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**BUSINESS PROPOSAL AND CONCEPT DESIGN WORK PLAN AWARD
- DAVIS DRIVE, NEWMARKET**

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

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

1. RECOMMENDATIONS

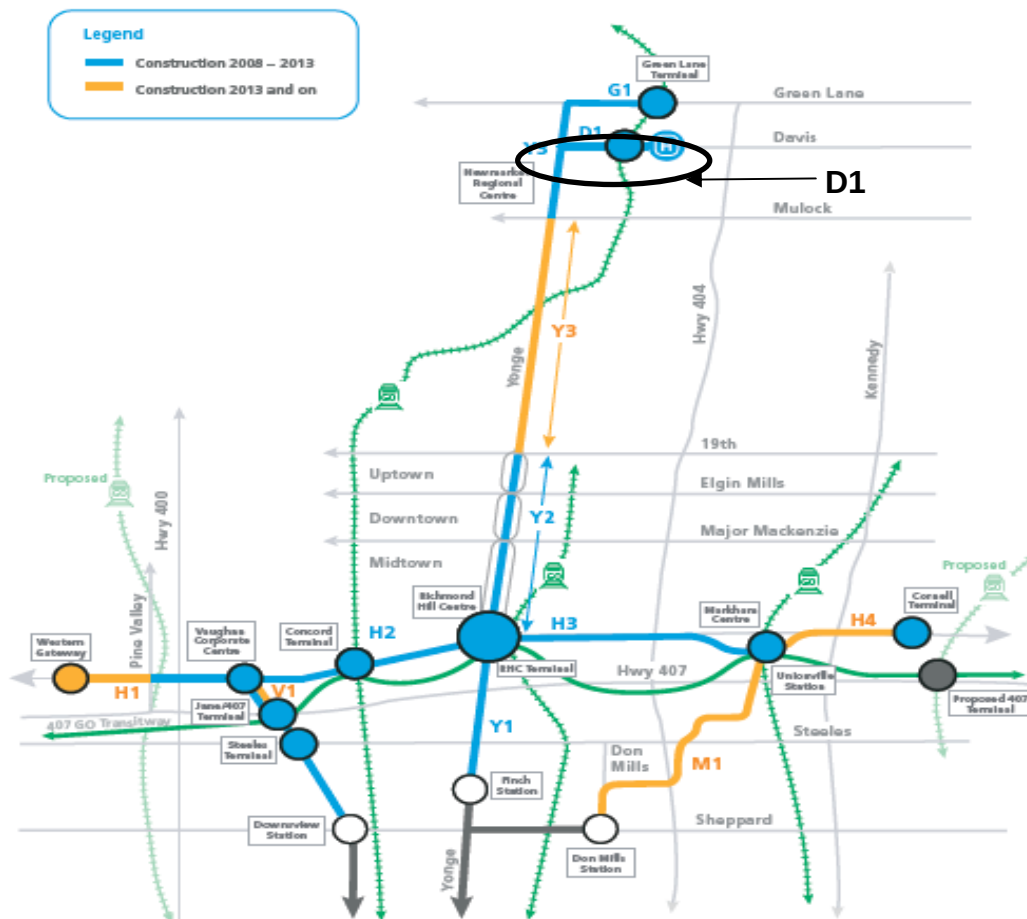
It is recommended that:

1. Council authorize staff to commence work immediately with the Owner's Engineer to develop a scope of work for the concept design of Davis Drive and seek a business proposal from York Consortium 2002 to undertake this work.
2. Subject to staff determining, in conjunction with the Owner's Engineer, that York Consortium 2002's proposal is cost competitive and within budget, that York Consortium 2002 be retained to undertake the Davis Drive Rapidway concept design and that Council authorize the Regional Chair and Clerk to execute a contract with York Consortium 2002 for such work in a form acceptable to staff and legal counsel.
3. In the event that York Consortium 2002's business proposal to undertake the work identified by the Owner's Engineer is not deemed to be cost competitive, that Council authorize staff to immediately publicly tender the work through a Request for Proposal.
4. The Regional Chair and Clerk be authorized to enter into the necessary Agreement with the Province to secure funding for such preliminary engineering work.

2. PURPOSE

The purpose of this report is to seek approval for York Consortium 2002 to undertake the vivaNext – Davis Drive (D1) Rapidway (see Figure 1) Conceptual Design work programme, subject to their price being cost competitive. The report also seeks authority for the Regional Chair and Clerk to enter into any necessary Agreements with York Consortium 2002 to undertake such work, and the necessary provincial agreements to secure the funding recently announced in the March 25, 2008 Provincial Budget for “Quick-Wins” preliminary engineering and planning work, which includes this segment of vivaNext rapidways.

Figure 1
York Region Rapid Transit Network – vivaNext



3. BACKGROUND

A detailed funding submission was made to Metrolinx on October 31st, 2007

During October 2007, the rapid transit office prepared a detailed submission of all rapid transit Quick-Wins Projects that could be delivered in the next five years as requested by Metrolinx, which at that time was known as the Greater Toronto Transportation Authority.

The Quick-Wins submission was based on the draft network plan principles developed by the rapid transit office, which were presented to Council in January 2008. Metrolinx endorsed the recommendations of their staff report on November 23, 2007.

A number of funding announcements have been made supporting rapid transit in York Region

The Government of Ontario's December 13, 2007 Fall Economic Statement announced significant details toward implementing Metrolinx Quick-Wins recommendations and the Province's \$17.5 billion MoveOntario 2020 rapid transit programme. The Economic Statement provided funding for nearly \$100 million of the Metrolinx Quick-Wins Tranche 1 projects, and a \$500 million programme for state of good repair and transit projects. Within York Region, this announcement included \$5.6 million for Cornell Terminal. The balance of Quick-Wins Tranche 2 recommendations were addressed during the 2008-2009 Provincial Budget process. York Region was successful in having \$100 million of Quick-Wins Tranche 2 projects funded in the Provincial 2008 Spring Budget.

4. ANALYSIS AND RECOMMENDATIONS

Funding for Quick-Wins Tranche 2 has been approved by the province

The Quick-Wins Tranche 2 project list for York Region was approved in the Provincial Spring Budget on March 25, 2008, and included \$15 million for preliminary engineering for Y3 and D1 rapidway segments on Yonge Street, from Mulock to Green Lane, and along Davis Drive, respectively. An additional \$14 million was approved for vehicles and intelligent transportation system for the Y3, D1 and G1 segments.

Capital construction of these projects is under review by Metrolinx, working in consultation with the rapid transit office and Infrastructure Ontario.

Preliminary Engineering is already underway for Yonge Street Y2 (Richmond Hill Centre to 19th Avenue) and Highway 7 H3 (Richmond Hill Centre to Warden Avenue). The Preliminary Engineering for Highway 7 H2 (Highway 7 - from west of Pine Valley Drive to Richmond Hill Centre) will commence in late spring 2008.

The Y3 and D1 rapidways are the next logical vivaNext work programme

Commencement of all preliminary engineering work for vivaNext is a top priority in the approved 2008 rapid transit operating budget. After segments Y2, H2 and H3, on which preliminary engineering is already underway or about to commence, segments Y3 and D1 on Yonge Street from Mulock to Green Lane, and along Davis Drive, respectively, are the next logical work programme for preliminary engineering based on the current state of environmental assessments.

Due to the time and effort required to acquire lands necessary to accommodate rapidways and intersection improvements, it is critical that concept design work be advanced prior to the full preliminary engineering effort in order to commence discussions with land owners.

The work programme involves all activities required to bring the project to a concept design level of detail (as a precursor to preliminary engineering) for the purposes of confirming property requirements and initiating property acquisition. It is based on the ongoing environmental assessment work being undertaken by York Consortium 2002 as part of the North Yonge Environmental Assessment Study (presently nearing selection of the preferred alternative) and discussions with York Consortium 2002.

The concept design work programme will include:

- Dedicated rapidways on Davis Drive between Yonge Street and Southlake Regional Health Centre, including median stations at the Lindsay Avenue extension, Main Street and the Southlake Regional Health Centre, and all associated streetscaping and pedestrian features, in accordance with the approved Viva Phase 2 design standards.
- Median treatments and curbside stations east of Southlake Regional Health Centre.
- The definition of the rapid transit service at the Southlake Regional Health Centre facilities prior to the construction of a future ultimate terminal that will be developed as part of the expansion of the hospital.
- Roadway realignment at the George Street / Wilstead Drive intersection, the Longford Drive extension and the roadway widening east from Leslie Street from four to six lanes, with associated intersection improvements.

It may be necessary to extend the concept design work through the Davis Drive / Yonge Street intersection (north, south and west) to confirm technical feasibility.

Under the arrangements of their current contract, the Owner's Engineer will oversee the delivery of services by York Consortium 2002 for this work program.

5. FINANCIAL IMPLICATIONS

Y3 and D1 preliminary engineering has been approved in the 2008 rapid transit capital budget

The approved 2008 rapid transit capital budget anticipates undertaking preliminary engineering on all Viva Phase 2 rapidway segments. As described in Section 4, the provincial 2008 Spring Budget has provided \$15 million for rapidway preliminary engineering on the northern section of Y3 on Yonge Street from Mulock Drive to Green Lane and along Davis Drive (D1).

6. LOCAL MUNICIPAL IMPACT

The benefits of constructing rapidways to take rapid transit vehicles out of mixed traffic will result in travel time savings for rapid transit passengers and truly put the “rapid” into the York Region rapid transit system.

Moving forward on the preliminary engineering for the Y3 and D1 segments will further facilitate access to the Southlake Cancer unit, which will be opened in 2010. It is expected that 60,000 individuals will travel to/from the Cancer unit on an annual basis.

7. CONCLUSION

The Y3 North, D1 and G1 rapidway segments are the next logical segments to commence preliminary engineering based on travel demand and the pending class environmental assessment that will soon be complete. The Province, in its 2008 Spring Budget, included funding for the preliminary engineering of the northern segment of Yonge Street (Y3 from Mulock Drive to Green Lane) and along Davis Drive (D1) and Green Lane (G1).

Due to the time and effort required to acquire lands necessary to accommodate rapidways and intersection improvements, it is imperative that concept design work be advanced prior to the full preliminary engineering effort in order to commence discussions with land owners.

The associated work programme for D1 needs to be scoped and a business proposal by York Consortium 2002 to undertake the concept design of this segment is required. This report recommends that staff commence work immediately with the Owner’s Engineer to develop a scope of work and to seek a business proposal from York Consortium 2002.

This report seeks authorization to award the concept design work to York Consortium 2002, provided that their bid falls within the parameters established in the Master and Go

Forward Business Arrangements Agreements. If this is not possible, this report recommends publicly tendering the concept design work through a Request for Proposals.

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.