

COMMITTEE OF THE WHOLE – MARCH 3, 2009

**YONGE STREET SUBWAY EXTENSION
TRANSIT PROJECT ASSESSMENT
REGIONAL MUNICIPALITY OF YORK, THE YORK REGION RAPID TRANSIT CORPORATION
THE CITY OF TORONTO & THE TORONTO TRANSIT COMMISSION**

Recommendation

The Commissioner of Engineering and Public Works and the Commissioner of Planning, recommend that:

1. The Minister of the Environment be advised that the City of Vaughan supports the approval of the Yonge Subway Extension – Finch Station to Richmond Hill Centre Transit Project Assessment Environmental Project Report (February 2, 2009) as submitted by the Regional Municipality of York in partnership with the York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission;
2. The Minister of Energy and Infrastructure and the Chair of Metrolinx be advised that the City of Vaughan supports the Yonge Subway Extension as a project identified in the Metrolinx Regional Transportation Plan's 15-Year Plan for Regional Rapid Transit and Highway Improvements; and that this project be identified for early implementation within the 15-year timeframe, consistent with a 2017 opening.
3. The Region of York and the York Region Rapid Transit Corporation be advised that the City of Vaughan supports the commitments to further work identified in Section 6 of the Transit Project Assessment, with particular regard to the following:
 - Ensuring through the detailed design process that appropriate screening and operational and environmental measures are put in place to protect the residential area around the Langstaff/Longbridge Station from impacts which may result from the commuter parking lot planned for the west side of Yonge Street, within the Hydro Corridor;
 - Ensuring through the detailed design process that an appropriate design, respecting the natural and heritage qualities of the area, is developed for the proposed bridge over the East Don River; and that all necessary mitigation measures are identified.
 - Co-ordinating the design of the subway facilities with the on-going land use planning exercises in Markham, Vaughan and Richmond Hill to support the integration of the subway facilities into new developments in a way that does not sacrifice quality urban design and development potential.
4. This report be forwarded for information purposes to the Regional Municipality of York, the York Region Rapid Transit Corporation, the City of Toronto, the Toronto Transit Commission, the Town of Richmond Hill, the Town of Markham and the Honourable Peter Kent MP Thornhill, the Honourable Maurizio Bevilacqua, MP - Vaughan, Peter Shurman MPP Thornhill and Greg Sorbara MPP Vaughan.

Economic Impact

There will be no economic impact resulting from the adoption of this report.

Communications Plan

York Region and the York Region Rapid Transit Corporation in conjunction with the City of Toronto and the TTC conducted a public consultation program as part of the work plan for the preparation of the Yonge Street Subway Extension Transit Project Assessment. It is intended that this report be provided to the pertinent agencies and municipalities for information purposes.

Purpose

The purpose of this report is to establish the City's position on the Yonge Street Subway Extension Transit Project Assessment.

Background – Analysis and Options

a) **Background**

The Yonge Street Subway Extension, from the Finch Avenue Station to Richmond Hill Centre, was first identified as part of the *MoveOntario 2020* program. It was announced by the Provincial Government in June 2007 as one of fifty-two *MoveOntario* projects. The total program cost was estimated at \$17.5 billion dollars, of which 65% (\$11.5 billion) would be funded by the province, with the remainder (\$6 billion) being provided by the federal government.

On June 21, 2007 Regional Council directed staff to initiate the preparation of an Environmental Assessment for the Yonge Street subway extension. The team of York Consortium 2002 and the McCormick Rankin Corporation was retained by the York Region Rapid Transit Corporation to complete a Conceptual Design and Functional Planning study for the subway extension. Being a cross-boundary project, the Toronto Transit Commission consented to the Region taking the lead on this work.

Concurrent with the announcement of the *MoveOntario* program in June 2007, it was also announced that there would be a new 6-month Environmental Assessment process for transit projects. Its purpose is to accelerate the review and approval of transit projects. To implement the process a new regulation was adopted under the *Environmental Assessment Act*. The regulation, *Transit Projects and Greater Toronto Transportation Authority Undertakings, OR 231/08*, came into effect on June 24, 2008. The Yonge Street subway extension proceeded under this process.

The Conceptual Design and Functional Planning Study, which defined the project, took place from January 2008 to October 3, 2008. The process also included an extensive public and stakeholder consultation process. It formed the basis for moving forward with the new transit EA process. Notice of commencement of the Transit Project Assessment and Approval Process was issued on September 30, 2008.

On October 28, 2008 Council adopted a resolution endorsing the Subway Extension Project, as defined in the Functional Planning Study, for the purposes of further review and evaluation under the Transit Project Assessment Process. A copy of this resolution forms Attachment No. 1 to this report. Notice of Completion of the Transit Project Assessment Report was issued on February 2, 2009 and the Environmental Project Report was submitted to the Ministry of the Environment for approval.

Prior to approval there is a 30-day review period where objections may be filed with the Minister. This period ends on March 4, 2009. Such objections are limited to matters that may have an impact on a matter of provincial importance that relates to the natural environment or has cultural or heritage value or interest; or where the transit project may

have a negative impact on a constitutionally protected aboriginal or treaty right. These matters must be considered by the Minister within 30 days of the issuance of the Notice of Completion. The Minister may require further consideration of the project or impose conditions on its approval. Comments and concerns may also be provided to the proponents (the Region of York and the City of Toronto/TTC).

b) Status of the Yonge Subway Extension Under the Greater Toronto Transportation Authority's (MetroLinx) Regional Transportation Plan (*The Big Move – Transforming Transportation in the Greater Toronto Area and Hamilton (November 2008)*)

The Greater Toronto Transportation Authority (Metrolinx) was given responsibility for overseeing the implementation of the *MoveOntario 2020* program. These initiatives were to be incorporated into the Regional Transportation Plan, which Metrolinx was mandated to prepare. The plan, *The Big Move*, was approved on November 28, 2008.

The Yonge Subway Extension was identified as one of the top 15 priority projects, which are targeted for completion during the first 15-years of the Regional Transportation Plan's implementation. They were selected as key regional projects that will result in substantial capacity increases in key corridors, bring new rapid transit services to under-served areas and improve regional connectivity.

Metrolinx will be conducting a Benefits Case Analysis for each of the priority projects, including the Yonge Subway Extension and will make a decision on capital funding in the summer of 2009. Budget and capital spending priorities for the 2009/2010 to 2013/2014 will be established in the fall of 2009, based on the outcome of the Benefits Case Analysis.

A recommendation has been included requesting that Metrolinx provide for the early implementation of the Yonge Subway Extension. It will be a key element of the system that will service south York Region and the northern part of Toronto. The extended Yonge line should be operational as soon as possible after the opening of the Viva Highway 7 Bus Rapid Transit service and the Spadina Subway Extension to the Vaughan Corporate Centre. The Spadina Subway Extension is currently programmed to open in 2015 with the Bus Rapid Transit Service being available concurrently. This will provide comprehensive rapid transit service in three of the GTA's most strategic corridors.

c) Contents of the Transit Project Assessment

The Transit Project Assessment is set out in six parts:

- 1.0 Introduction;**
- 2.0 Outline of the Study Consultation Process;**
- 3.0 Study Area Conditions;**
- 4.0 Alternatives Considered and Features of the Recommended Transit Project;**
- 5.0 Detailed Assessment of the Impacts, Proposed Mitigation, and Monitoring of the Transit Project; and**
- 6.0 Commitments to Future Work.**

Appendices include:

- A Preliminary Alignment Engineering Plates;**
- B Station Location Analysis;**
- C East Don River Crossing;**
- D Richmond Hill Centre Alignments;**
- E Station Layout Concepts;**

F	Preliminary Geotechnical Report;
G	Stormwater Management Preliminary Assessment;
H	Existing Conditions: Built Heritage and Cultural Heritage Landscapes;
I	Contamination Overview Study;
J	Natural Environment
K	Noise and Vibration Impact Study;
L	Air Quality;
M	Langstaff/Longbridge Traffic Analysis;
N	Consultation Record

This report will focus on the major elements of the recommended project with particular regard to the implications for the City of Vaughan.

d) Description of the Preferred Transit Project

The purpose of the study is to identify the impacts and mitigation measures associated with the preferred Transit Project, which was defined through the initial Conceptual Design and Functional Planning Study. The major elements of the project are described below.

Length

The Subway Extension will have a total length of 6.8 km from the end of the existing tail track at Finch Station to the end of the tail track located at the Richmond Hill Centre Station, north of Highway 7. The alignment is designed so as not to preclude a further northerly extension of the subway.

Location of Alignment

The subway running structure (tunnels) and station platforms are primarily located within the Yonge Street road allowance from Finch Station to immediately south of Highway 7. At this point the alignment veers to the east to proceed to the Richmond Hill Centre Station (Anchor Hub) station immediately to the west of the CN Rail (GO Transit) Line, south of High Tech Road. The subway station is located in close proximity to the GO Rail station, the Viva/YRT and the future Highway 407 Transitway bus terminals to create an integrated multi-modal inter-regional transit facility. The alignment is shown in Attachment No. 2.

The alignment is preliminary in nature and refinements will take place during detailed design to improve operating characteristics, reduce operating cost and maintenance requirements, minimize effects on property and reduce capital costs.

Stations

A total of six subway stations are provided within the alignment:

- Cummer/Drewry Station (between Steeles and Finch Avenues in Toronto);
- Steeles Station; (Attachment No. 3)
- Clark Station; (Attachment No. 4)
- Royal Orchard Station; (Attachment No. 5)
- Langstaff/Longbridge Station; (Attachment No. 6) and
- Richmond Hill Centre Station.

Construction Methods

The primary construction method will be tunnelling, using a Tunnel Boring Machine. Two other techniques will also be used.

Second, the plan calls for the construction of a road bridge across the East Don River north of Centre Street. The subway would be carried on a lower deck, immediately below the vehicular traffic. This will limit the depth of the subway, which will allow the Royal Orchard Station to have a shallower profile thereby improving passenger accessibility to the station.

The third method is "cut and cover". It will be used for all the subway stations and this method will provide the link between Finch Station and the Cummer/Drewry Station and the section between the East Don River bridge and the Royal Orchard Station.

Station Related Facilities

Some stations will be required to provide a number of related facilities to support the operation of the system and to facilitate transit/intermodal integration. The required facilities are described below:

Cummer/Drewry Station:	<ul style="list-style-type: none"> • Bus Turnaround Loop.
Steeles Station:	<ul style="list-style-type: none"> • 25-bay underground bus terminal (provides for a future LRT service on Steeles) • Passenger Pick-Up and Drop Off; • Electrical Substation.
Clark Station:	<ul style="list-style-type: none"> • Electrical Substation.
Royal Orchard Station:	<ul style="list-style-type: none"> • Electrical Substation.
Longbridge/Langstaff Station:	<ul style="list-style-type: none"> • Passenger Pick Up and Drop Off; • Approximately 2000 space park and ride commuter lot in the Hydro Corridor.
Richmond Hill Centre Station:	<ul style="list-style-type: none"> • 28-bay bus terminal; • Proposed Highway 407 Transitway terminal; • Richmond Hill GO Rail Station; • Passenger Pick Up and Drop Off; • Electrical Substation.

Important Features of the Alignment and Stations

The recommended project provides for a 25 bay bus terminal at the Steeles Subway Station. It will be located below grade primarily within the Steeles Avenue and Yonge Street road allowances, mainly along the Steeles Avenue axis. This will minimize, but not eliminate, the need to acquire abutting property. Access to the bus station will be by way of ramps leading to and from street level. This will free-up development land on the adjacent corners of the intersection, which might otherwise be constrained by a large bus station. The location of the passenger pick up and drop-off will be determined during the detailed design process. Options will be examined on the northeast and northwest corners of the Yonge/Steeles intersection.

A 2000+/- car commuter parking lot will be provided in the Hydro Corridor adjacent to the west side of the Langstaff/Longbridge Station along with a passenger pick up and drop off. Being adjacent to a residential neighbourhood, it will be necessary to provide screening to mitigate the visual, light, traffic and noise impacts which may result from the parking lot.

Perhaps the most profound change to the Yonge Street streetscape will be the construction of a bridge across the East Don River between Centre Street and Royal Orchard Boulevard. The bridge will be designed to accommodate the Yonge Street vehicular traffic on the top deck, with the subway box on a lower deck. Without the bridge, the subway would have to be tunnelled under the East Don River. This would result in an extremely deep alignment, which would make a Royal Orchard Station problematic. The style of bridge will have to be compatible with the natural and heritage character of Thornhill and the East Don River Valley. In addition, any issues regarding the quality of the pedestrian experience, access and noise attenuation will also need to be addressed.

These issues will be resolved during the detailed design process.

Emergency Exit Buildings

Emergency exits are required between stations to meet safety requirements for the purpose of evacuating passengers and providing access for emergency services. They extend from the underground tunnels between stations to small buildings (3m high, 10 sq. m in area) located on the surface. North of Steeles Avenue and south of Highway 7, emergency exits are proposed for the following locations:

- West side of Yonge Street between Doncaster Avenue and the CN Rail Line;
- Within the municipal right of way on the west side of Yonge Street at Arnold Avenue;
- Within the municipal right of way on the east side of Yonge Street between Centre Street and the proposed Don River Bridge;
- Private property on the east side of Yonge Street between Uplands Avenue and Kirk Drive.

Project Costs

The total estimated cost of the project in 2008 dollars is \$2.4 billion. This is composed of: \$655 million for stations and area facilities; \$600 million for tunnels, special structures and operating systems; \$240 million for subway trains; \$110 million for storage and maintenance facilities for subway trains; \$670 million for engineering and other costs; and \$125 million for property acquisition. If it is determined that an additional yard will be required to accommodate the additional subway trains, the current cost allowance will be adjusted accordingly.

Construction Staging and Traffic Management

Construction staging will be planned in a manner that will minimize the impact on transportation modes, mobility and infrastructure. A traffic management plan will be developed during detailed design that will provide for vehicular movement during construction. The traffic management plan will be based on Traffic Impact Study Guidelines prepared by the City of Toronto and York Region.

A number of general guidelines and principles will be used. These include: Minimizing lane reductions through construction zones; providing alternative routes where possible; where closures occur identifying detours and closing during off-peak hours when possible; maintaining left turn lanes whenever possible and if not, adopting left turn prohibitions; appropriate signage; adjustments to traffic signal timing; maintaining bus bays/stops whenever possible; maintaining a minimum 1.2 m wide pedestrian sidewalks and providing alternative pedestrian routes when a full closure is necessary; and ensuring that private access is maintained.

The plan must be approved by the affected road authorities, in consultation with the emergency service organizations prior to the award of the construction contracts. Information sessions will be held with the local community to explain the construction activities and restrictions. Each subway station, the East Don River Bridge, special track work areas, TBM launch and extraction sites and the Steeles Bus Terminal will all have individual construction staging plans, which will help shape the traffic management measures for each area.

e) Proposed Mitigation and Monitoring of the Transit Project

Section 5 of the report provides a detailed assessment of the impacts of the project and the proposed mitigation and monitoring measures. It describes the environments that may be affected; the potential impacts, the measures to minimize, manage, prevent and avoid environmental impacts; and the monitoring and contingency measures.

The potential impacts are classified under three categories:

- Displacement of Existing Features by the Transit Project: Permanent effects within the study area that result from the introduction of the subway facilities;
- Construction Impacts: Short-term potential impacts resulting from construction activities; and
- Operational Impacts: Long-term effects resulting from the operation and maintenance of the Transit Project.

These three categories were broken down into detailed criteria, based on the facilities or activities resulting from the subway, and were tested against five environments present in the study area, including:

- The Natural Environment;
- Socio-Economic;
- Culture;
- Transportation;
- Utilities.

The level of impact was measured on a scale ranging from "Strong" (High probability of an interaction) through "Moderate", "Weak" to "None". The majority of the matrix reflected "None" or "Weak" probability for interactions.

This section sets out monitoring and contingency plans for the Transit Project. However, they are considered preliminary, dynamic and subject to refinements during the design process in consultation with the regulatory agencies and the public. Specific monitoring requirements resulting from permits and approvals obtained during design will be incorporated into the final monitoring and contingency plan. They will also be reflected in the provisions of the construction contracts.

f) Commitments to Future Work

York Region, the TTC and the City of Toronto have committed to future work to fulfill statutory requirements and to address issues and concerns that have and will be identified. These commitments are noted below, primarily in respect of their impact on the City of Vaughan.

Permits and Approvals

York Region and the TTC will seek the following approvals and permits:

- Site plan approvals for above-grade structures;
- Building permits for stations, emergency exit buildings and other ancillary structures;
- Stormwater management and sewer discharge approvals in accordance with City requirements; and
- Heritage Impact Assessments at the Royal Orchard Station as identified in the Built Heritage and Cultural Landscapes Report.

Planning Initiatives

York Region, TTC and the City of Toronto propose to take a leadership role in planning initiatives that support the Transit Project. Specifically, the Region and the TTC will work with Markham, Richmond Hill and Vaughan to stimulate transit supportive development that incorporates and integrates the Transit Project alignment, stations and commuter facilities into development plans.

Property Acquisition

A property protection study will be undertaken during the early stages of the design process to ensure that new developments will not affect the implementation of the recommended project;

Negotiations will continue with the Ontario Realty Corporation/Hydro One for the property required for the Commuter Parking Lot and the Passenger Pick-Up and Drop-Off;

For required properties in Markham, Vaughan and Richmond Hill (including temporary construction easements) they will be acquired by negotiation or expropriation, as necessary.

Subway Capacity/Subway Rail Yard Needs

York Region, the City of Toronto and the TTC will work to resolve the impacts of the subway extension on the existing system. This will include integrating the results of the Subway Rail Yard Needs Study into the Transit Project to implement the recommended yards strategy, including an adjustment to the capital cost of the project. The impact of new ridership on downstream capacity will also be monitored.

Steeles Station Development

The underground bus terminal (primarily in the Steeles Avenue road allowance) represents the anticipated spatial requirements for intermodal transfers at the Steeles Station, between bus and subway. It provides an opportunity to maximize the benefits of promoting compatible transit infrastructure and land use. It is acknowledged that the extent of land around the station designated for integrated/adjacent transit-supportive development will be determined by Markham, Vaughan, Toronto and York Region.

Toronto, Vaughan, Markham, York Region and the TTC will work closely during their respective land use studies to optimize the interface and integration of the Steeles Station with transit supportive development.

York Region and Toronto will review the transportation requirements for Yonge Street and Steeles Avenue to minimize the respective road cross-sections, which will directly impact the property requirements associated with the underground terminal and subway station.

York Region, the TTC and the City of Toronto, in consultation with Markham and Vaughan will determine the roles and responsibilities of each agency for the design, construction, operation and maintenance of the station facilities.

Clark Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities.

Royal Orchard Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities. Being in the Thornhill-Vaughan Heritage Conservation District a Heritage Impact Assessment Report may be required. This will be determined during detailed design in consultation with the City.

Langstaff/Longbridge Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities. Discussions will also continue during detailed design with the local community regarding the final configuration of the parking lot and the passenger pick up and drop-off mitigation measures. This would include noise attenuation, stormwater management, landscaping with traffic access limited only to Yonge Street. Additional traffic analysis will be completed during detailed design to support permit applications to MTO/407 regarding the commuter parking lot entrance and the associated demand resulting from the adjacent and on-going land use studies.

Construction Issues

York Region and the TTC will conduct further research related to the construction phase of the project. Specific tasks will include but not be limited to:

- Developing traffic, transit and pedestrian management strategies for inclusion in contract documents;
- Conducting an existing building condition survey both pre- and post-construction;
- Preparing and implementing tree and streetscape protection and restoration plans;
- Undertaking a Designated Substance Survey for any buildings requiring demolition;
- Developing procedures for disposal of excavated materials, including contaminated soils in accordance with MOE requirements;
- Preparing a mitigation, monitoring and contingency plans for groundwater protection in consultation and in accordance with TRCA requirements;
- Preparing an erosion and sediment control plan in accordance with TRCA and municipal requirements;
- Including an air quality monitoring and mitigation plan for inclusion in the contract documents;
- Arranging a Stage 2 archaeological assessment, where potential was identified in the Stage 1 assessment or where ground disturbances will occur during construction;
- Undertaking a stray current protection study for other utilities.

Relationship to Vaughan Vision 2020

This report is consistent with the following strategic initiatives under the objective "Plan and Manage Growth":

- Work with other levels of government to continue to support the expansion of the GO System and public/rapid transit;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City.

Regional Implications

Adoption of the recommendations of this report will support an undertaking for which the Region of York is a proponent.

Conclusion

The Yonge Subway Extension project offers numerous benefits to the Region of York, the Towns of Markham and Richmond Hill, the City of Vaughan and the City of Toronto. It will introduce rapid transit services, it will offer an alternative to the private automobile, it will mitigate traffic impacts on the environment and it will provide an unprecedented opportunity for "city-building".

It will allow Vaughan, Markham, Richmond Hill and Toronto, to design a new land use and urban design future for Yonge Street; one that reflects its role as a "main street" through a section that acts as a multiple gateway to and from Vaughan, Markham, Richmond Hill and Toronto. The land use planning processes are already underway. Therefore, the Minister of the Environment should be advised that the City of Vaughan supports the approval of the Transit Project Environmental Assessment Report as a critical component of a comprehensive City-building exercise.

From a Provincial perspective the *Places to Grow* vision of three Urban Growth Centres in the Highway 7 Corridor (the Vaughan Corporate Centre, the Richmond Hill Centre and the Markham Centre) is dependent on providing the transit infrastructure necessary to support their development. The Yonge Subway Extension is a critical element of the planned Metrolinx rapid transit system. Together with the Viva Highway 7 Bus Rapid Transit Service, the Spadina Subway Extension and Markham North-South Link, the Yonge extension will provide the underpinnings for the *Places to Grow* land use scheme.

If this transition is to occur in a timely fashion, the early implementation of a high quality system is essential. Given the length of time that it takes to design and build a subway, work on the Yonge Street Extension project should begin early in the initial 15-year plan of the Metrolinx program. Therefore it is recommended that the Minister of Energy and Infrastructure and the Chair of Metrolinx be advised that the City of Vaughan supports the early implementation of the Yonge Subway Extension as one of the 15 initial Metrolinx projects, with a targeted opening in 2017.

The proponents have made a number of commitments to further work and consultation. Two examples include the impact on residents in proximity to the proposed commuter parking lot north of Longbridge Avenue and the design and effects of the new bridge over the East Don River on adjacent lands. York Region, the TTC and the City of Toronto has committed to consulting with the public, property owners and stakeholder agencies (including the local municipalities) during the detailed design of the Transit Project alignment, stations and related commuter and ancillary facilities. In supporting these commitments, the City will work with the proponents to resolve such issues.

On this basis it is recommended that the recommendations set out in this report be approved.

Attachments

1. Council Resolution: October 28, 2008
2. Planned Subway Alignment and Station Locations;
3. Steeles Avenue Station;
4. Clark Station;
5. Royal Orchard Station;
6. Langstaff/Longbridge Station.

Report Prepared by:

Roy McQuillin, Manager of Corporate Policy, ext. 8211

Respectfully submitted,

Bill Robinson
Commissioner of Engineering and
Public Works

John Zipay
Commissioner of Planning

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 27, 2008

Item 41, Report No. 49, of the Committee of the Whole , which was adopted without amendment by the Council of the City of Vaughan on October 27, 2008.

41 PRESENTATION – YORK REGION RAPID TRANSIT WITH RESPECT TO THE YONGE SUBWAY AND THE RICHMOND HILL TERMINAL ALIGNMENTS

The Committee of the Whole recommends:

- 1) That the presentation by Ms. Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation, 1 West Pearce Street, 6th Floor, Richmond Hill, L4B 3K3, and Mr. Tom Middlebrook, McCormick, Rankin Corporation, Yonge Street Lead, and presentation material submitted, titled “Yonge Subway Extension Preliminary Planning for Transit Project Assessment”, dated October 6, 2008, be received; and
- 2) That the following resolution titled “Yonge Subway Extension – Finch Station to the Richmond Hill Centre, Transit Project Assessment – 2008”, dated October 6, 2008, submitted by Councillor Shefman, be approved:

WHEREAS the Regional Municipality of York in partnership with the York Region Rapid Transit Corporation (the proponents) have issued the Notice of Commencement (September 30, 2008) of the Transit Project Assessment Process for the Yonge Subway Extension;

AND WHEREAS the proponents have completed a Conceptual Design and Functional Planning Study for the proposed subway extension as the basis for defining the Transit Project, which will be the subject of an Environmental Project Report under the Transit Project Assessment Process;

AND WHEREAS the proposed Transit Project is composed of the following elements: A 6.5 km, 6 station underground extension of the Yonge Subway located primarily within the Yonge Street right of way, from Finch Station in the City of Toronto to a proposed station at Richmond Hill Centre with intervening stations at Cummer/Drewery Avenues, Steeles Avenue, Clark Avenue, Royal Orchard Boulevard, Longbridge/Langstaff Roads and major intermodal bus terminals at the Steeles Avenue Station and at the Richmond Hill Centre Station;

AND WHEREAS it is proposed that Yonge Street be bridged at the Don River Valley and that the subway traverse the valley on the lower deck of the proposed bridge;

AND WHEREAS it is proposed that there be a 1900 car parking lot and Passenger Pick Up and Drop Off on the west side Yonge Street in the Hydro One corridor, north of Longbridge Road in the City of Vaughan;

AND WHEREAS the Transit Project will be proceeding under the new Environmental Assessment process, which provides for the completion of the assessment and project approval six months after its commencement;

AND WHEREAS it is the intention of the proponents to submit the Environmental Project Report for approval in early December of 2008 after the completion of the public consultation process in November;

AND WHEREAS the Yonge Subway Extension is a highly significant project for the City of Vaughan and it is appropriate to comment on matters that should be addressed in the process to ensure a high quality environment for residents and businesses that respects the historical and natural features and amenities of the Yonge Street corridor.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 27, 2008

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NOW THEREFORE IT IS RESOLVED:

THAT the City of Vaughan endorses the transit project as defined for the purposes of further review and evaluation under the Transit Project Assessment Process;

AND THAT in completing the assessment process the proponents have regard for, but not limited to, the following matters:

1. In finalizing the alignment of the subway into the Richmond Hill Centre, the location of and access to the Longbridge/Langstaff subway station take into consideration the opportunities for pedestrian access to the residential community on the west of side of Yonge Street in the City of Vaughan;
2. In planning for the commuter parking lot and passenger pick up and drop off in the Hydro Corridor on the west side of Yonge Street, the following design issues be addressed: Maximizing the visual and acoustic screening for residents on the north side of Longbridge Road; visual screening/streetscaping adjacent to the facility on the west of Yonge Street; sustainable characteristics of the parking area including stormwater quality and quantity control, snow storage and use of innovative control measures; protection of the Don Valley natural systems to the west of the proposed parking area; and the need for any pedestrian or trail connections;
3. In considering the traffic operations of the proposed parking lot and passenger pick up and drop-off, the traffic study/traffic management plan should minimize the impact on the adjacent residential community and ensure that controls/access points and designs are identified to allow for the efficient operation of the subway facilities in conjunction with proposed development on the east side of Yonge Street. Consideration should be given to a direct link to the parking area from Highway No. 407;
4. In designing the proposed Yonge Street bridge crossing of the Don Valley, the following issues be addressed: Ensuring that the bridge enhances the pedestrian environment on Yonge Street particularly as it respects sidewalks/boulevards and lighting; the bridge design being complementary to the heritage character of old Thornhill; minimizing the impact on the existing dwellings/businesses on the west side of Yonge Street as it regards noise and visual intrusion; the noise impacts of the subway box beneath the bridge be examined and mitigated; ensuring alternative measures (both permanent and temporary) for properties whose accesses will be affected by the bridge; and the traffic management plan implemented during the construction of the bridge ensure the continued safe operation of Yonge Street;
5. That direct pedestrian access from the west side of Yonge Street be provided into the Royal Orchard station.
6. In designing the Clark Avenue Station, its location and pedestrian access points be designed in such a fashion as to encourage pedestrian traffic from the north;
7. The design of the Steeles Station take every effort to preserve the development/urban design potential of the Steeles Avenue intersection through the equitable and strategic distribution of subway facilities (e.g. bus terminal, PPUDO, transformers, air shafts), the integration of such facilities into the development plans for the area, exploring locations that would use public land (e.g. road allowances) for these facilities and the preservation of intersection frontage for development;

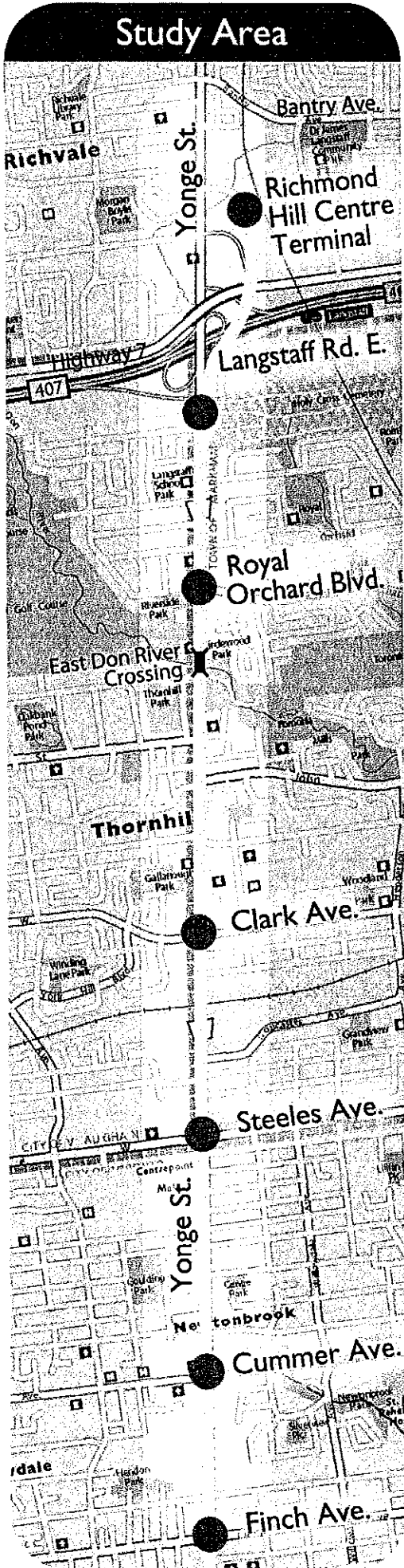
CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 27, 2008

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AND THAT staff report to Council on the Environmental Project Report prior to its submission;

AND THAT this resolution be forwarded to the Region of York, the York Region Rapid Transit Corporation, and the Towns of Markham and Richmond Hill.





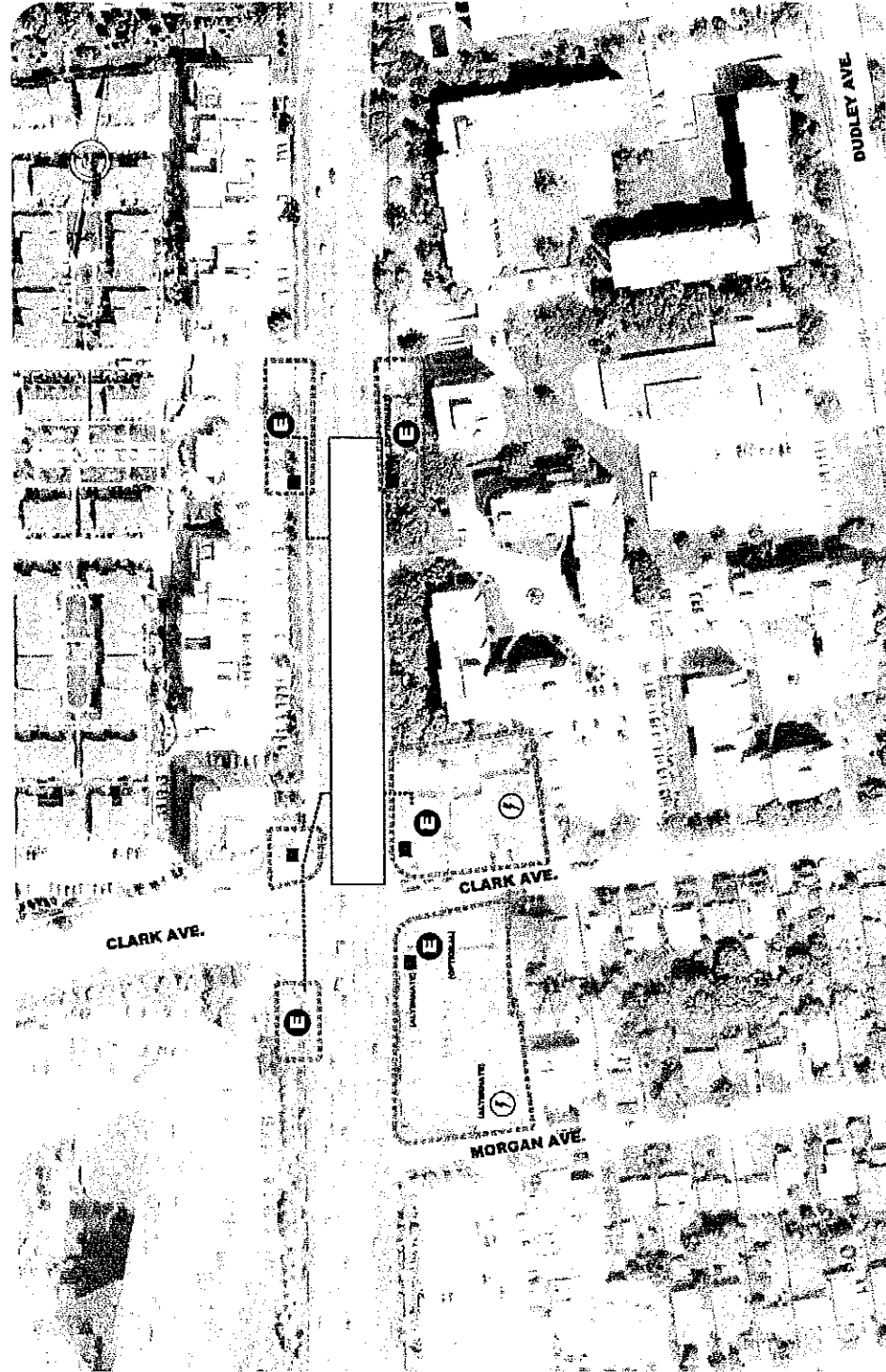
EXHIBIT

4-8











STEELES STATION - PREFERRED LAYOUT

Yonge Subway Extension - Finch Station to Richmond Hill Centre
 Transit Project Assessment





Legend

-  Subway station
-  Subway layout
-  Entrance/exit
-  Entrance
-  Exit
-  Subway layout
-  Subway layout
-  Full program construction
-  Partial property acquisition
-  Real estate site



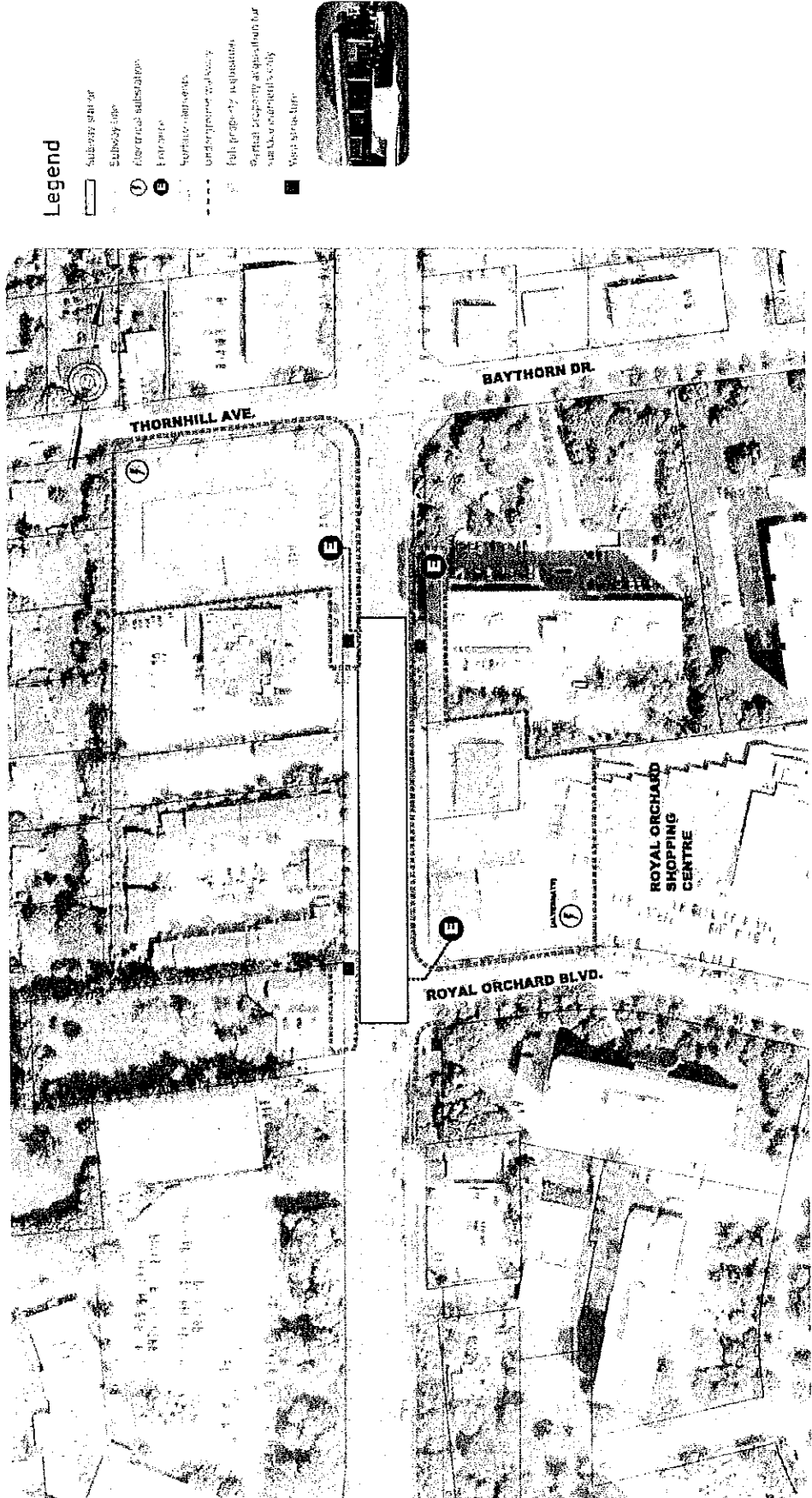
CLARK STATION - PREFERRED LAYOUT

EXHIBIT

4-10

Yonge Subway Extension - Finch Station to Richmond Hill Centre
Transit Project Assessment





ROYAL ORCHARD STATION - PREFERRED LAYOUT

Yonge Subway Extension - Finch Station to Richmond Hill Centre
Transit Project Assessment

