

**DATE:** April 16, 2021

**TO:** Mayor and Members of Council

**FROM:** Nick Spensieri, Deputy City Manager, Infrastructure Development  
Vince Musacchio, Director, Infrastructure Planning & Corporate Asset Management

**RE:** **COMMUNICATION April 7, 2021 CW (1) – item 12 – Metrolinx Activities Update Spring 2021 and item 14 - Councillor Shefman's Members Resolution regarding the Yonge North Subway Extension**

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## **1. Purpose**

The purpose of this Staff Communication is to provide the Mayor and Members of Council with additional information on the Yonge North Subway Extension and the Metrolinx presentation regarding the April 7, **2021 CW (1) – item 12 – Metrolinx Activities Update Spring 2021 and item 14 - Councillor Shefman's Members Resolution regarding the Yonge North Subway Extension.**

## **2. Analysis**

**The Initial Business Case for the Yonge North Subway Extension project was publicly released on March 18, 2021**

Metrolinx is advancing the preliminary design and engineering for the YNSE project to inform an “Initial Business Case” which was released on March 18, 2021. As part of this process, Metrolinx has examined a number of project features to test against the original Transit Project Assessment Process (TPAP) – approved alignment. The [Initial Business Case](#) (IBC) includes the review of technical and costing alternatives for three different subway alignments, stations numbers and different tunnel types (referred to as light blue, dark blue and magenta alignments) as shown in **Attachment 1**. Metrolinx has provided preliminary costing information which confirms that the full scope of the original six-station TPAP-approved YNSE project cannot fit within the \$5.6B cost envelope.

**The “reference alignment” for the Yonge North Subway Extension has been identified by Metrolinx**

A new “reference alignment” has been identified by Metrolinx for the project to proceed into the next stage of preliminary engineering. This new “reference alignment” has been identified within the [IBC Supplementary Analysis](#). This stage will be followed by a

Preliminary Design Business Case and a Full Business Case. Changes to the original TPAP includes an alignment that has shifted away from Yonge Street within the northern sections of the project as shown in **Attachment 2**. After tunneling under the East Don River and jogging west, the subway tunnel will head east at Royal Orchard Boulevard toward the CN right-of-way. The subway will run at-grade north of Holy Cross Cemetery through the Langstaff Gateway and within Richmond Hill Centre.

The reference alignment is recommended based on the following projections:

- Key transit benefits
- A greater number of stations
- Design innovations
- Fits within the \$5.6 billion funding envelope

### **The project will include the construction of four stations**

The recommended alignment includes three stations: Steeles, Bridge and High Tech. Steeles (below grade) and Bridge (at grade under Highway 7 and Highway 407) are identified as “Primary Stations/Transit Hubs” and High Tech (at grade at Richmond Hill Centre) is classified as a complimentary station. One neighbourhood station can be afforded at this time. The potential neighbourhood stations include Cummer (City of Toronto), Clark (York Region) or Royal Orchard (York Region). It is expected that Metrolinx will determine which neighborhood station will be included later this year.

### **The project is expected to commence procurement in Spring 2022**

As identified within Metrolinx presentation to the Committee of the Whole on April 7, 2021, the Request for Proposal (RFP) for the design and construction of the project is anticipated to be issued in Spring 2022 with a contract award scheduled for Fall 2023. The overall project schedule, as shown in **Attachment 3** was shared within the above noted presentation. The schedule shows that the project is currently in the Preliminary Design Business Case (PDBC) stage. Within this stage, the Reference Concept Design (RCD) is developed along with the Project Specific Output Specifications (PSOS) to inform the Terms of Reference for the RFP. Once the PDBC is completed and approved, the project will move into the procurement phase, allowing for the issuance of the RFP. The PDBC is anticipated to be completed in Fall 2021 and requires approval by the Metrolinx Board.

In addition, the technical work that informs the new subway alignment, along with the public consultation that is currently being undertaken, will inform the project file and fulfill the requirements of the amendment to the original Environmental Assessment. This amendment is expected to be completed in early 2022.

### **The YNSE is expected to be in service by 2030**

Metrolinx anticipates that the design and construction phase of the project will be

completed within seven years of contract award. The subway is anticipated to be in service by 2030. It is important to note that the IBC does indicate that the service date is contingent on the service date of the Ontario Line. That is, the YNSE will only be placed into service once the Ontario Line is in service.

For more information, please contact Vince Musacchio, Director, Infrastructure Planning and Corporate Asset Management at extension 8311.

Attachments:

1. YNSE Initial Business Case Alignment Options
2. YNSE Reference Alignment
3. YNSE Proposed Project Milestones

**Approved by**

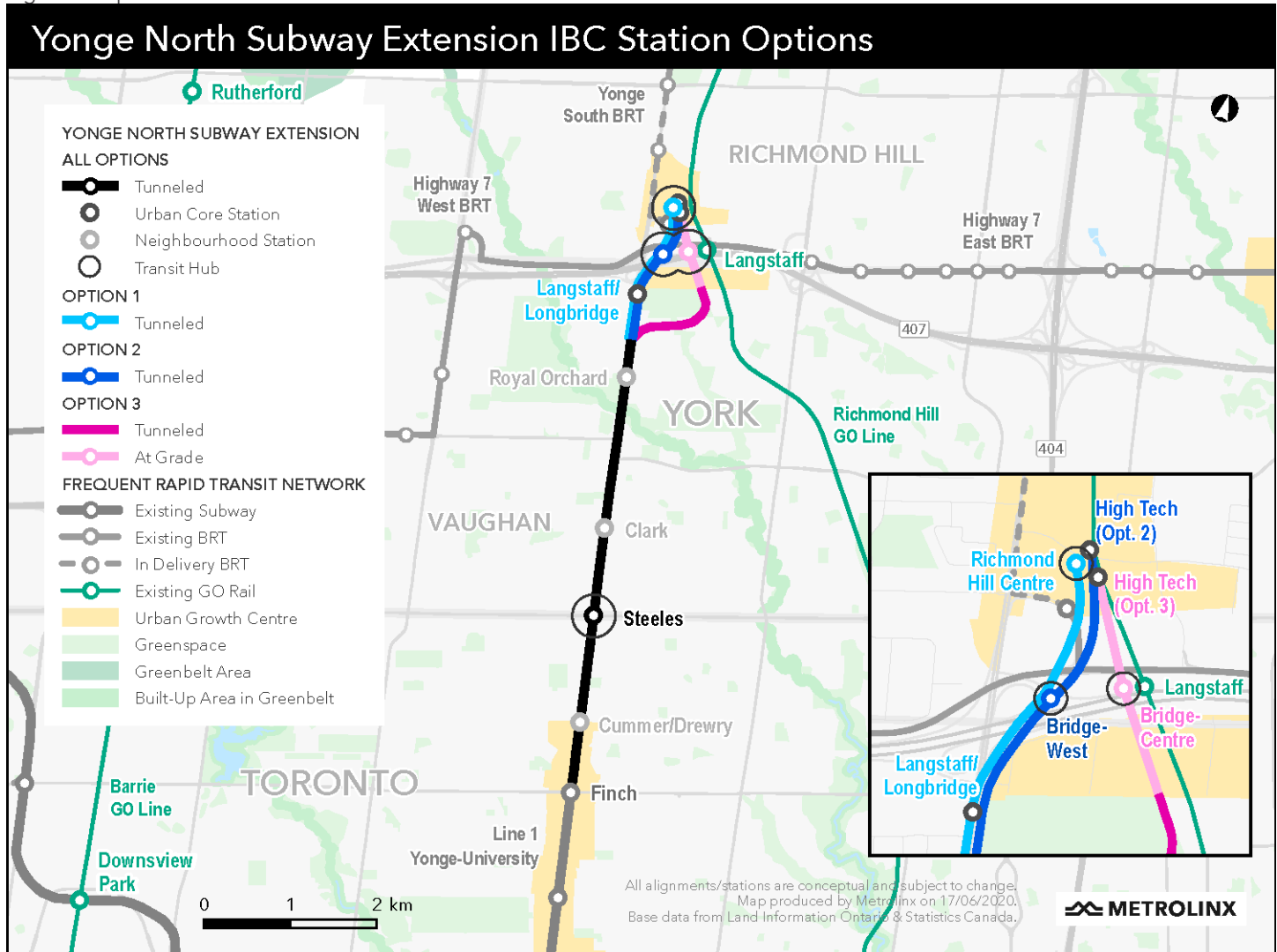
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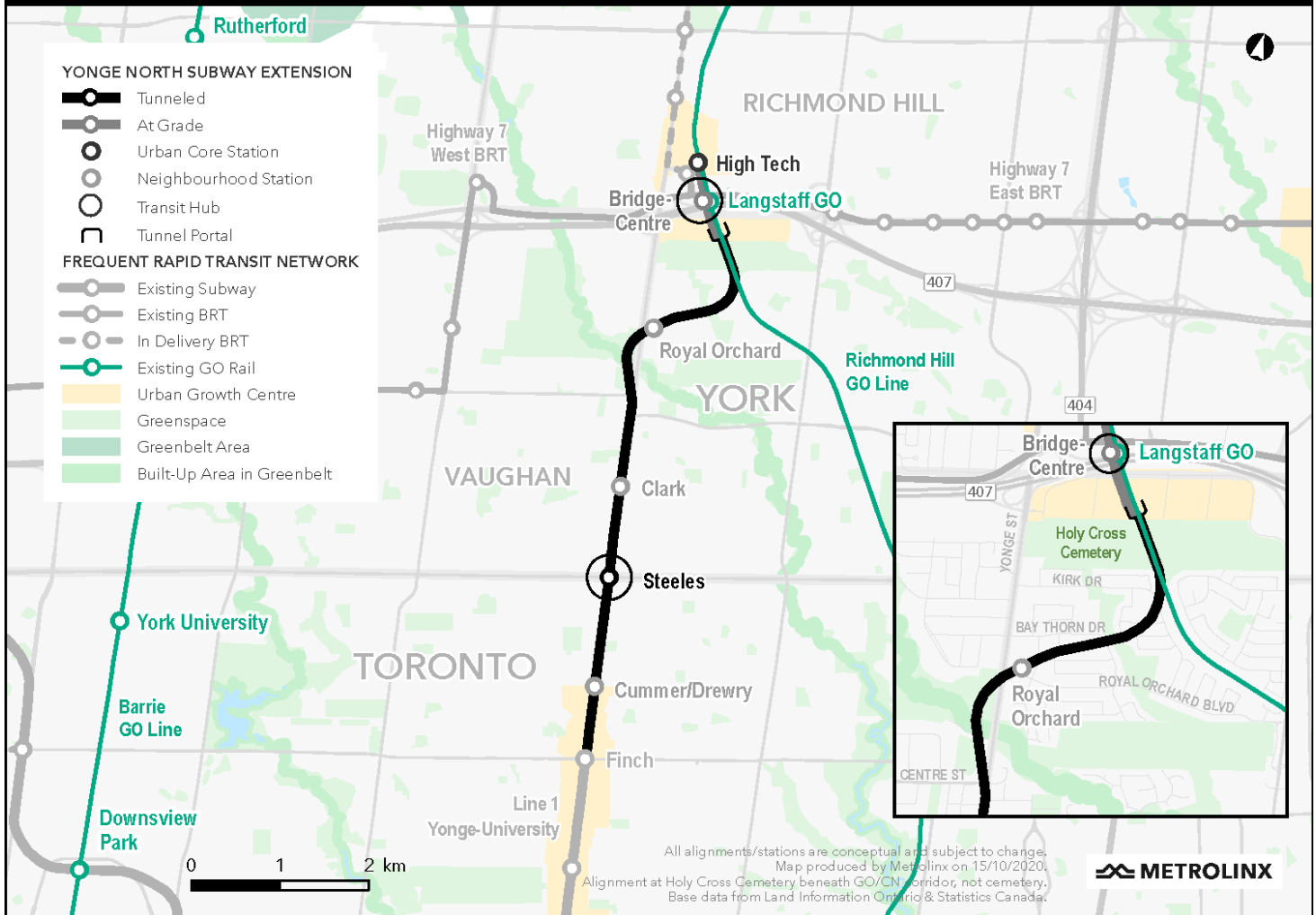
Nick Spensieri, DCM  
Infrastructure Development

## YONGE NORTH SUBWAY EXTENSION INITIAL BUSINESS CASE

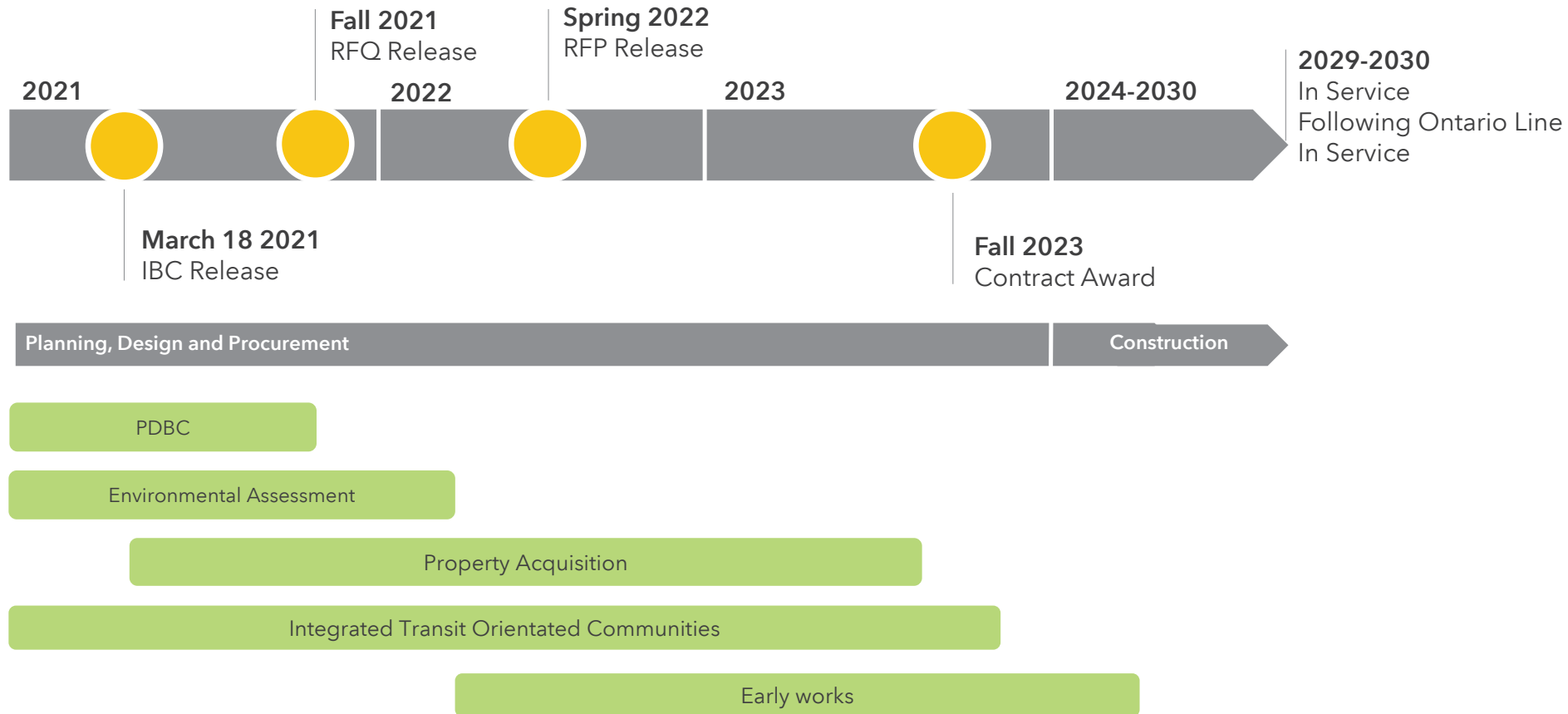
Figure 1: Options under consideration in the YNSE Initial Business Case



## Yonge North Subway Extension



## PROJECT MILESTONES



DATES/TIMELINES SUBJECT TO CHANGE