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1 Introduction

- 1.1 MOE Conditions of Approval
- 1.2 Highway 7 Corridor and Vaughan North-South Link EA Subway Recommendations (AUG. 2005)
- 1.3 Hwy 7 & VNSL EA Conditions of Approval and the TTC Spadina Subway Extension EA
- 1.4 Subway Alignment Optimization Report Structure

2 Analysis of Alignment Alternatives to tie into TTC's Preferred Alignment

- 2.1 Considerations for Development of Alignment Alternatives
- 2.2 Alignment Design Criteria
- 2.3 Description of Alignment Alternatives
- 2.4 Assessment of Alignment Alternatives

3 Description of the Optimized VNSL Subway Extension

- 3.1 Subway Alignment and Running Structure
- 3.2 Rapid Transit Interface
- 3.3 Highway 407/Jane Street Station
- 3.4 VCC (Highway 7/Millway) Station
- 3.5 Ancillary Facilities
- 3.6 Subway Vehicle Requirements

3.7 Associated Road Improvements

3.8 Future Alignment Refinements

4 Assessment of Effects of Optimized Design on Environment

- 4.1 Assessment Methodology
- 4.2 Leadership in Energy and Environmental Design (LEED)

5 Implementation

- 5.1 Implementation Plan
- 5.2 Tunneling Construction
- 5.3 Cut and Cover Construction
- 5.4 Dewatering
- 5.5 Additional Implementation Activities
- 5.6 Construction Staging

6 Public and Agency Involvement

- 6.1 The Original EA Public Consultation Process
- 6.2 Conditions of Approval Public Consultation Process

Appendices (Supplemental Document)

Appendix A: Geotechnical / Hydrogeological Assessment – Golder Associates

Appendix B: Natural Sciences Report – Existing Conditions – LGL Limited

Appendix C: Action for Comments Received from the Government Review Team