

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 16, 2017

By receiving the following Communications:

- Regional Councillor Di Biase declared an interest with respect to this matter insofar as it relates to Block 27, as his children own land in Block 27 given to them by their maternal Grandfather and did not take part in the discussion or vote on the matter.*

The Committee of the Whole (Working Session) recommends:

- ## Recommendation

1. THAT the presentation from Metrolinx on the Regional Express Rail (RER) Update be received;
2. THAT Metrolinx be requested to integrate the required grade separation of Kirby Road at the Barrie GO Rail Line with the planning, design and Transit Project Assessment Process (TPAP) for the proposed Kirby GO station;
3. That the Mayor and Clerk be authorized to execute the necessary agreements with Metrolinx respecting the funding of the additional cost for the inclusion of the Kirby Road grade separation and related road works into the current Metrolinx Regional Express Rail program, in the form and content satisfactory to the Deputy City Manager, Planning and Growth Management, the Chief Financial Officer and City Treasurer and the Deputy City Manager, Legal and Human Resources / City Solicitor, with funding from Capital Project DT-7112-14:

CITY OF VAUGHAN

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4. THAT Metrolinx be requested to consider structured parking for the Kirby GO station in an effort to maximize developable land surrounding the station and to support a people-oriented community;
5. THAT Metrolinx be requested to support the City, Region and stakeholders efforts to advance plans for the Concord GO Centre Station through the planned Mobility Hub Study;
6. THAT staff report to a future Committee of the Whole meeting on the implementation strategy for both the Kirby Road and McNaughton Road grade separations at the Barrie GO Rail Line; and
7. THAT a copy of this report be forwarded to York Region and Metrolinx.

Contribution to Sustainability

The Metrolinx Regional Express Rail (RER) program is part of a larger comprehensive regional network of rapid transit corridors. As part of the RER service expansion, the Barrie GO corridor, which goes through the City, will result in reduced travel times and give people more options to get to where they want to go. This contributes to sustainability by providing commuters with more travel options and reducing auto dependency. This is consistent with the City's Community Sustainability and Environmental Master Plan – Green Directions, which identified the goal of ensuring the City is easy to get around and has a low environmental impact.

Economic Impact

Kirby Road is under the City's jurisdiction. The City's Transportation Master Plan (TMP) identifies the need to widen and improve Kirby Road to support the planned growth in the City including the new communities in Blocks 27 and 41. The TMP also concludes that a grade separation is required on Kirby Road at the Barrie GO rail line.

The cost of the Kirby Road improvements was estimated to be approximately \$154 million in 2013. The City's current Development Charge Background Study (2013) includes \$67 million for capital improvements to Kirby Road, including a grade separation at the Barrie Rail Line, road widening and extension within the period of the Development Charge By-law. The balance of the road works (\$87 million) was considered a post period benefit.

The City has also budgeted \$891,980 through capital project DT-7112-14 for the completion of a Municipal Class Environmental Assessment study for the segment of Kirby Road between Jane Street and Bathurst Street. Of the total budget for these works, \$325,000 is committed to the completion of the study for the Kirby Road extension between Bathurst Street and Dufferin Street.

The cost associated with a grade separation on McNaughton Road at the Barrie GO Line is not included as a project under the City's current Development Charge By-law.

Communications Plan

The City's Corporate Communication staff will be collaborating with Metrolinx's communication team to ensure consistent and timely messaging.

A copy of this report will be forwarded to both the Region of York and Metrolinx

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Purpose

The purpose of this report is to augment a presentation from Metrolinx on the status of the Regional Express Rail (RER) program and to seek Council's endorsement to request Metrolinx:

- i) to integrate the required grade separation of Kirby Road at the Barrie GO rail line with the planning, design and TPAP for the proposed Kirby GO station
- ii) to consider structured parking for the Kirby GO station; and
- iii) to support the City, Region and stakeholders efforts to advance plans for the Concord GO Centre Station through the planned Mobility Hub Study.

Background - Analysis and Options

Regional Express Rail is a 10-year program to expand commuter rail service providing opportunities for people to change how they commute throughout the entire Region

The vision for the Metrolinx GO RER is to provide more frequent train services (two-way, all-day), higher speed electrified trains that are faster and more reliable, manage congestion on the roads, and promote growth and economic development by improving access to destinations. Metrolinx has worked with the Ministry of Transportation, agencies and other levels of government to develop the GO RER program, which is comprised of five key elements:

1. Service Concept - the foundation to determine infrastructure needs and develop a phasing plan
2. Infrastructure Needs – determination of the infrastructure and equipment needed to deliver on the Service Concept
3. Electrification Plan - the extent of electrification across the system
4. Phasing Plan - the optimal sequencing of infrastructure and service, considering factors like ridership growth, congestion benefits, and effective infrastructure delivery
5. Engagement Plan - the work necessary to engage stakeholders that include the public, municipalities, and elected officials

The Barrie Rail Corridor through the City would undergo significant service improvements under the RER program

As part of the Barrie corridor service improvement program, the following infrastructure build has been identified within the City (see Attachment 1):

- Double track - from Steeles through York University, Rutherford, and Maple to Allandale
- Signal improvements
- Bridge structure modification - including bridge expansion at Major Mackenzie Drive and Barrie GO line just south of Maple GO station
- Station modifications/ parking expansion at Rutherford and Maple GO stations
- Grade Separation at Rutherford GO station
- Two new stations on Barrie Corridor – including a new Kirby GO station in the City within Block 27 new community area.
- Corridor Electrification and Substation – require supporting infrastructures such as traction power substations, switching stations, and overhead contact system. This includes switching stations and paralleling stations at Maple and Rutherford. The Maple Paralleling Station is identified in Block 27.
- Customer experience improvements

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The Potential Concord GO Rail Station

Both the Regional and City Official Plans and Transportation Master Plans identify the potential for a GO Rail station at Highway 7 in Concord. The City's approved Concord GO Centre Secondary Plan specifically establishes a planning framework to support a potential station. On June 28, 2016 the Metrolinx Board of Directors adopted a resolution advising municipalities that three stations on the Barrie Go Line, including the Highway 7-Concord (Vaughan) station, would not be included in the 10-year plan. The resolution further provided that,

"Metrolinx will continue to collaborate to improve the strategic, economic, financial, and operations cases for these locations and bring them forward for future consideration to the Metrolinx Board. Additional considerations will include additional land use in the area that supports transit-oriented development and optimizes provincial transit infrastructure investments."

The Vaughan Term of Council Priorities for 2018 has identified the Concord Go station as a priority project. The City has budgeted for a Mobility Hub (Official Plan) Study and Comprehensive Transportation Study to identify both the land use and transportation measures that will support a multi-modal transit node consistent with the land use and density requirements of the Metrolinx Mobility Hub Guidelines and the Region and City Official Plans. Work has commenced on the procurement process for a consultant for the Mobility Hub and Comprehensive Transportation Study; and it is expected that the Hub study will take approximately one year to complete. This work will provide a solid basis for the reconsideration of this station by the Metrolinx Board. Staff will continue to work with Metrolinx to develop the case as per the Board's resolution.

Planning for the new Kirby GO station is well underway

On June 28, 2016, the Metrolinx Board approved the selection of additional GO stations on the Barrie GO Rail line in support of the RER expansion program including the new Kirby GO Station in the northeast quadrant of Block 27 within the new community areas.

Regional Council endorsed the new Kirby GO station at its October 2016 meeting. Subsequently, on November 15, 2016, the City's Council also confirmed the location and the City's commitment for the new Kirby GO station through the passing of the following resolution:

"Agreeing that the Kirby GO Rail Station be located on the Barrie GO Rail line near the intersection of Kirby Road and Keele Street, in the northeast quadrant of Block 27."

Since then, City Staff have been working with the transit agencies, Metrolinx and the Region to review and coordinate input on the key elements and deliverables pertaining to the development of the Block 27 Secondary Plan and the Kirby GO station study. Staff were advised by Metrolinx that they will be starting background work this summer for the new Kirby GO station in preparation for the Transit Project Assessment Process (TPAP) to begin in Q1 2018.

As such, Staff has requested Metrolinx to integrate the grade separation of Kirby Road at the Barrie GO rail line with the planning, design and TPAP for the proposed Kirby GO station. Metrolinx agrees with this integrated approach upon City's agreement that the City's approval process will not delay the overall station TPAP process, and that the City will be responsible for the incremental cost of including this work into the TPAP process. The incremental cost to include this Kirby grade separation can be facilitated through capital project DT-7112-14 and staff will make every effort to ensure integration occurs efficiently without delay.

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Staff will continue to work with Metrolinx, York Region and key stakeholders as the planning of the new station proceeds into the TPAP and report back to Council with status updates at key milestones.

City staff are also in support of the Strategic Parking Management guideline included in Metrolinx's Mobility Hub Guidelines (September 2011) Section 4.6: *Minimize surface parking and integrate parking within surrounding development and parking structures*. As a result, stakeholders in the Block 27 planning process have also shared their concerns with surface parking (currently estimated at 1,000 spaces) at the station site. Stakeholders are concerned that large tracts of surface parking would negatively impact the ability to achieve a mixed use node around Kirby Station and planned densities. As such, structured parking should be considered as part of the Kirby GO station. Recommendation to this effect is included in this report.

Expansion works to the existing GO Stations in Vaughan will begin in 2018

Both Rutherford and Maple GO stations have been identified for station modification and parking expansion with 1200 net new parking spaces at each station. An overview of the status and timeline for Barrie GO corridor programed improvements in the City is shown in Attachment 2.

Rutherford GO Station Status

The detailed design for the Rutherford Road grade separation will be completed in Q2 of 2017 and construction is anticipated between 2018 and 2022. The grade separation work includes building a detour road south of existing Rutherford Road to divert traffic for about 2 years while constructing the permanent Rutherford Road underpass and the railway bridge over Rutherford. As part of the grade separation project, a pedestrian bridge will also be constructed on the east side of the railway bridge. City staff have been working closely with York Region and Metrolinx staff in coordinating the grade separation and station construction work. In addition, the Metrolinx Project Team presented the aesthetic design proposed for the pedestrian bridge and station building to the City's Design Review Panel on January 26, 2017.

The station building rehabilitation, second track and platform and a new multi-level parking structure will also be constructed along the same timeframe as the grade separation from 2018 to 2022. However, the pedestrian tunneling installation that connects the two platforms is expected to be completed by August 2017. The proposed modified station layout and the associated milestone schedule is shown on Attachment 3.

Maple GO Station Status

The Metrolinx Project Team has been working with City staff on reviewing and providing input to the detailed design for Maple GO station modification, proposed parking expansion and rail bridge expansion options over Major Mackenzie Drive south of Maple GO. Effort has been made to coordinate and collaborate as much as possible to minimize disruption to the surrounding areas and construction costs. An example of such effort is the City's recommendation to include the substructure of a future pedestrian bridge along with the Major Mackenzie rail bridge expansion project. Staff are exploring opportunities to accommodate a future pedestrian bridge.

Construction for the station and parking expansion is anticipated to begin in April 2019 and be completed by 2022. The existing rail bridge just south of the Maple GO station is planned to be widened to accommodate the additional tracks. The detailed design of this bridge expansion is underway and construction is expected to begin in 2018. The proposed modified station layout with milestone schedule is shown on Attachment 4.

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The Metrolinx Rail Level Crossings Strategy has assessed all 50 existing level crossings in York Region and identified two grade separations in the City that are necessary to support the RER program

In conjunction with the RER program, Metrolinx undertook an assessment of the existing level crossings along Barrie GO corridor to determine if grade separations are required to support the RER program. The existing level crossings in Vaughan include:

- Rutherford Road
- Langstaff Road
- Rivermede Road
- McNaughton Road
- Kirby Road
- Teston Road just east of Keele Street
- King-Vaughan Road west of Keele Street

All the above mentioned level crossings were assessed by Metrolinx, however, only the McNaughton Road and Rutherford Road were prioritized by Metrolinx to be grade separated as part of the RER program.

The City will be assessing the Rivermede Road crossing further in conjunction with the Comprehensive Transportation Study associated with the Concord GO Centre Mobility Hub Study and previously approved Concord GO Centre Secondary Plan.

The Draft North-Vaughan and New Communities Transportation Master Plan (NVNCTMP) identifies the need to grade separate Kirby Road to support the new Kirby GO station

The Draft NVNCTMP confirms that a grade separation at the Kirby Road/GO Rail line is required based on the projected road and rail traffic. Given that the grade separation will also facilitate the necessary access to the proposed Kirby GO Station, there is a compelling case that the grade separation needs to be designed and constructed in conjunction with Kirby GO Station.

The Kirby Road grade-separation should be incorporated with the Transit Project Assessment Process for the new Kirby GO Station to expedite approvals

Metrolinx will need to undertake a Transit Project Assessment Process (TPAP) for the new Kirby GO Station. Given that the Kirby Road grade separation is integral to the design and operation of the Kirby Go Station, staff are recommending that the grade separation together with the associated road improvements be integrated in the TPAP for the new Kirby GO Station. This proposed integration will ensure a coordinated approach to approvals and will serve to expedite the delivery of the Kirby GO Station.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report is consistent with the Term of Council Service Excellence Strategy objectives to:

- Develop transit, cycling and pedestrian options to get around the City
- Invest, renew and manage infrastructure and assets
- Continue to ensure the safety and well-being of citizens, and
- Continue to cultivate an environmentally sustainable City

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Regional Implications

The introduction of RER will transform transit in the GTHA and in the Region. The increase in north south capacity along the Barrie, Stouffville and Richmond Hill rail corridors will complement existing YRT/Viva services and improve the utilization and performance of the Viva bus rapid system. It will also reduce crowding and increase the operational efficiency of other transit systems, encouraging more efficient urban development and making it more feasible to travel around the Region without a car. Furthermore, advancing grade separation and associated road improvements on Kirby Road will provide far more continuous uninterrupted east-west corridor movement in the North Vaughan area.

Conclusion

The Regional Express Rail improvement program involves many elements and each involves extensive planning, detailed design, and coordination work from multiple levels of government, agencies and stakeholders. Staff will continue to be engaged and involved in the RER initiatives and report back to Council with updates and for direction and required approvals as more information becomes available.

Staff are recommending that Metrolinx be requested to integrate the required grade separation of Kirby Road at the Barrie GO rail line with the planning, design, approval and construction of the proposed Kirby GO station and to support structured parking at the new Kirby GO Station. Staff are also requesting Metrolinx to be actively involved in the planning for the Concord Go Mobility Hub Study.

Staff will continue to work with Metrolinx to further develop the business case for the potential Concord GO station as per the Metrolinx Board's resolution.

Attachments

1. Barrie Corridor Improvements Overview
2. Barrie Corridor Improvements Status
3. Rutherford Station Modified Layout and Milestone Schedule
4. Maple Station Modified Layout and Milestone Schedule

Report prepared by:

Selma Hubjer, Manager, Transportation Planning, ext. 8674
Winnie Lai, Project Manager/Transportation Engineer, ext. 8192

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

Regional Councillor Di Biase declared an interest with respect to the foregoing insofar as it relates to Block 27, as his children own land in Block 27 given to them by their maternal Grandfather and did not take part in the discussion or vote on the matter.



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Communication		
COUNCIL:	<u>May 16/17</u>	
<u>CW/WS</u> Rpt. No. <u>19</u>	Item	<u>1</u>

DATE: MAY 15, 2017

TO: MAYOR AND MEMBERS OF COUNCIL

FROM: JOHN MACKENZIE, DEPUTY CITY MANAGER, PLANNING & GROWTH MANAGEMENT
STEPHEN COLLINS, DEPUTY CITY MANAGER, PUBLIC WORKS
MARY REALI, DEPUTY CITY MANAGER, COMMUNITY SERVICES
CLAUDIA STORTO, DEPUTY CITY MANAGER, LEGAL & HUMAN RESOURCES

RE: COMMUNICATION – COUNCIL MEETING – MAY 16, 2017

REPORT NO.19 ITEM 1, COMMITTEE OF THE WHOLE (WORKING SESSION)
MAY 8, 2017
METROLINX REGIONAL EXPRESS RAIL UPDATE
CITY WIDE

The following information is provided to questions raised by Members of Council at the Committee of the Whole Working Session on May 8, 2017.

Metrolinx is implementing Regional Express Rail, which includes expanding the Barrie corridor rail line that links Toronto to Barrie and runs through the City of Vaughan. The Provincial initiative will ultimately provide frequent two-way all day electrified commuter rail service.

The project is a 10-year program that will be completed in phases.

Phase one of construction began on July 1, 2016, and is scheduled for completion in summer 2017. Works include the construction of tunnels underneath the existing rail line at both the Rutherford GO and Maple GO Stations, construction of a second track from Strachan Avenue in Toronto to Centre Street in Aurora and signal improvements. The City has provided Temporary Permissions to Enter onto City owned property in support of this phase of construction.

Phase two of construction includes the construction of a new rail bridge over Major Mackenzie Drive to accommodate two rail lines. The piers for a future pedestrian bridge to the east of the rail bridge will also be constructed as part of the Maple GO Station expansion project. Metrolinx requires a temporary construction staging area to support the works planned for this phase in close proximity to the construction zone. The following three alternative sites were considered, as shown on Attachment #1:

1. South-east corner of the rail bridge and Major Mackenzie Drive. This is a privately owned property. The site has a number of mature trees and a historical house located on it. Ingress and egress was also determined to be problematic. The site was rejected by Metrolinx.



CANADA 150



memorandum

2. North-east corner of the rail bridge and Major Mackenzie Drive, north and east of the Maple Cemetery and the site of a new residential townhouse development (under construction), Metrolinx looked at using a portion of the commercial plaza parking lot. This site was deemed too far from the construction area and therefore rejected.
3. South-west corner of the rail bridge and Major Mackenzie Drive (City Hall north-east parking lot). This is Metrolinx preferred location for its construction staging area. Approximately 120 existing parking spots will be affected.

Metrolinx, in consultation with City staff, considered two alternative vacant land parcels for the temporary replacement of the impacted staff parking at City Hall. Specifically two sites at the City Hall campus were considered:

1. The south-east corner of the property. This location contains an existing outfall pipe, water service, and is the site of the future community garden recently approved by Council. For these reasons the site was rejected.
2. The site of the former City Hall. This site was chosen as the preferred location for a temporary parking lot during the Metrolinx project.

Metrolinx is committed to ensuring City Hall can continue its day to day activities during the planned construction period. Metrolinx has agreed to do the following works prior to occupying the temporary lands:

- The design and construction of the temporary replacement parking at a minimum of one for one basis. Metrolinx will prepare detailed design drawings for City staff to review and approve. The temporary parking lot will be removed by Metrolinx at the completion of their work and the entire City Hall campus property will be restored to current or better conditions. Council will be informed of the timing and any implications on City Hall campus planning at this point and time. Metrolinx has agreed to pay 100% of all costs associated with the replacement parking and restoration following their work. Please note, Metrolinx will design and build the temporary parking lot in a manner that, should the City wish, it can remain in operation until such time as the City proceeds with subsequent phases of the City Hall Campus master plan;
- The City has an approved capital project, in coordination with the Region to construct turning lanes and intersection improvements at City Hall's main signalized entrance. The timing of this project coincides with the Metrolinx bridge reconstruction project. As such, Metrolinx has agreed to expand its construction contract to include the intersection improvements. A Memorandum of



memorandum

Understanding or an Agreement will be drafted to specify the scope of work and the City's responsibility to pay its portion of the intersection improvement project;

- Metrolinx will be responsible for all works and costs associated with the preparation of the construction staging area (east parking lot) and restore the site to its original or better condition.
- The condition of the City Hall driveway will be documented prior to the commencement of the works and if it is deemed that the Metrolinx project resulted in damages then Metrolinx will be financially responsible for repairs.

Facilities Maintenance Services will work with Metrolinx to ensure that any construction will not interfere with safety, signage, lighting, security and the main loading and receiving area at City Hall.

The above matters will be outlined in an Agreement between the City and Metrolinx.

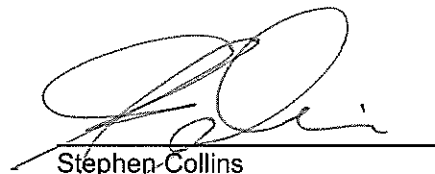
During this four year period, City staff will also be continuing work on planning for the City Hal Campus, taking into account accommodation needs, capital planning considerations, and ongoing consultation with other levels of government and agencies to determine potential interests in relocating.

Metrolinx requires the construction staging area from May 2018 for a four year period ending in 2022. Metrolinx have advised that they will not require the entire site for the four year period. As construction progresses they will reduce the footprint of the construction staging area. The construction of the alternative parking and required road works will begin in late summer 2017 and will be complete prior to Metrolinx occupying the east parking lot.

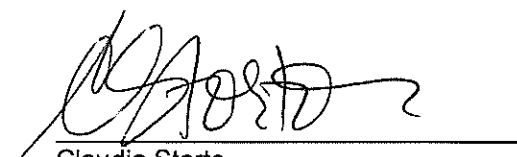
Attachment 1: Location Map

Report Prepared By:
Paul Salerno, Senior Manager of Real Estate

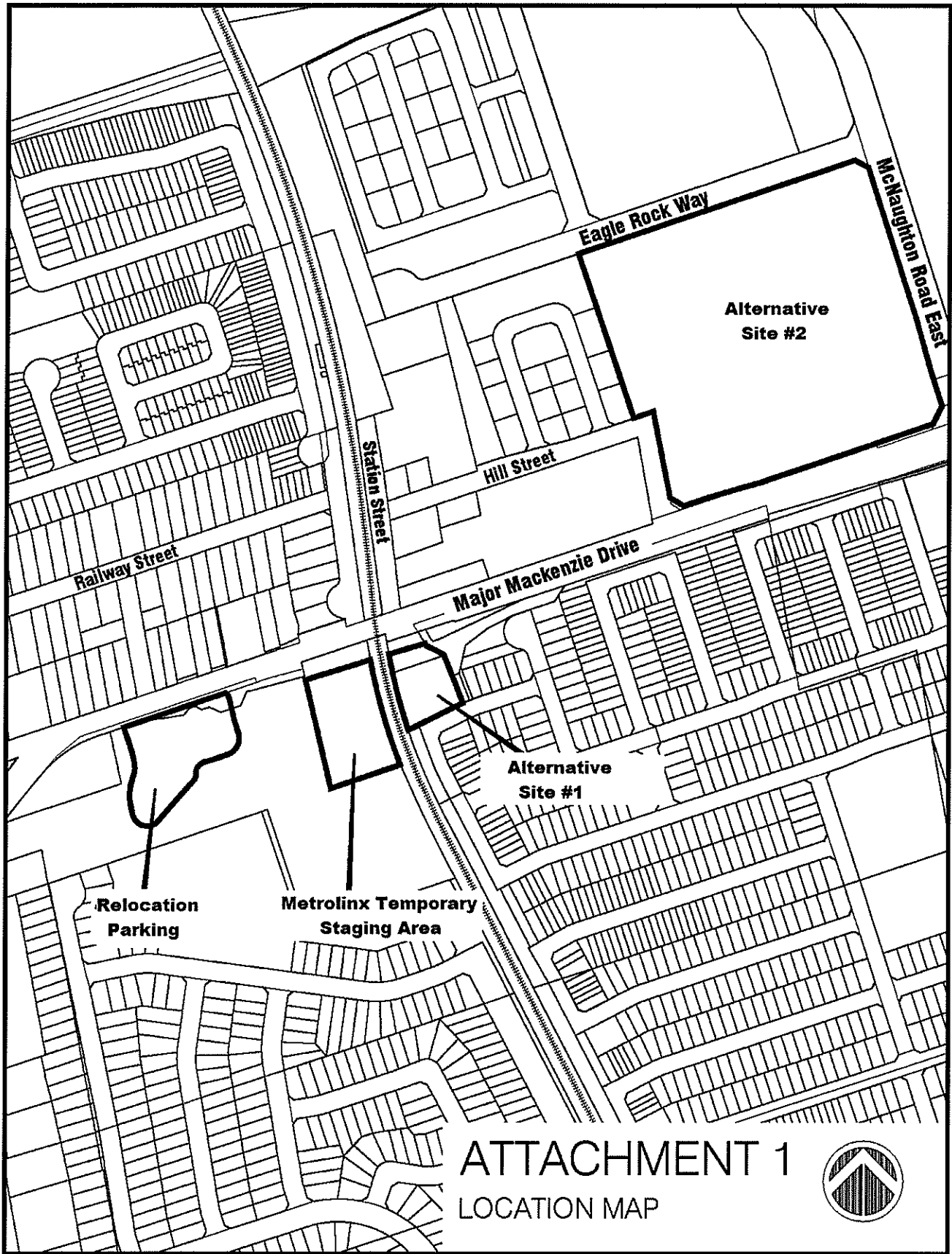


John Mackenzie
Deputy City Manager,
Planning & Growth Management

Stephen Collins
Deputy City Manager, Public Works

Mary Réali
Deputy City Manager, Community Services

Claudia Storto
Deputy City Manager, Legal & Human
Resources



ATTACHMENT 1

LOCATION MAP



C /
COMMUNICATION
CW (ws) May 8/17
ITEM - 1



METROLINX

CREATING CONNECTIONS IN THE CITY OF VAUGHAN

NICK SPENSIERI, DIRECTOR, CORRIDOR
INFRASTRUCTURE - METROLINX

ERIN MOROZ, DIRECTOR, COMMUNICATIONS AND
COMMUNITY RELATIONS - METROLINX

METROLINX PRESENTATION TO VAUGHAN CITY COUNCIL
MAY-8-2017

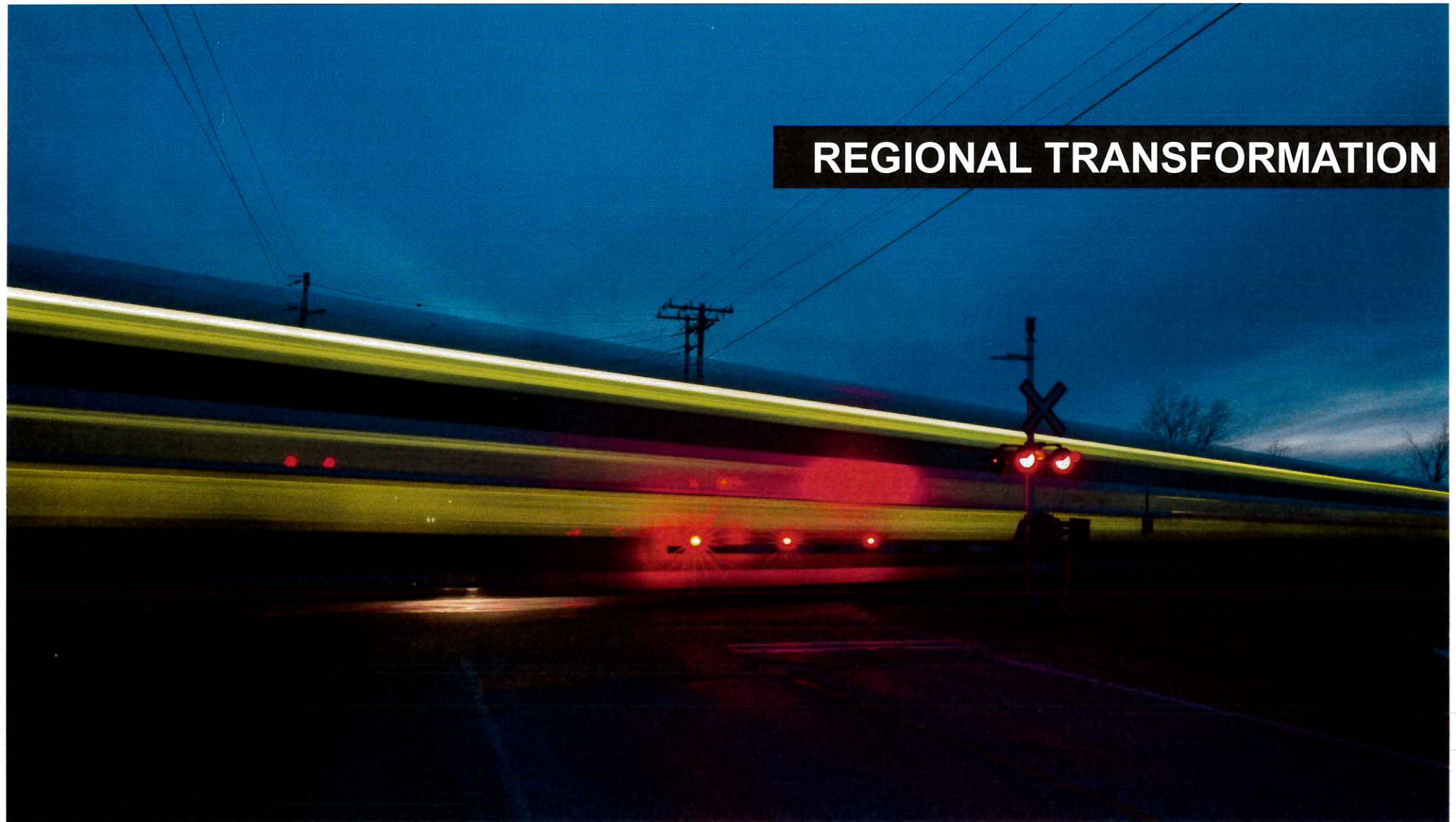


GRIDLOCK COSTS OUR ECONOMY



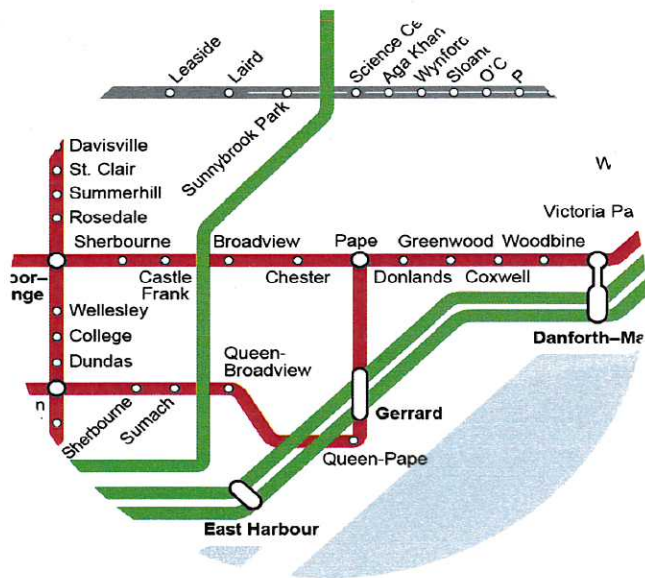
NEW -
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COMMUNICATION
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REGIONAL TRANSFORMATION



METROLINX

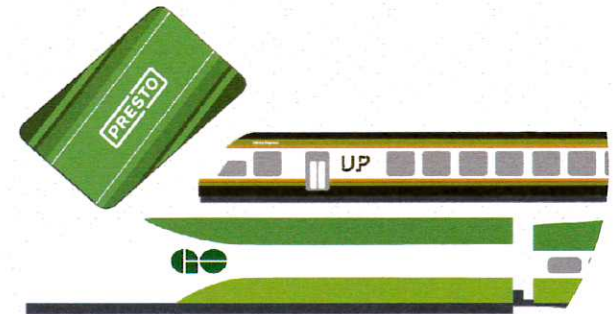
PLAN



BUILD



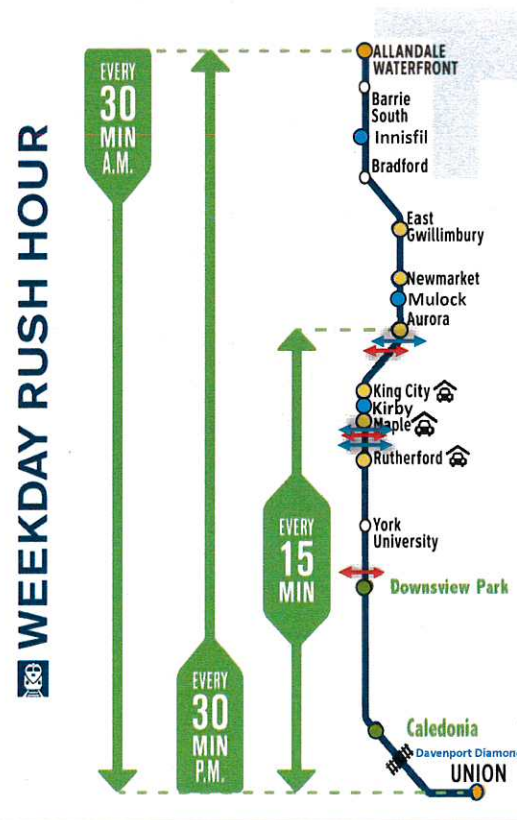
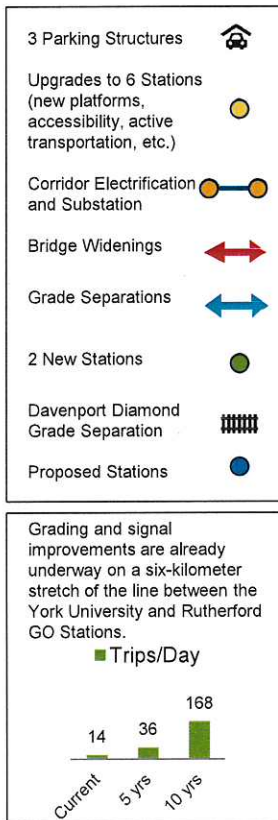
OPERATE



GO EXPANSION PROGRAM



BARRIE SERVICE IMPROVEMENTS



RAIL INFRASTRUCTURE IN THE CITY OF VAUGHAN

INFRASTRUCTURE NEEDS FOR GO EXPANSION

- Bringing more transit options and new levels of service doesn't come easy.
- Metrolinx is undertaking one of the largest infrastructure projects in North America.
- There is community-level disruption required to build a region-wide, integrated transit network.



New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



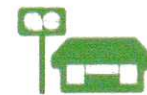
New Trains

New electric trains will travel faster for longer and reduce travel times.



New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

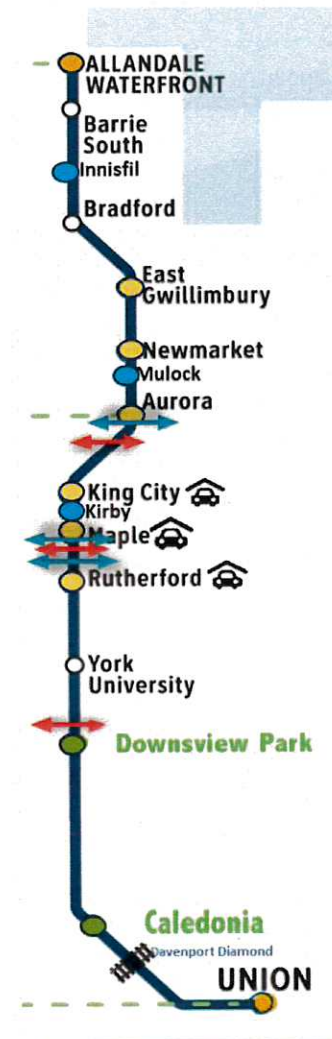


Overhead Catenary

BARRIE CORRIDOR PROGRAM OVERVIEW

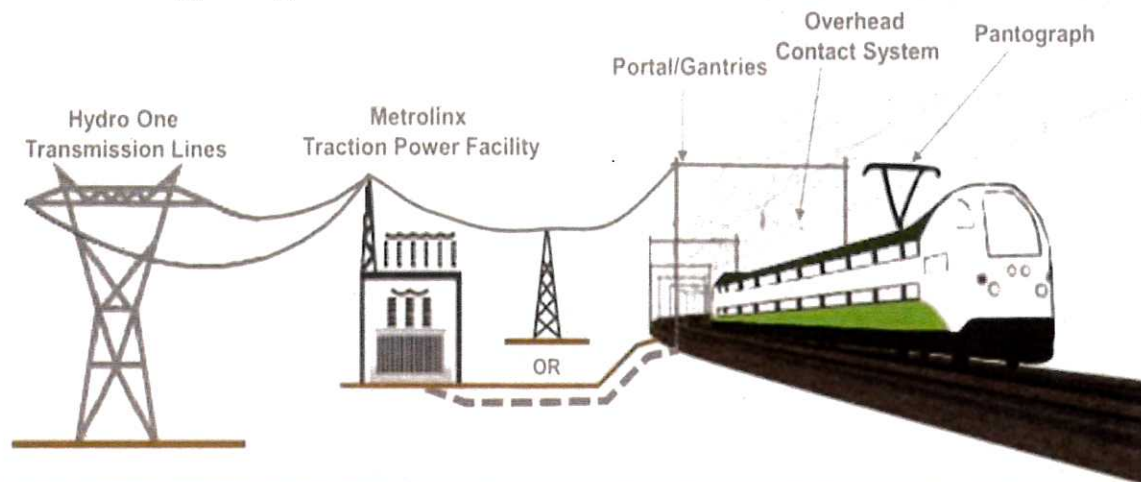
Infrastructure Build:

- Double track from Union Station to Aurora GO Station
- Signal improvements
- Bridge structure modifications
- Bradford layover expansion and modifications
- Barrie layover expansion
- Station modifications/parking expansion
- Improved rail crossings
- Grade separations
- Customer experience improvements



ELECTRIFICATION

- In order to electrify, we need to build infrastructure including traction power substations, switching stations, paralleling stations, overhead contact systems, and various safety modifications.
- This includes switching stations and paralleling stations at Maple and Newmarket.
- Design excellence is part of designing this infrastructure.



NEW TRACK & NEW STATIONS

NEW TRACK AND NEW STATIONS

- New Track – Barrie Corridor
 - From Union Station to Aurora GO Station to support 15-minute service from Union Station.
- New Stations
 - Gormley (opened December 2016)
 - Kirby (near Keele Street)
 - Mulock (near Bayview Avenue)
 - Bloomington (construction mobilized)
 - Downsview Park

RUTHERFORD GO STATION

Scope	
Phase I	Pedestrian Tunnel Installation
Phase II	Grade Separation Station Building Rehabilitation 2nd Track & Platform New Multi-Level Parking Structure 1200 Net New Parking Spaces

Milestone Schedule	
Design/Phase I Construction	Aug 2016 - Late 2017
Phase II Construction (DBF)	Late 2018 - Dec 2022



MAPLE GO STATION

Scope

Phase I	2 Pedestrian Tunnels
Phase II	Multi-Level Parking Structure New Kiss & Ride Bus-Loop with 4 Bus Bays Bicycle Facilities 1200 Net Parking Spaces

Milestone Schedule

Tender Documents Issued	Jun 2016
Design Period & Procurement	Sep 2016 – Apr 2019
Construction Period (DBF)	Apr 2019 – Dec 2022



EARLY STATION WORK

- Switch installation at Rutherford GO completed April 24.
- Installation of pedestrian tunnels at Maple GO completed Apr 23 and May 7.
- Installation of second track at Rivermede Road completed May 6-7.
- Pedestrian bridge connection over the corridor at Maple GO Station.

EARLY CIVIL WORK

- We're requesting a two-lane left-turn signal from Westburne Drive onto Rutherford Road.
- The signal would alleviate afternoon congestion as customers with vehicles leave the station.
- We're working with staff in Vaughan and York Region on a mutually agreeable solution that benefits the municipality, the region, and your residents.



EARLY CIVIL WORK



- Rail bridge widening over Major MacKenzie Drive will ensure all-day two-way service.
- Requesting to use north parking lot as construction staging area.
- We're working with staff in Vaughan and York Region on building 200-space semi-permanent parking lot to west of City Hall along Major MacKenzie, with new turning lane.

PARKING

- Our current plan is to build multi-level parking structures at Rutherford and Maple, with a total of 1200 net-new spaces at Rutherford and 1200 net-new spaces at Maple.
- Parking structures are currently in design phase.
- Long-term solutions for parking congestion include local/micro transit integration, and pedestrian and bicycle access.



KIRBY GO STATION

- In our New Stations Analysis, a potential Kirby GO Station ranked high for ease of construction, construction affordability and development potential.
- Site within a designated “New Community Area” in North Maple – Block 27.
- Kirby GO is at the very early concept stage, and much more study and planning work is required.
- We recognize that Vaughan’s Secondary Plan for Block 27 includes a grade separation at Kirby Road, and are working with City staff to determine feasibility of a grade separation.

HIGHWAY 7/CONCORD GO STATION

- Featured in our New Stations Analysis Report that was approved by Metrolinx Board of Directors in June 2016.
- After extensive study, Concord GO Station was not selected to proceed:
 - Higher construction costs
 - Potential ridership catchment is limited by the new Toronto-York-Spadina Subway Extension to the west
 - The potential for addition of new riders is offset by significant negative impacts to upstream riders.
- Metrolinx's Planning staff are working closely with the Region and the City on determining feasibility as part of a future build outside of the RER program.

LEVEL CROSSINGS AND GRADE SEPARATIONS

LEVEL CROSSINGS – ROAD/RAIL INTERSECTIONS

- With over 50 level crossings in York Region, they will continue to be a significant feature of the network.
- All level crossings on the GO network were assessed based on four criteria which included a number of components:

Usage and Existing Conditions (60%)

- Exposure Index (traffic and rail volumes)
- Geometry
- Accidents/Collisions
- Adjacent roadways and queuing

Operations (20%)

- GO Service improvements
- Special users (e.g. local transit, emergency services)
- Service reliability
- Station proximity

Social & Environmental (10%)

- Visual improvement
- Noise improvement
- Community connectivity

Cost (10%)

- Construction
- Property
- Maintenance

LEVEL CROSSINGS – ROAD/RAIL INTERSECTIONS

Among high and medium priority locations, a tiered approach was adopted to inform prioritization and discussions with municipalities.



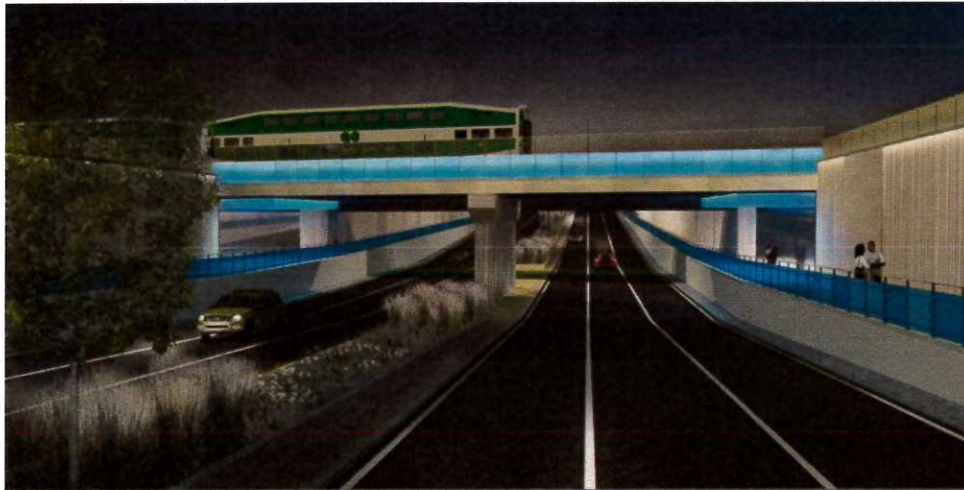
RESULTS: LEVEL CROSSINGS IN YORK REGION

Four proposed grade separations:

- **Rutherford Road:** adjacent to station, EA completed by York Region, planning underway, highest overall EI forecast on GO network.
- **Wellington Street East:** adjacent to station, heritage elements to be considered.
- **McNaughton Road:** adjacent to station.
- **Steeles Avenue East:** adjacent to station, EA underway by City of Toronto

RESULTS: LEVEL CROSSINGS IN VAUGHAN

- Planning and design work currently underway for Rutherford Road and McNaughton Road grade separations.
- Construction is anticipated to be completed in approximately 2022, in time for the estimated completion of Rutherford and Maple stations.



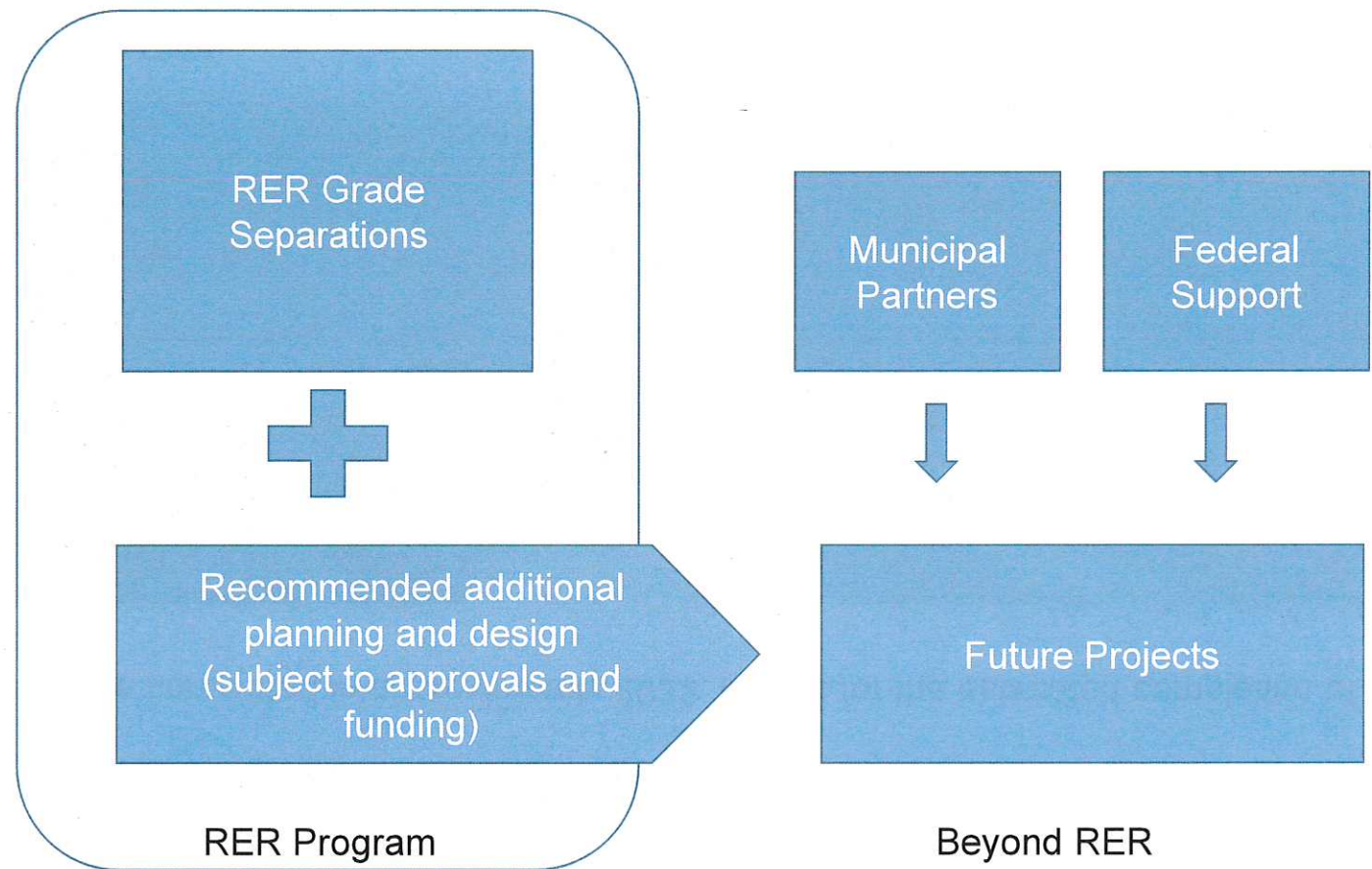
Rutherford Road Looking East



Rutherford Road Looking West

LEVEL CROSSINGS: LONG TERM PLAN

- Metrolinx will continue to work with municipal counterparts to plan for and advance grade separations where possible.
- Metrolinx recommends a longer term plan be considered beyond the current program to move additional projects forward through planning and design, subject to approvals and funding.
- This would allow for continued progress on a pipeline of locations not proceeding immediately as part of this RER program.



NEXT STEPS: LEVEL CROSSINGS

- Study to identify recommended improvements for at-grade crossings
 - Municipal input will be part of this exercise
- Launch region-wide Community Advisory Committee
- Grade Separation Projects:
 - Finalize municipal agreements
 - Complete or initiate Environmental Assessment as required
- Enhanced Safety and Education Awareness

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

- May 2016: Engagement at Maple GO Station, promoting new carpool program, addition of 8 new carpool parking spots.
- June 2016: met with York Region staff on tunnel work at Rutherford, Maple, and Aurora GO Stations.
- October 2016: Maple/Rutherford parking expansion announcement.
- November 2016: Public Meeting on Transit Project Assessment Process.
- December 2016: Outreach to members of Vaughan City Council.
- April 2017: Meeting with Vaughan Communications staff to discuss aligning communications, municipal presentation, summer engagement opportunities in Vaughan.
- April 2017: Maple GO customer survey to gain input on station redesign.

HOW WE ARE GOING TO WORK WITH YOU

- Metrolinx recognizes that with new infrastructure and construction comes impacts to the community that must be worked through with residents and their elected officials.
- A regional Municipal and Community regional tour is currently underway that creates an annual schedule for getting to every municipal council and for providing a comprehensive narrative for residents of each municipality that details what this program will look like locally.
- We are working with municipal partners to schedule local consultations on new stations.
- We are developing a community charter which will commit the organization to building the regional transportation system in a way that is respectful of the communities it touches.
- This is in addition to the standard community relations support that we have traditionally provided on the ground on projects like Georgetown South and the Eglinton Crosstown.

MUNICIPAL ENGAGEMENT

- As the volume of work increases, the importance of establishing tables where we can have regular dialogue in support of advancing capital infrastructure projects with municipal partners is critical to delivering transit to communities across the region.
- These opportunities include:
 - **RER Capital Leaders Forum** (network-wide table for executive dialogue and advice related to GO expansion projects)
 - **RER Regional Sessions** (focus on providing regular updates for municipal staff)
 - **Municipal Program Committees** (municipal specific committees focussed on advancing specific projects)

COMMUNITY ENGAGEMENT: PROJECT CYCLE





METROLINX REGIONAL EXPRESS RAIL UPDATE
CITY WIDE**Recommendation**

The Deputy City Manager of Planning & Growth Management, Deputy City Manager of Public Works, the Director of Development Engineering and Infrastructure Planning, and the Director of Policy Planning and Environmental Sustainability, recommend:

1. THAT the presentation from Metrolinx on the Regional Express Rail (RER) Update be received;
2. THAT Metrolinx be requested to integrate the required grade separation of Kirby Road at the Barrie GO Rail Line with the planning, design and Transit Project Assessment Process (TPAP) for the proposed Kirby GO station;
3. That the Mayor and Clerk be authorized to execute the necessary agreements with Metrolinx respecting the funding of the additional cost for the inclusion of the Kirby Road grade separation and related road works into the current Metrolinx Regional Express Rail program, in the form and content satisfactory to the Deputy City Manager, Planning and Growth Management, the Chief Financial Officer and City Treasurer and the Deputy City Manager, Legal and Human Resources / City Solicitor, with funding from Capital Project DT-7112-14;
4. THAT Metrolinx be requested to consider structured parking for the Kirby GO station in an effort to maximize developable land surrounding the station and to support a people-oriented community;
5. THAT Metrolinx be requested to support the City, Region and stakeholders efforts to advance plans for the Concord GO Centre Station through the planned Mobility Hub Study;
6. THAT staff report to a future Committee of the Whole meeting on the implementation strategy for both the Kirby Road and McNaughton Road grade separations at the Barrie GO Rail Line; and
7. THAT a copy of this report be forwarded to York Region and Metrolinx.

Contribution to Sustainability

The Metrolinx Regional Express Rail (RER) program is part of a larger comprehensive regional network of rapid transit corridors. As part of the RER service expansion, the Barrie GO corridor, which goes through the City, will result in reduced travel times and give people more options to get to where they want to go. This contributes to sustainability by providing commuters with more travel options and reducing auto dependency. This is consistent with the City's Community Sustainability and Environmental Master Plan – Green Directions, which identified the goal of ensuring the City is easy to get around and has a low environmental impact.

Economic Impact

Kirby Road is under the City's jurisdiction. The City's Transportation Master Plan (TMP) identifies the need to widen and improve Kirby Road to support the planned growth in the City including the new communities in Blocks 27 and 41. The TMP also concludes that a grade separation is required on Kirby Road at the Barrie GO rail line.

The cost of the Kirby Road improvements was estimated to be approximately \$154 million in 2013. The City's current Development Charge Background Study (2013) includes \$67 million for capital improvements to Kirby Road, including a grade separation at the Barrie Rail Line, road widening and extension within the period of the Development Charge By-law. The balance of the road works (\$87 million) was considered a post period benefit.

The City has also budgeted \$891,980 through capital project DT-7112-14 for the completion of a Municipal Class Environmental Assessment study for the segment of Kirby Road between Jane Street and Bathurst Street. Of the total budget for these works, \$325,000 is committed to the completion of the study for the Kirby Road extension between Bathurst Street and Dufferin Street.

The cost associated with a grade separation on McNaughton Road at the Barrie GO Line is not included as a project under the City's current Development Charge By-law.

Communications Plan

The City's Corporate Communication staff will be collaborating with Metrolinx's communication team to ensure consistent and timely messaging.

A copy of this report will be forwarded to both the Region of York and Metrolinx

Purpose

The purpose of this report is to augment a presentation from Metrolinx on the status of the Regional Express Rail (RER) program and to seek Council's endorsement to request Metrolinx:

- i) to integrate the required grade separation of Kirby Road at the Barrie GO rail line with the planning, design and TPAP for the proposed Kirby GO station
- ii) to consider structured parking for the Kirby GO station; and
- iii) to support the City, Region and stakeholders efforts to advance plans for the Concord GO Centre Station through the planned Mobility Hub Study.

Background - Analysis and Options

Regional Express Rail is a 10-year program to expand commuter rail service providing opportunities for people to change how they commute throughout the entire Region

The vision for the Metrolinx GO RER is to provide more frequent train services (two-way, all-day), higher speed electrified trains that are faster and more reliable, manage congestion on the roads, and promote growth and economic development by improving access to destinations. Metrolinx has worked with the Ministry of Transportation, agencies and other levels of government to develop the GO RER program, which is comprised of five key elements:

1. Service Concept - the foundation to determine infrastructure needs and develop a phasing plan
2. Infrastructure Needs – determination of the infrastructure and equipment needed to deliver on the Service Concept
3. Electrification Plan - the extent of electrification across the system
4. Phasing Plan - the optimal sequencing of infrastructure and service, considering factors like ridership growth, congestion benefits, and effective infrastructure delivery
5. Engagement Plan - the work necessary to engage stakeholders that include the public, municipalities, and elected officials

The Barrie Rail Corridor through the City would undergo significant service improvements under the RER program

As part of the Barrie corridor service improvement program, the following infrastructure build has been identified within the City (see Attachment 1):

- Double track - from Steeles through York University, Rutherford, and Maple to Allandale
- Signal improvements
- Bridge structure modification - including bridge expansion at Major Mackenzie Drive and Barrie GO line just south of Maple GO station
- Station modifications/ parking expansion at Rutherford and Maple GO stations
- Grade Separation at Rutherford GO station
- Two new stations on Barrie Corridor – including a new Kirby GO station in the City within Block 27 new community area.
- Corridor Electrification and Substation – require supporting infrastructures such as traction power substations, switching stations, and overhead contact system. This includes switching stations and paralleling stations at Maple and Rutherford. The Maple Paralleling Station is identified in Block 27.
- Customer experience improvements

The Potential Concord GO Rail Station

Both the Regional and City Official Plans and Transportation Master Plans identify the potential for a GO Rail station at Highway 7 in Concord. The City's approved Concord GO Centre Secondary Plan specifically establishes a planning framework to support a potential station. On June 28, 2016 the Metrolinx Board of Directors adopted a resolution advising municipalities that three stations on the Barrie Go Line, including the Highway 7-Concord (Vaughan) station, would not be included in the 10-year plan. The resolution further provided that,

“Metrolinx will continue to collaborate to improve the strategic, economic, financial, and operations cases for these locations and bring them forward for future consideration to the Metrolinx Board. Additional considerations will include additional land use in the area that supports transit-oriented development and optimizes provincial transit infrastructure investments.”

The Vaughan Term of Council Priorities for 2018 has identified the Concord Go station as a priority project. The City has budgeted for a Mobility Hub (Official Plan) Study and Comprehensive Transportation Study to identify both the land use and transportation measures that will support a multi-modal transit node consistent with the land use and density requirements of the Metrolinx Mobility Hub Guidelines and the Region and City Official Plans. Work has commenced on the procurement process for a consultant for the Mobility Hub and Comprehensive Transportation Study; and it is expected that the Hub study will take approximately one year to complete. This work will provide a solid basis for the reconsideration of this station by the Metrolinx Board. Staff will continue to work with Metrolinx to develop the case as per the Board's resolution.

Planning for the new Kirby GO station is well underway

On June 28, 2016, the Metrolinx Board approved the selection of additional GO stations on the Barrie GO Rail line in support of the RER expansion program including the new Kirby GO Station in the northeast quadrant of Block 27 within the new community areas.

Regional Council endorsed the new Kirby GO station at its October 2016 meeting. Subsequently, on November 15, 2016, the City's Council also confirmed the the location and the City's commitment for the new Kirby GO station through the passing of the following resolution:

“Agreeing that the Kirby GO Rail Station be located on the Barrie GO Rail line near the intersection of Kirby Road and Keele Street, in the northeast quadrant of Block 27.”

Since then, City Staff have been working with the transit agencies, Metrolinx and the Region to review and coordinate input on the key elements and deliverables pertaining to the development of the Block 27 Secondary Plan and the Kirby GO station study. Staff were advised by Metrolinx that they will be starting background work this summer for the new Kirby GO station in preparation for the Transit Project Assessment Process (TPAP) to begin in Q1 2018.

As such, Staff has requested Metrolinx to integrate the grade separation of Kirby Road at the Barrie GO rail line with the planning, design and TPAP for the proposed Kirby GO station. Metrolinx agrees with this integrated approach upon City's agreement that the City's approval process will not delay the overall station TPAP process, and that the City will be responsible for the incremental cost of including this work into the TPAP process. The incremental cost to include this Kirby grade separation can be facilitated through capital project DT-7112-14 and staff will make every effort to ensure integration occurs efficiently without delay.

Staff will continue to work with Metrolinx, York Region and key stakeholders as the planning of the new station proceeds into the TPAP and report back to Council with status updates at key milestones.

City staff are also in support of the Strategic Parking Management guideline included in Metrolinx's Mobility Hub Guidelines (September 2011) Section 4.6: *Minimize surface parking and integrate parking within surrounding development and parking structures*. As a result, stakeholders in the Block 27 planning process have also shared their concerns with surface parking (currently estimated at 1,000 spaces) at the station site. Stakeholders are concerned that large tracts of surface parking would negatively impact the ability to achieve a mixed use node around Kirby Station and planned densities. As such, structured parking should be considered as part of the Kirby GO station. Recommendation to this effect is included in this report.

Expansion works to the existing GO Stations in Vaughan will begin in 2018

Both Rutherford and Maple GO stations have been identified for station modification and parking expansion with 1200 net new parking spaces at each station. An overview of the status and timeline for Barrie GO corridor programed improvements in the City is shown in Attachment 2.

Rutherford GO Station Status

The detailed design for the Rutherford Road grade separation will be completed in Q2 of 2017 and construction is anticipated between 2018 and 2022. The grade separation work includes building a detour road south of existing Rutherford Road to divert traffic for about 2 years while constructing the permanent Rutherford Road underpass and the railway bridge over Rutherford. As part of the grade separation project, a pedestrian bridge will also be constructed on the east side of the railway bridge. City staff have been working closely with York Region and Metrolinx staff in coordinating the grade separation and station construction work. In addition, the Metrolinx Project Team presented the aesthetic design proposed for the pedestrian bridge and station building to the City's Design Review Panel on January 26, 2017.

The station building rehabilitation, second track and platform and a new multi-level parking structure will also be constructed along the same timeframe as the grade separation from 2018 to 2022. However, the pedestrian tunneling installation that connects the two platforms is expected to be completed by August 2017. The proposed modified station layout and the associated milestone schedule is shown on Attachment 3.

Maple GO Station Status

The Metrolinx Project Team has been working with City staff on reviewing and providing input to the detailed design for Maple GO station modification, proposed parking expansion and rail bridge expansion options over Major Mackenzie Drive south of Maple GO. Effort has been made to coordinate and collaborate as much as possible to minimize disruption to the surrounding areas and construction costs. An example of such effort is the City's recommendation to include the substructure of a future pedestrian bridge along with the Major Mackenzie rail bridge expansion project. Staff are exploring opportunities to accommodate a future pedestrian bridge.

Construction for the station and parking expansion is anticipated to begin in April 2019 and be completed by 2022. The existing rail bridge just south of the Maple GO station is planned to be widened to accommodate the additional tracks. The detailed design of this bridge expansion is underway and construction is expected to begin in 2018. The proposed modified station layout with milestone schedule is shown on Attachment 4.

The Metrolinx Rail Level Crossings Strategy has assessed all 50 existing level crossings in York Region and identified two grade separations in the City that are necessary to support the RER program

In conjunction with the RER program, Metrolinx undertook an assessment of the existing level crossings along Barrie GO corridor to determine if grade separations are required to support the RER program. The existing level crossings in Vaughan include:

- Rutherford Road
- Langstaff Road
- Rivermede Road
- McNaughton Road
- Kirby Road
- Teston Road just east of Keele Street
- King-Vaughan Road west of Keele Street

All the above mentioned level crossings were assessed by Metrolinx, however, only the McNaughton Road and Rutherford Road were prioritized by Metrolinx to be grade separated as part of the RER program.

The City will be assessing the Rivermede Road crossing further in conjunction with the Comprehensive Transportation Study associated with the Concord GO Centre Mobility Hub Study and previously approved Concord GO Centre Secondary Plan.

The Draft North-Vaughan and New Communities Transportation Master Plan (NVNCTMP) identifies the need to grade separate Kirby Road to support the new Kirby GO station

The Draft NVNCTMP confirms that a grade separation at the Kirby Road/GO Rail line is required based on the projected road and rail traffic. Given that the grade separation will also facilitate the necessary access to the proposed Kirby GO Station, there is a compelling case that the grade separation needs to be designed and constructed in conjunction with Kirby GO Station.

The Kirby Road grade-separation should be incorporated with the Transit Project Assessment Process for the new Kirby GO Station to expedite approvals

Metrolinx will need to undertake a Transit Project Assessment Process (TPAP) for the new Kirby GO Station. Given that the Kirby Road grade separation is integral to the design and operation of the Kirby Go Station, staff are recommending that the grade separation together with the associated road improvements be integrated in the TPAP for the new Kirby GO Station. This

proposed integration will ensure a coordinated approach to approvals and will serve to expedite the delivery of the Kirby GO Station.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report is consistent with the Term of Council Service Excellence Strategy objectives to:

- Develop transit, cycling and pedestrian options to get around the City
- Invest, renew and manage infrastructure and assets
- Continue to ensure the safety and well-being of citizens, and
- Continue to cultivate an environmentally sustainable City

Regional Implications

The introduction of RER will transform transit in the GTHA and in the Region. The increase in north south capacity along the Barrie, Stouffville and Richmond Hill rail corridors will complement existing YRT/Viva services and improve the utilization and performance of the Viva bus rapid system. It will also reduce crowding and increase the operational efficiency of other transit systems, encouraging more efficient urban development and making it more feasible to travel around the Region without a car. Furthermore, advancing grade separation and associated road improvements on Kirby Road will provide far more continuous uninterrupted east-west corridor movement in the North Vaughan area.

Conclusion

The Regional Express Rail improvement program involves many elements and each involves extensive planning, detailed design, and coordination work from multiple levels of government, agencies and stakeholders. Staff will continue to be engaged and involved in the RER initiatives and report back to Council with updates and for direction and required approvals as more information becomes available.

Staff are recommending that Metrolinx be requested to integrate the required grade separation of Kirby Road at the Barrie GO rail line with the planning, design, approval and construction of the proposed Kirby GO station and to support structured parking at the new Kirby GO Station. Staff are also requesting Metrolinx to be actively involved in the planning for the Concord Go Mobility Hub Study.

Staff will continue to work with Metrolinx to further develop the business case for the potential Concord GO station as per the Metrolinx Board's resolution.

Attachments

1. Barrie Corridor Improvements Overview
2. Barrie Corridor Improvements Status
3. Rutherford Station Modified Layout and Milestone Schedule
4. Maple Station Modified Layout and Milestone Schedule

Report prepared by:

Selma Hubjer, Manager, Transportation Planning, ext. 8674
Winnie Lai, Project Manager/Transportation Engineer, ext. 8192

Respectfully submitted,

John MacKenzie
Deputy City Manager, Planning & Growth
Management

Steve Collins
Deputy City Manager, Public Works

Roy McQuillin
Director, Policy Planning & Environmental
Sustainability

Andrew Pearce
Director, Development Engineering &
Infrastructure Delivery

BARRIE SERVICE IMPROVEMENTS

3 Parking Structures

Upgrades to 6 Stations
(new platforms, accessibility, active transportation, etc.)

Corridor Electrification and Substation

Bridge Widenings

Rutherford Grade Separation

2 New Stations

Davenport Diamond Grade Separation

Proposed Stations

Grading and signal improvements are already underway on a six-kilometer stretch of the line between the York University and Rutherford GO Stations.

Trips/Day

Current

5 yrs

10 yrs

14

36

168

WEEKDAY RUSH HOUR

EVERY 30 MIN A.M.

EVERY 15 MIN

EVERY 30 MIN P.M.

ALLANDALE WATERFRONT

Barrie South

Innisfil

Bradford

East Gwillimbury

Newmarket

Mulock

Aurora

King City

Kirby

Maple

Rutherford

York University

Downsview Park

Caledonia

Davenport Diamond

UNION

MIDDAY, EVENING & WEEKEND

EVERY 60 MIN

EVERY 15 MIN

ALLANDALE WATERFRONT

Barrie South

Innisfil

Bradford

East Gwillimbury

Newmarket

Mulock

Aurora

King City

Kirby

Maple

Rutherford

York University

Downsview Park

Caledonia

Davenport Diamond

UNION

METROLINX

BARRIE CORRIDOR PROGRAM OVERVIEW: YORK REGION

Design: <5% Complete
Construction:

Design: <5% Complete
Construction:

Design: 2016-2019
Construction: 2019-2022

Design: 2017
% Complete
Construction: 2018-2022

Design/Phase I Construction: 2017
Phase II Construction: 2018-2022

Design: 2017
% Complete
Construction: 2017

Mulock GO

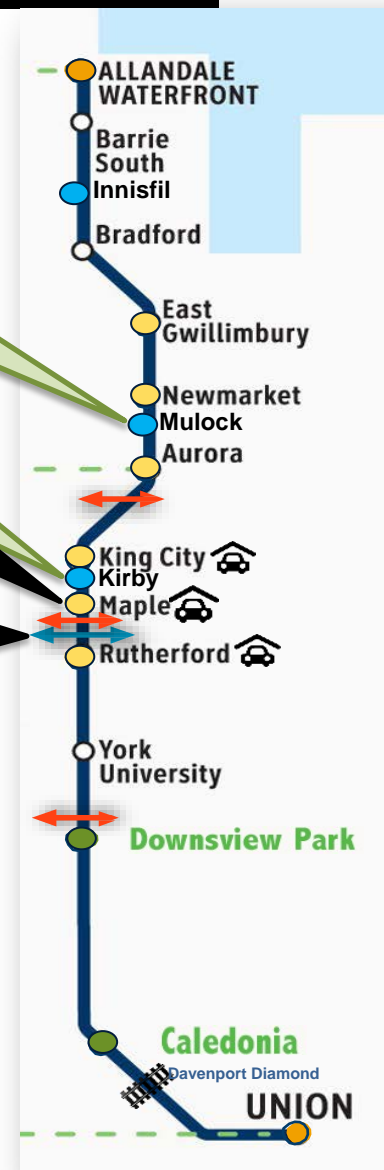
Kirby GO

Maple GO

Rutherford Road
Grade Separation

Rutherford GO

Rutherford GO
Tunneling Works



* Dates Subject to Change

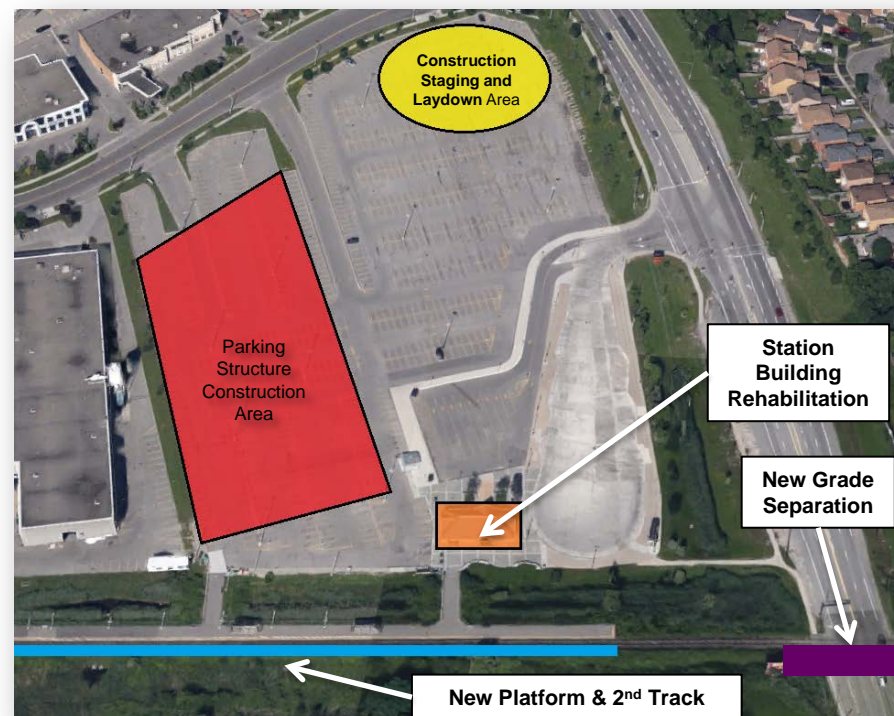
BARRIE: RUTHERFORD GO STATION

Scope

Phase I	Pedestrian Tunnel Installation
Phase II	Grade Separation Station Building Rehabilitation 2nd Track & Platform New Multi-Level Parking Structure 1200 Net New Parking Spaces

Milestone Schedule

Design/Phase I Construction	Aug 2016 - Aug 2017
Phase II Construction (DBF)	Jun 2018 - Dec 2022



BARRIE: MAPLE GO STATION

Scope

Phase I	2 Pedestrian Tunnels
Phase II	Multi-Level Parking Structure New Kiss & Ride Bus-Loop with 4 Bus Bays Bicycle Facilities 1200 Net Parking Spaces

Milestone Schedule

Tender Documents Issued	Jun 2016
Design Period & Procurement	Sep 2016 – Apr 2019
Construction Period (DBF)	Apr 2019 – Dec 2022

