management scope of services.

Staff is currently working on defining the York Region scope of work to deliver the surface facilities, property management, and coordination of activities for the Spadina Subway in York Region.

An interim work programme has been initiated to promote the objectives of the project and the Region with respect to alignment adjustments, station design and surface development

An interim work programme has been established to cover the period up until August 2008, at which stage the required activities will be reassessed.

Interim work programme activities are required to support current efforts to negotiate Memorandum of Understandings/Agreements in Principle with major property owners, including:

- York University (in particular, the south side of Steeles Avenue).
- York Region (north side of Steeles Avenue), United Parcel Service, Hydro One/Ontario Realty Corporation (Steeles Hydro corridor).
- Provincial lands (south of Highway 407).
- Bentall lands (north of Highway 407) and Toromont lands (south of Highway 7).

As well, these efforts will assist in developing the scope of services for the design of stations/tunnel. The current activities defined include:

- Review and resolve land issues along the Hydro Corridor.
- Review surface transit needs and plans for the West Steeles and Vaughan Corporate Centre stations for integration with subway transit and surface developments.
- Provide engineering input to the 407 Station location with respect to GO Transit needs and the planned 407 transitway, to ensure that the development will meet the different timelines and needs of all stakeholders.
- Work with the TTC to define a scope split of responsibilities and interfaces between the subsurface work and the surface developments.
- Develop and manage, in conjunction with the TTC, an integrated and high level schedule of necessary activities.

The activities have been prioritized with outputs phased for delivery between the end of June and August 2008. Towards the end of this period the activity status and deliverables will be reviewed and a decision will be made whether or not to extend these activities.

The longer term scope-of-work services to be defined within the Request for Proposals will be developed from the output of the interim work programme and will provide professional consulting services over the life of project construction as follows:

- To be fully engaged with the TTC to provide programme review and input, and provide review, input and consultation on the System design criteria.
- To work with the TTC and other parties on System design integration with land owners, other transit operators and stakeholders.
- To develop Transit-Oriented Development and procurement approaches for the surface elements, which is the subject of a separate report on this agenda.
- To develop the Request for Proposals for surface development.
- To manage the construction of the surface development.
- To continue to provide oversight for the TTC scope of work during design, construction, testing and commissioning, up to and including System delivery and land transfer.

Progress continues to be made on station development issues concerning the Steeles West and the 407 Station

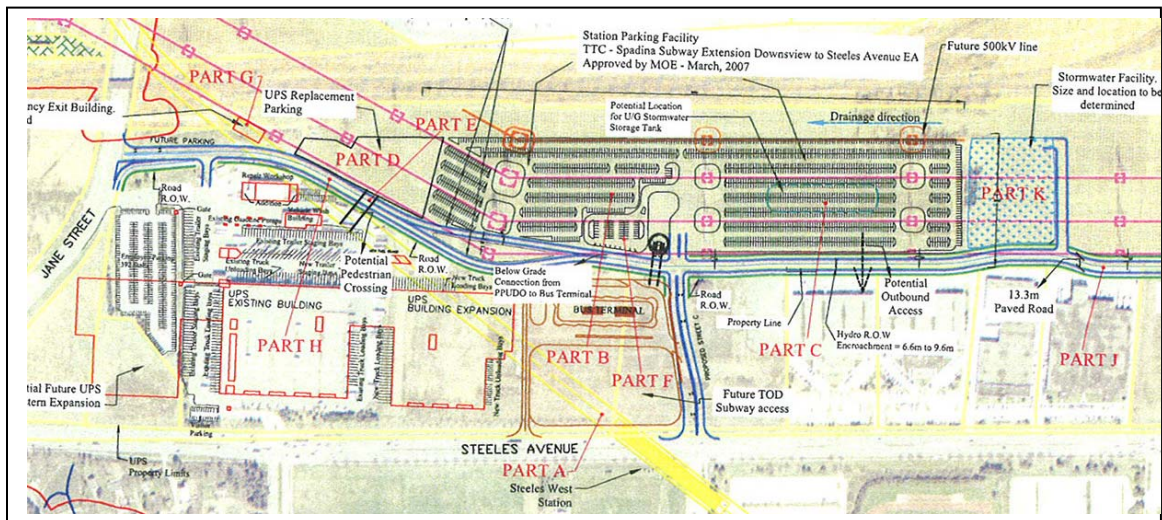
A memorandum of understanding is being developed between the York University Development Corporation and York Region to ensure cooperative and consistent development of properties

Discussions have been held between the York University Development Corporation and York Region to ensure the best use and application of transit-oriented development principles across the Steeles West Avenue boundary. A memorandum of understanding is being drafted to develop a joint Master plan and ensure that development is fully integrated across the Steeles West boundary.

A memorandum of understanding has been signed between UPS and York Region regarding lands to the west of the Steeles West Station

The main Canadian parcel distribution site for UPS is on the north side of Steeles Avenue West, between Jane Street and the proposed Steeles West Station location. The UPS facility is currently being expanded to the east. In order to protect for transit facilities and transit-oriented development integration with the subway, York Region has procured a parcel of land west of UPS, and has agreed through a memorandum of understanding to swap this parcel together with the adjacent pond for the parcel of UPS owned land immediately to the east of UPS (shown as Part A in Figure 1). Further UPS expansion would occur on the exchange lands.

Figure 1
Steeles West Station location in York Region



Workshops are being held, including all stakeholders to review and define the options available for the Steeles West station development

An initial workshop held at York University including the York University Development Corporation, City of Toronto and York Region staff, the TTC and their consultants, led to development of several options for station configurations. Following the second workshop, the opinions will be further refined and forwarded to the region's stakeholders for their input and consideration.

The Ontario Ministry of Transportation has approved the use of the 407 Station lands for construction mobilization and tunnelling operations

The 407 Station lands site had been identified as a preferred launch site for the subway tunnel boring machines. Meetings between the TTC and the rapid transit office and

Ontario Ministry of Transportation resulted in provincial approval to use a portion of the 407 lands for the mobilization and construction of the subway tunnelling operations, as well as the construction of the 407 subway station and related surface facilities, including the Region's surface transit terminal. The two construction operations would likely require access to the lands for a period of five to seven years, between now and when the subway is complete.

5. FINANCIAL IMPLICATIONS

There are no financial impacts associated with this report.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts associated with this report.

7. CONCLUSION

Staff is currently working on defining the York Region scope of work to deliver the surface facilities, property management and coordination of activities for the Spadina Subway extension in York Region.

A purchase order has been raised to an upset limit of \$300,000 for the award to York Consortium 2002 for ongoing engineering support, as a part of an interim work programme, which is to be funded through the Spadina capital project.

The York Region Rapid Transit Corporation will use the output from these deliverables to develop a Request for Proposals for long term engineering support to the Corporation in its surface project management and integration role on the subway.

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.