

Committee of the Whole (2) Report

DATE: Monday, December 12, 2022 **WARD(S):** ALL

TITLE: METROLINX INITIATIVES UPDATE – FALL 2022

FROM:

Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: FOR INFORMATION

Purpose

To provide a status update on the latest Metrolinx activities in Vaughan, including improvements to GO stations, GO Expansion and the Yonge North Subway Extension Project.

Report Highlights

- The YNSE project is moving forward and has been separated into three contracts to meet the objectives of the YNSE project. The first contract for upgrades needed at Finch Station has been awarded to Black & McDonald Limited.
- The construction for the Rutherford GO station and Rutherford Road grade separation project has reached substantial completion.
- Metrolinx, in consultation with staff, are developing Station Master Plans (SMPs) to guide future improvements to Maple GO station.
- City Staff are protecting for potential GO Stations on the proposed Caledon-Vaughan GO line.
- The Block 27 Block Plan Application process and Collector Roads EA are underway.

Recommendations

1. THAT Council receive this report for information.

Background

Significant progress continues to be made on Metrolinx initiatives within Vaughan

Metrolinx is currently engaged in numerous planning, design and construction projects in the City. This report will provide updates on the Metrolinx projects noted below:

- Yonge North Subway Extension (Planning/Design)
- Rutherford GO Station upgrades and Rutherford Road grade separation (Construction)
- Maple GO Station Master Plan (Planning)
- Proposed Caledon-Vaughan GO service (Planning)

In addition, there are ongoing City projects which directly interact with and are affected by Metrolinx plans or infrastructure

A number of City projects, studies and/or submitted development applications are closely linked with Metrolinx projects, including the Block 27 Block Plans and Collector Road Environmental Assessment which will be discussed in this report.

Previous Reports/Authority

April 5, 2022, Committee of the Whole (1) (Item 6, Report No. 16) – [Metrolinx Initiatives Update – Spring 2022](#)

February 8, 2022, Committee of the Whole (2) (Item 7) – [Yonge North Subway Extension – Route Refinement Update](#)

November 9, 2021, Committee of the Whole (2) (Item 7) – [Metrolinx Initiatives Update Fall 2021](#)

April 7, 2021, Committee of the Whole (1) (Item 12, Report No. 14) – [Metrolinx Initiatives Update Spring 2021](#)

November 3, 2020, Committee of the Whole (1) (Item 4, Report No. 51) – [Metrolinx Initiatives Update Fall 2020](#)

May 20, 2020, Committee of the Whole (2) (Item 14, Report No. 20) – [Metrolinx Activities Update – Spring 2020](#)

November 5, 2019, Committee of the Whole (1) (Item 7, Report No. 34) – [Metrolinx Activities Update – Fall 2019](#)

May 7, 2019, Committee of the Whole (Item 12, Report No. 17) – [Metrolinx Activities Update](#)

April 11, 2018, Committee of the Whole (Item 9, Report No. 14) – [Metrolinx Draft 2041 Regional Transportation Plan and Regional Express Rail Initiatives Update](#)

November 13, 2017, Committee of the Whole (Working Session) (Item 2, Report No. 41) - [Metrolinx Draft 2041 Regional Transportation Plan City-Wide](#)

May 16, 2017, Committee of the Whole (Working Session) (Item 1, Report No. 19) - [Metrolinx Regional Express Rail Update City Wide](#)

Analysis and Options

Metrolinx is advancing work on the Yonge North Subway Extension

Yonge North Subway Extension (YNSE) Project is a cross-jurisdictional transit priority project included in Metrolinx's 2041 Regional Transportation Plan (RTP) that will support growth in York Region and City of Toronto.

The project extends approximately 8 kilometers (6 km underground and 2 km at-grade) north from Finch Station to the Richmond Hill/Langstaff Gateway Urban Growth Centre at Highway 7, with 5 confirmed stations at Steeles Ave, Clark Ave, Royal Orchard Blvd, Bridge (Highway 407) and High Tech Rd. One additional station at Cummer Ave may be constructed if funding is available. The project also includes a train storage facility currently proposed to be located north of High Tech station.

Metrolinx has completed analysis on how to organize the design and construction contracts to best deliver YNSE project. Based on this analysis, the YNSE project has been split into three (3) separate contracts, each with different timelines and procurement strategies. Varying levels of input and engagement are required from staff during the procurement processes, with the majority of engagement required during the design of the stations which is expected to occur over the next few years.

Contract 1 – Finch Station Early Works

Metrolinx has awarded the construction contract for upgrades needed at Finch Station to Black & McDonald Limited; this is an important milestone for the Yonge North Subway Extension (YNSE) project.

These upgrades will create the foundation for major construction and focus on portions of the station that will connect the existing TTC Line 1 service to the subway extension from the City of Toronto to York Region and the Cities of Markham, Richmond Hill and Vaughan.

Contract 2 - Advance Tunnels (AT)

This contract is being delivered using a design-build approach, which means that the specifications for the project are set by Metrolinx, but the designs to meet these specifications can differ between bidders. The winning bidder will construct the tunnels for the future subway. Staff have commented on several drafts of the Project Specific Output Specifications (PSOS) which were accompanied by Reference Concept Designs (RCD), in order to ensure that the City's requirements were reflected in the requirements.

Metrolinx continues to meet with all stakeholders to ensure comments have been addressed and closed out with the intention of awarding the project in 2023.

Contract 3 - Stations, Rails and Systems (SRS)

The last contract is to build the subway stations themselves, as well as install the subway rails and systems required to support operations. The contract is being delivered through a Progressive Design-Build (PDB) approach, in which Metrolinx works closely with a proponent through the actual detailed design of the stations, rails and systems to ensure objectives are reached, rather than relying on detailed specifications as in a Design-Build approach. This approach will require staff to review proposed stations through a proposed Modified Site Plan Review process at key design milestones. The Modified Site Plan Review process is currently being negotiated between Metrolinx and the affected municipalities.

In addition, Metrolinx continues to engage with various stakeholders to finalize the elements for each station. Each station location is unique and will require different strategies to implement required elements within the design.

As well, field investigations are underway and property requirements are being determined, while a real estate protocol is also under negotiation.

Construction at Rutherford GO station and the Rutherford Road grade separation has reached substantial completion

The overall project to improve Rutherford GO station, including a new station building, platform, parking garage, as well as the grade separation of Rutherford Road, has reached substantial completion. Inspections conducted by staff and Metrolinx staff identified deficiencies which has led to on-going work at the station itself as well as on Rutherford Road. These deficiencies are expected to be addressed within the next year.

Metrolinx is developing a Station Master Plan (SMP) that will guide the improvements at Maple GO station to align with their 2041 Station Access Plan.

The Station Master Plan identifies optimal locations for 2041 GO Rail Station Access Plan (SAP) requirements and provide recommendations on how the GO station will integrate with the public realm and potentially connect to the surrounding communities in the short to long term. The SMP identifies three preliminary site plan options, each taking into consideration the following 2041 SAP requirements set for Maple GO station:

Station Access Facilities	Current (2022)	Future (2041 SAP)
Active Transportation	<ul style="list-style-type: none"> East: pedestrian pathways 	<ul style="list-style-type: none"> East: additional pedestrian pathways East: two-way, on-street bike lane East/West: pedestrian bridge East: pedestrian plaza
Bus Facilities	Total: 1 bus bay <ul style="list-style-type: none"> East: bus bays (1 GO) 	Total: 4 bus bays (ongoing works for 2023) <ul style="list-style-type: none"> East: bus bays (1 GO, 3 YRT)
Bike Parking	Total: 16 bike spaces <ul style="list-style-type: none"> East: 16 covered 	Total 80 bike spaces <ul style="list-style-type: none"> East: 48 covered East: 32 secure
PUDO	Total: 37 spaces <ul style="list-style-type: none"> East: 31 waiting and 6 loading spaces (peak/ferry configuration) 	Total: 50 spaces <ul style="list-style-type: none"> East: 40 waiting and 10 loading spaces (peak/ferry configuration)
Parking	Total: 1,738 spaces <ul style="list-style-type: none"> East: 1,738 surface 	Total: 1,955 spaces <ul style="list-style-type: none"> Add 217 spaces Up to 50% carpool/reserved parking

These options were presented to staff at a workshop held by Metrolinx in September 2022. Staff reviewed and commented on the options and identified key concerns, challenges, and expectations for each option. Taking this input into consideration, Metrolinx will refine and narrow down the preliminary site plan options and present the refined options to staff in a second workshop anticipated to be held in mid-November 2022.

Two potential GO Train Stations are identified along the future Caledon-Vaughan GO Line) in Block 60 East.

Two potential GO Train Stations are identified along the future Caledon-Vaughan GO Line (formerly Bolton GO Line) in Block 60 East, as shown on Map 10 of the York

Region Official Plan (2022). One station is located in the vicinity of Rutherford Road and the Canadian Pacific rail line and one at Major Mackenzie Drive and the Canadian Pacific rail line. These stations are also identified in the Region's 2022 Transportation Master Plan (Map 3), Vaughan Official Plan (2010) (Schedule 10) and the Metrolinx Bolton Commuter Rail Service Feasibility Study. The 2041 Regional Transportation Plan (RTP), as approved by the Metrolinx Board of Directors on March 8, 2018, identifies the Bolton Commuter Rail Service as a project for consideration beyond the 2041 horizon.

Until such time that these potential GO Stations are confirmed through technical studies and approved by Metrolinx, staff support the protection of lands surrounding these potential GO Stations for future implementation. As a result, staff are actively engaged with the participating landowners group through the Block 60E Block Plan and subsequent development application processes, to protect for potential station areas through the use of planning tools such as Holding Provisions ("H" symbol).

The Block Plan application and Collector Street Environmental Assessment (EA) in the Block 27 Secondary Plan area are currently underway

The EA for the Collector Street Network and Block Plan application in the Block 27 Secondary Plan area will support the establishment of the proposed future Kirby GO Station.

Participating Landowners within Block 27, collectively known as the Block 27 Landowners Group, Inc., have submitted a Block Plan application for the Block 27 Secondary Plan Area. Concurrent to the Block Plan application process, Vaughan and Participating Landowners are collaborating as co-proponents on the Environmental Assessment (EA) for the Block 27 Collector Street Network which advances the street network established in the North Vaughan New Communities Transportation Master Plan (NVNCTMP). The EA is targeted for completion in early 2023 and will complete the remaining portions of the (MCEA) process. The EA will establish the recommended alignments and cross-sections of the collector street network. A Public Information Session took place on November 16, 2022 regarding the EA study. It is anticipated a Public Meeting will be held for the Block Plan application at a later time.

Financial Impact

None.

Broader Regional Impacts/Considerations

By virtue of establishing a regional transit system, all of the initiatives Metrolinx currently

has underway will provide new, sustainable and safe transportation options for residents, visitors and businesses within Vaughan.

Conclusion

Metrolinx is investing significant resources to advance transit infrastructure within the Vaughan. While this work continues, it is important that the City's interests are effectively presented to Metrolinx by staff so that they can be incorporated into the on-going planning and delivery processes.

When completed, these new transit services will provide convenient and sustainable region-wide transportation options which meet the goals of the City's Transportation Plan. To ensure that the City's on-going need for sustainable and safe transportation choices are met to the fullest extent, staff will continue to work with local and regional partners including neighboring municipalities, York Region and Metrolinx on these important initiatives.

For more information, please contact Selma Hubjer, Director of Infrastructure Planning and Corporate Asset Management, ext. 8674.

Attachments

None.

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