

PRIORITY AND KEY INITIATIVES COMMITTEE – JANUARY 10, 2011

RAPID TRANSIT UPDATE TORONTO-YORK SPADINA SUBWAY EXTENSION HIGHWAY 7 VIVA BUS RAPID TRANSITWAY CITY WIDE

Recommendation

The Commissioner of Engineering and Public Works recommends that the presentation from York Region Rapid Transit Corporation staff with respect to the status of the Toronto-York Spadina Subway Extension and Highway 7 Bus Rapid Transitway projects be received.

Contribution to Sustainability

The Toronto-York Spadina Subway Extension (TYSSE) project and the Highway 7 Bus Rapid Transitway (BRT) will provide higher order transit infrastructure to support compact urban form and will offer an alternative mode of transportation to the single occupant vehicle. In addition, the subway extension into the City will stimulate the establishment of transit orientated development in the Vaughan Metropolitan Centre and the Steeles West Secondary Plan (Official Plan Amendment 620) area. The TYSSE project team is committed to applying sustainability standards in the design and construction of the subway project.

York Region's VivaNext rapid transit plan is a key component of the vision outlined by Ontario's Places to Grow Act, which aims to manage growth in a sustainable and environmentally-friendly way that enriches communities and works with local municipalities to help deliver their vision and densities.

Economic Impact

There is no economic impact associated with the recommendations of this report.

Communications Plan

There is no specific communication plan associated with this report; however, York Region Rapid Transit Corporation (YRRT) is using various means of keeping the public informed on the status of VivaNext projects including a dedicated web site, a Blog, Twitter, Facebook, Newsletters, Media and public and stakeholder meetings.

Purpose

The purpose of this report is to supplement the presentation that York Region Rapid Transit staff will be making to Council on the status of the Toronto-York Spadina Subway Extension and the Highway 7 Bus Rapid Transitway projects.

Background - Analysis and Options

The Toronto-York Spadina Subway Extension (TYSSE) project is an 8.6km extension from the existing Downsview Station northwest through York University within the City of Toronto and north to the Vaughan Metropolitan Centre as identified on Attachment No 1. There are three stations located in Vaughan; Steeles West, Highway 407 and the Station at the Vaughan Metropolitan Centre (VMC). The TYSSE project budget is \$2.6 billion, which is being funded by the Provincial and Federal governments, York Region and the City of Toronto.

The design of the TYSSE project began in 2008. Project staff, both from TTC and from the York Region Rapid Transit Corporation (YRRTC), has worked cooperatively with Vaughan staff and

Vaughan Council over the last three years to advance the project and maintain the scheduled opening date. Many City Departments, including Planning, Legal and Finance, are involved in the review of these transit projects, with the Development & Transportation Engineering Department taking the lead role.

The TYSSE is scheduled to open for full revenue service to the Vaughan Metropolitan Centre (VMC) by the end of 2015. In order to meet this aggressive in-service date, major construction is scheduled to begin by early 2011, with the two major contracts for construction of the subway tunnels and two stations awarded by the end of 2010.

Early works for the Highway 407 Station are underway and the main station contract has been tendered and is to be awarded by year end.

Vaughan Council approvals/direction will be required early in 2011 to ensure that the site plan approvals for the remaining two Vaughan stations (VMC and Steeles West Station) are advanced to allow for the scheduled award of contracts for construction. The details and milestone dates for each of the stations in the City are summarized below:

Steeles West Station

The Steeles West Station is located on Steele Avenue just east of the UPS site and opposite Northwest Gate. This station includes a main station entrance building (in Vaughan) and a secondary entrance building (in Toronto). In addition, the Station will include:

- 2 bus terminals (10 bay TTC terminal south of Steeles and a 5 bay YRT terminal north of Steeles);
- An electrical substation;
- A passenger pick-up/drop-off facility (PPUDO);
- A 1,900 space commuter parking lot located in the hydro corridor; and
- Local road extension opposite Northwest Gate.

As presented to Vaughan Council in September 2010, the site plan for this station had to be redesigned as a result of the UPS land transfer not proceeding. As a result of this delay, the design and construction of this station is now on the critical path of the entire project. To maintain the overall project schedule, TYSSE project staff has been working closely with City staff to advance the redesigned station to 90% completion for January 2011.

The associated site plan for the station entrance and substation is planned to be submitted to the City for the end of January or early February 2011. In order to start construction in August 2011, a complete construction tender document must be finalized in March 2011. A report summarizing the station design is planned to be presented to the TTC Commission in February of 2011 with the final public open house for this station to be scheduled shortly thereafter.

Highway 407 Station

The Highway 407 Station includes the following main surface elements:

- An 18 bay YRT and GO Transit bus terminal;
- A 600 space commuter parking lot;
- A passenger pick-up/drop-off facility (PPUDO);
- The main station entrance is incorporated into the bus terminal; and
- A 6-lane bridge over a relocated and improved Black Creek.

The final public meeting for the Highway 407 Station was held on July 13, 2010. Construction has started on the station site as part of an advanced contract to build the new bridge, relocate some existing underground services and realign a portion of the Black Creek.

The design of Highway 407 Station is now complete with the approval of the site plan application by the City on December 1, 2010. The main construction contract for this station is included as part of the North Tunnels contract of the project. The North Tunnel contract was recently tendered and should be awarded in late December 2010. Construction of the North Tunnels/Highway 407 station is scheduled to begin in January of 2011.

Vaughan Metropolitan Centre (VMC) Station

The main entrance to the Vaughan Metropolitan Centre Station is located north of Highway 7 and west of a relocated Millway Avenue. The key surface elements of the Station include:

- Direct connections to the subway station from the Highway 7 BRT
- A passenger pick-up/drop-off facility (PPUDO)
- A YRT bus terminal with 9 bays;
- A pedestrian tunnel under the new Millway Avenue to connect to the future YRT bus terminal; and
- A relocated Millway Avenue constructed to the ultimate five lane cross-section.

The final public open house for this station was held on October 27, 2010. The 90% design for the VMC Station was submitted to stakeholders for comment in mid-November of 2010. The site plan for this station was submitted to the City for review on December 17, 2010.

The design for the PPUDO is being discussed between TYSSE and City staff and will be included as part of a later submission. The bus terminal for local York Region Transit service is proceeding as a separate contract. All surface elements will be in place for the opening of the subway.

The construction tender for the VMC Station is scheduled for release in late February 2011. Construction is scheduled to commence in May 2011.

TYSSE Key Milestones

The following table summarizes the remaining key milestones associated with the design and approval of the TYSSE project.

Key Milestone	Highway 407 Station	Vaughan Metropolitan Centre Station	Steeles West Station
90% Design Submission	May 2010	November 2010	January 2011
Final Public Meeting	July 13, 2010	October 27, 2010	Early 2011
Site Plan Submission	April 2010	December 2010	February 2011
Building Permit Submission	August 2010	January 2011	March 2011
Site Plan Approval	December 1, 2010	February 2011	April 2011
Construction Tender Release	September 2010	March 2011	April 2011
Construction Tender Award	December 2010	April 2011	June 2011
Building Permit Issuance	March 2011	April 2011	July 2011
Start of Station Construction	January 2011 (*)	May 2011	August 2011

(*) The North Tunnel Contract start date

Highway 7 – Viva Bus Rapidway

The segment of the Highway 7 Viva Bus Rapidway (BRT) within Vaughan extends from Helen Street to Yonge Street as shown on Attachment No. 2. This segment of the Highway 7 BRT is approximately 13 kilometres long. The Highway 7 BRT is part of Metrolinx's \$1.4 billion commitment to improving transit in York Region, just one component of a larger \$9.5 billion investment in the first five priority projects of Metrolinx's Regional Transportation Plan, The Big Move.

The construction of the Highway 7 BRT has an approved Environmental Assessment and is currently in the preliminary engineering phase. In June 2010, YRRT held two public open houses which commenced the property acquisition program along this corridor. Construction will be carried out in two phases. Constructed from Hwy. 400 to Creditstone Road (H2-VMC), is scheduled for 2012/13 – 2015 to coincide with the opening of the Toronto-York Spadina Subway extension. The remainder of Highway 7 from Helen Street to Yonge Street (H2) is scheduled for construction between 2015/16 – 2020.

The key project milestones for the H2-VMC segment are as follows:

- Conceptual Design – completed
- Preliminary Engineering – late 2010 to late summer 2011
- Land Acquisition – late 2010 to summer 2011
- Detail design – late 2011 to 2012/2013

The conceptual design for the rest of the H2 segment has been completed and the preliminary engineering is underway, which should be completed by the end of 2011.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery;
- Planning and managing growth, and economic vitality; and
- The demonstration of leadership and promotion of effective governance.

Specific Strategic Plan Initiatives applicable to the recommendations made in this report include Vaughan's corporate priorities to support and plan high capacity transit at strategic locations throughout the City. Accordingly, this report is consistent with the priorities previously set by Council.

Regional Implications

The Region of York is a partner in the Toronto-York Spadina Subway Extension project and the proponent of the Highway 7 Viva Bus Rapidway project.

Conclusion

The Toronto-York Spadina Subway Extension and Highway 7 Bus Rapid Transitway projects are progressing on schedule with major civil construction starting on the subway in January 2011. Many City Departments are involved in the review of these projects, with the Development & Transportation Engineering Department taking the lead role. Vaughan staff will continue to liaise with the respective project teams to facilitate the timely completion on these important rapid transit projects in the City.

Attachments

Attachment No. 1: TYSSE Project Location Plan

Attachment No. 2: Highway 7 Viva Bus Rapidway Location Plan

Report prepared by:

Andrew Pearce, Director of Development /Transportation Engineering, Ext 8255

Respectfully submitted,

Bill Robinson, P.Eng.
Commissioner of Engineering
And Public Works

Andrew D. Pearce, C.E.T.
Director of Development & Transportation
Engineering

ATTACHMENT NO. 1



ATTACHMENT NO. 2

