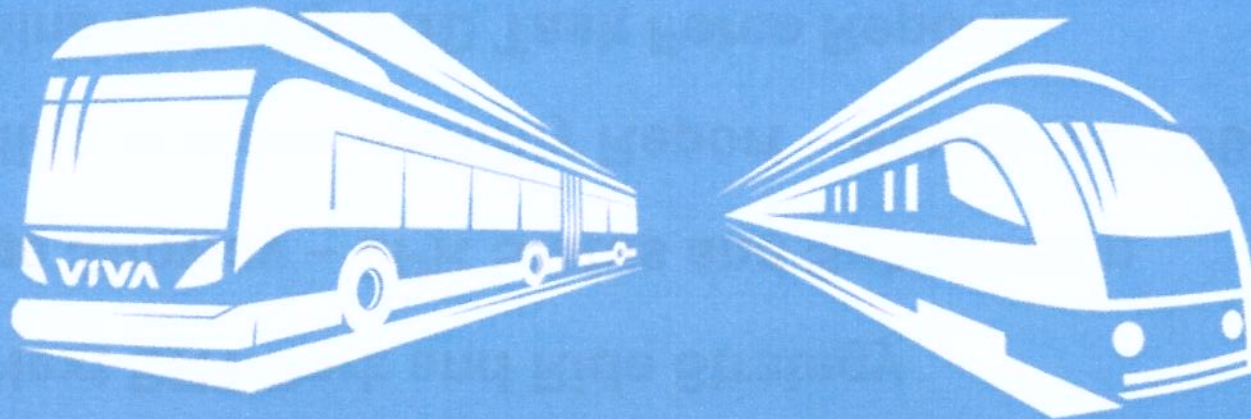




viva next

York Region Rapid Transit Steering Committee

November 13, 2008

- **2009 Capital Budget**
- **Yonge Subway Advisory Task Force – Report 4**
- **Spadina Subway Advisory Task Force – Report 2**
- **vivaNext BRT Monthly Report - November 2008**
- **vivaNext BRT Park and Ride Strategy**
- **Yonge Subway – EPR Status and Submission**
- **Spadina Subway Monthly Report – November 2008**
- **Spadina Subway TOD Task Force Report**

Highway 7 (H3)

- Engineering layouts are nearing completion
- Enterprise Simcoe Promenade construction schedule to commence in November
- Hwy 7 and Bayview Avenue study area was initiated
- Hwy 7 and Hwy 404 study area was initiated

Y2 – Yonge Street, Highway 7 to 19th Avenue

- Engineering layouts continue to be developed

H2 – Hwy 7 Richmond Hill to Pine Valley Drive

- YC continues to progress conceptual design for the Hwy 7 rapidways from Richmond Hill to Pine Valley Drive



D1 – Davis Drive, Yonge Street to Southlake Regional

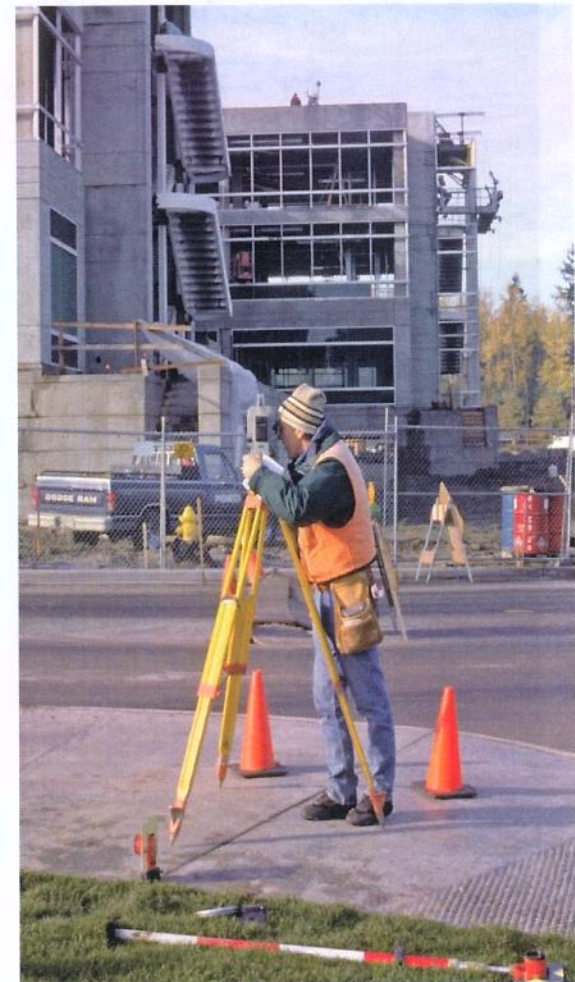
- Environmental Assessment Report is complete and being reviewed by local municipalities
- Property acquisition programme for Davis Drive is being initiated
- Proposal to determine the feasibility of relocating underground and power lines on Davis Drive has been received

Site Selection Study – O&M Facility

- Site selection for the southern operations and maintenance facility is underway
- A study to identify and evaluate potential sites for Viva fleet has commenced

Phase 1 Capital Enhancements

- Jefferson vivastation construction contract has been completed
- Preliminary engineering of the Savage Road vivastation is now underway



Bus Rapid Transit Update continued



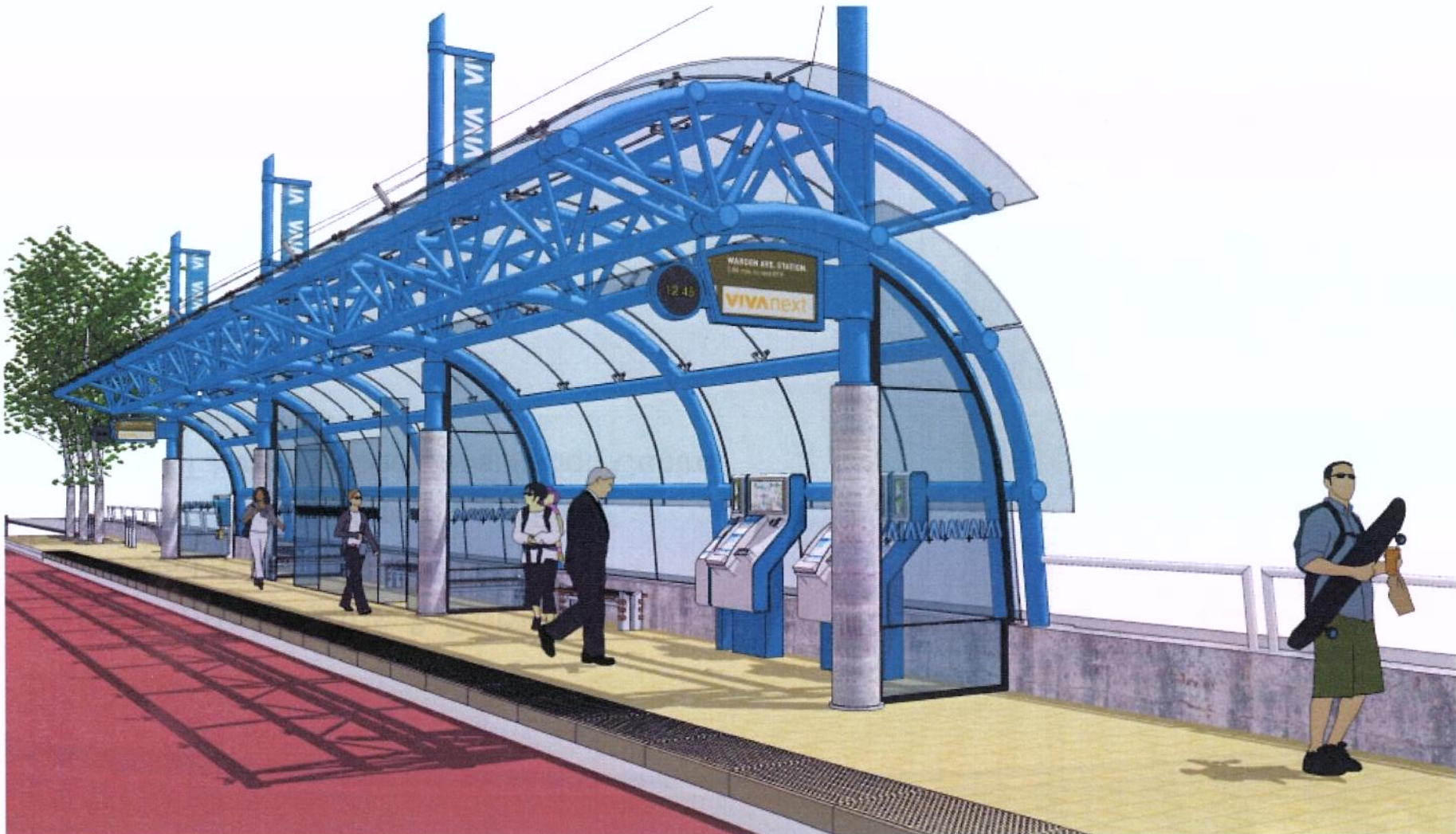
Communications & Public Engagement

- Markham Fair
- Richmond Hill Community Fair
- BRT Hwy 7 Public Consultation Centre
November 26



Design Update on Transit stations

VIVAnext



Canopy Mock up Exercise



- October 30 – Markham Fair
- Staff from YRT, Operations, Engineering and Design review the life size canopy platform layout at scale



Park & Ride Strategy



Five key principles to guide the development of the final vivaNext park & ride strategy:

1. Commuter park and ride facilities are an essential elements of the Viva BRT system
2. Parking fees should be established wherever possible
3. Surface parking should not be located where it will frustrate transit-oriented development intensification
4. A preference should be given to the use of public land or shared arrangements to deliver parking
5. Viva should control its brand, design, service and maintenance standards, rate and revenue structures at parking lots

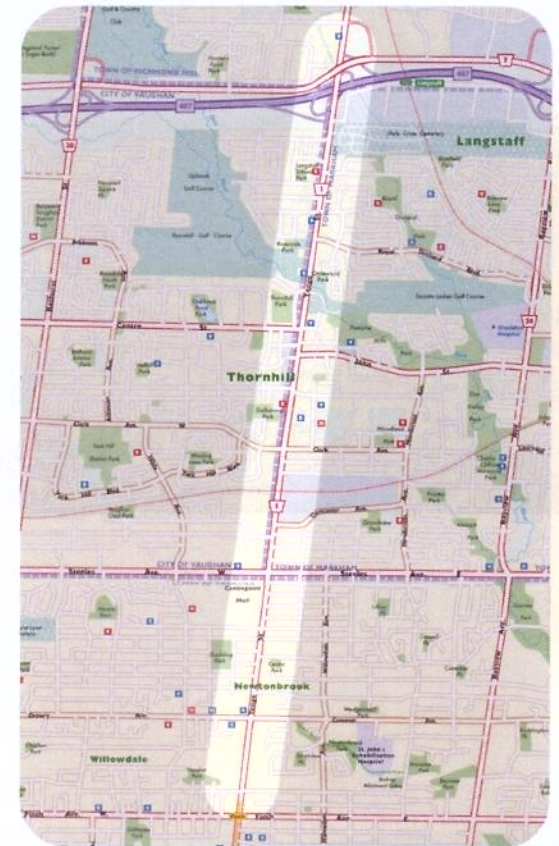


Next Steps:

- Staff develop draft park & ride capital financing and governance model alternatives
- Staff develop a timeline for implementation

Recommendations before you today:

1. Council endorse alignment C
2. Finalization of principles with the principle landowner for Richmond Hill Centre site in December
3. Underground bus terminal, primarily within existing public rights of way at Steeles Avenue and Yonge
4. Approval to present the preferred Project for the Yonge Street subway extension at the final public meetings – November 26 and December 3
5. Authorization to issue a Notice of Completion of the Environmental Project Report to the Minister of the Environment for consideration
6. Circulation of the report to City of Toronto and TTC as well as Vaughan, Richmond Hill and Markham



Steeles Station underground bus terminal



- Maximizes passenger convenience
- Minimizes bus operating distances and thereby operating costs
- Reduces bus travel time
- Best possible TOD opportunities
- Majority of land is already owned by public entities in the public right-of-way reducing property acquisition costs
- Operating costs for long term maintenance of the weather protected under ground terminal compare favorably
- May result in less business impacts
- Accommodates the future Steeles Ave. BRT/LRT



Alignment "C"



Capital Cost Estimates - draft

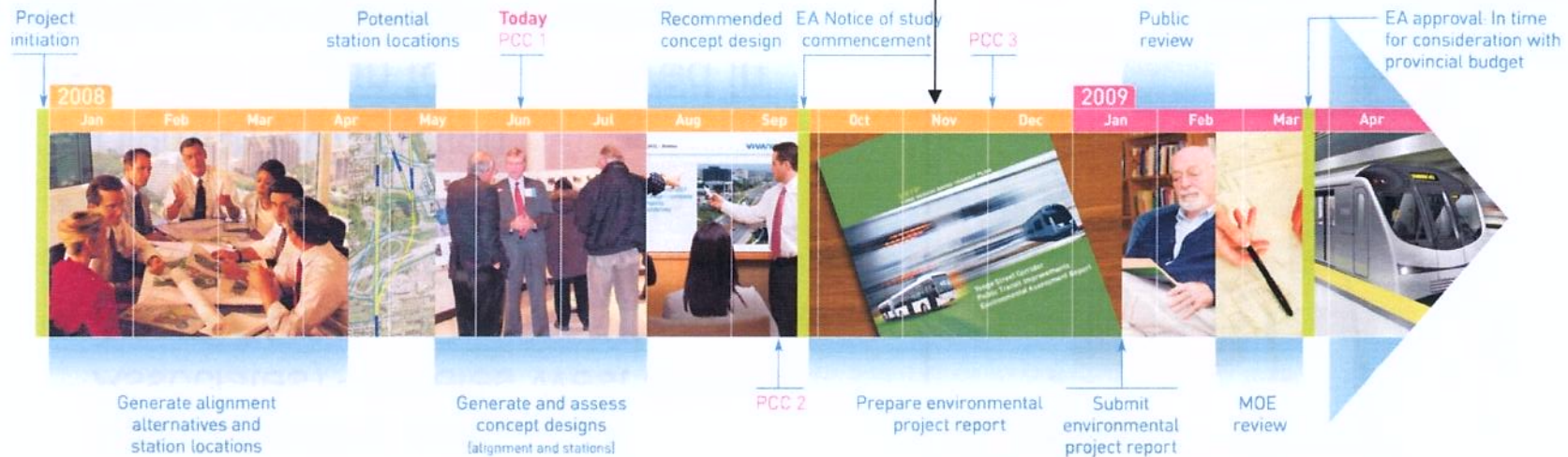


Major Elements of the Project	Cost M \$
Stations and Area Facilities	\$ 650
Finch Improvements	\$5
Cummer / Drewry	\$70
Steeles	\$195
Clark	\$70
Royal Orchard	\$65
Langstaff / Longbridge	\$85
Richmond Hill Centre	\$160
Running and Special Structures	\$ 410
Utilities (Running and Special Structures areas)	\$ 25
Operating Systems	\$ 160
Subway Train Storage and Maintenance Facilities	\$ 110
Subway Trains	\$ 240
Engineering and Contingency	\$ 680
Property	\$ 125
Project Cost Estimate, 2008 M\$	\$2,400

YSS – Next Steps



TODAY

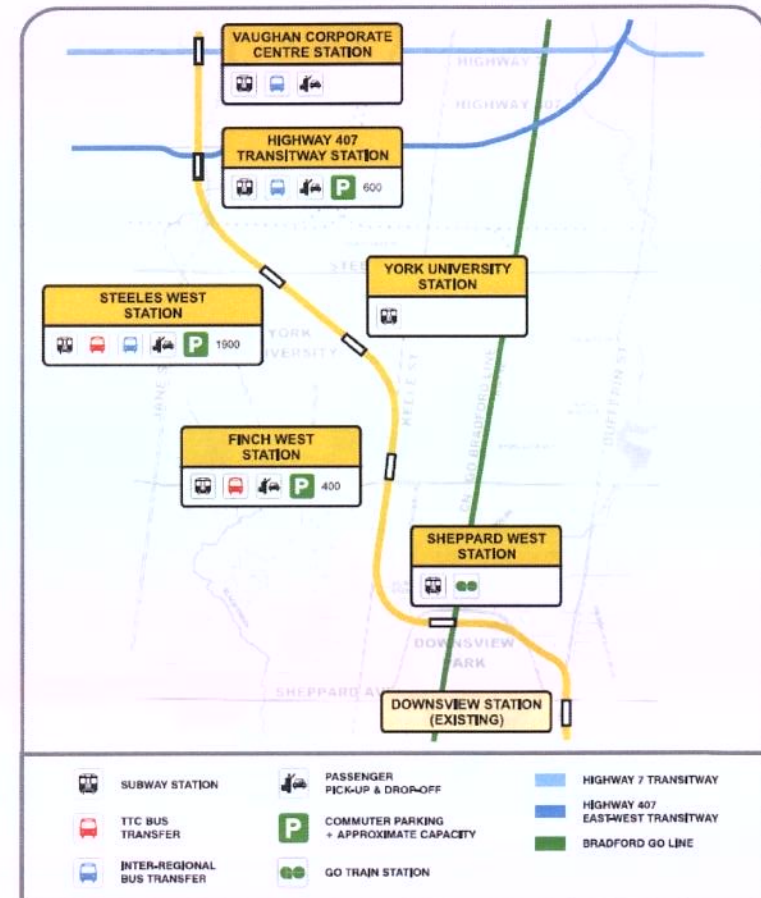


- November 17 – Presentation to Richmond Hill & Vaughan
- November 25 – Presentation to Markham
- November 26 – PCC in York Region on BRT and Yonge Subway, 7pm, Premiere Ballroom on Leslie
- December 3 – PCC in Toronto, 7pm, Mitchell Field Community Centre in North York

Toronto York Spadina Subway Extension Project



- The architectural teams have been selected for the subway station and bus terminals including:
 - The Spadina Group Associates(Joint Venture, Stevens Group Architects, Lea Consulting and Halsall Associates) - Steeles West Stations
 - ARUP Canada - Vaughan Corporate Centre Terminal Station
 - AECOM / Earth Tech Canada - Highway 407 Station
- Staff have begun to be involved in interface coordination meetings.



It is recommended that:

- Council endorse the principle that uunderground pedestrian pathways to be integrated with subway stations as a principle to help guide Vaughan Corporate Centre Planning.
- Council examine with the City of Vaughan, the implementation of an interim control zoning by-law related to the development planning in the Vaughan Corporate Centre.

Vaughan Corporate Centre Draft Principles

VIVAnext



Next steps



Public meetings:

- November 26 – 7pm, Premiere
- December 3 – 7pm, Mitchell Field Community Centre

Task Force meetings:

- December 17 – Yonge Subway
- December – Spadina Subway

