

Yonge North Subway Extension

Information Session

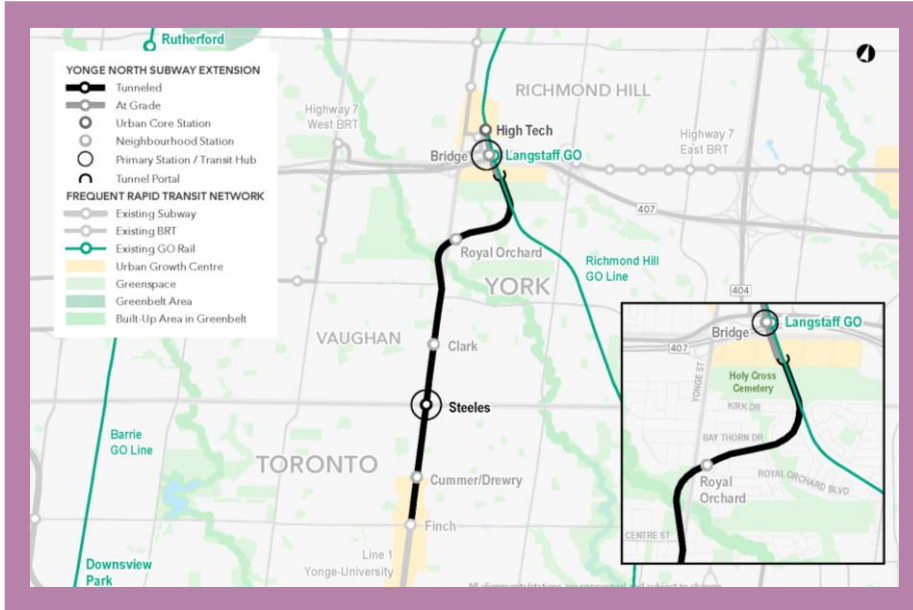




May 19, 2021




 **METROLINX**



By the Numbers

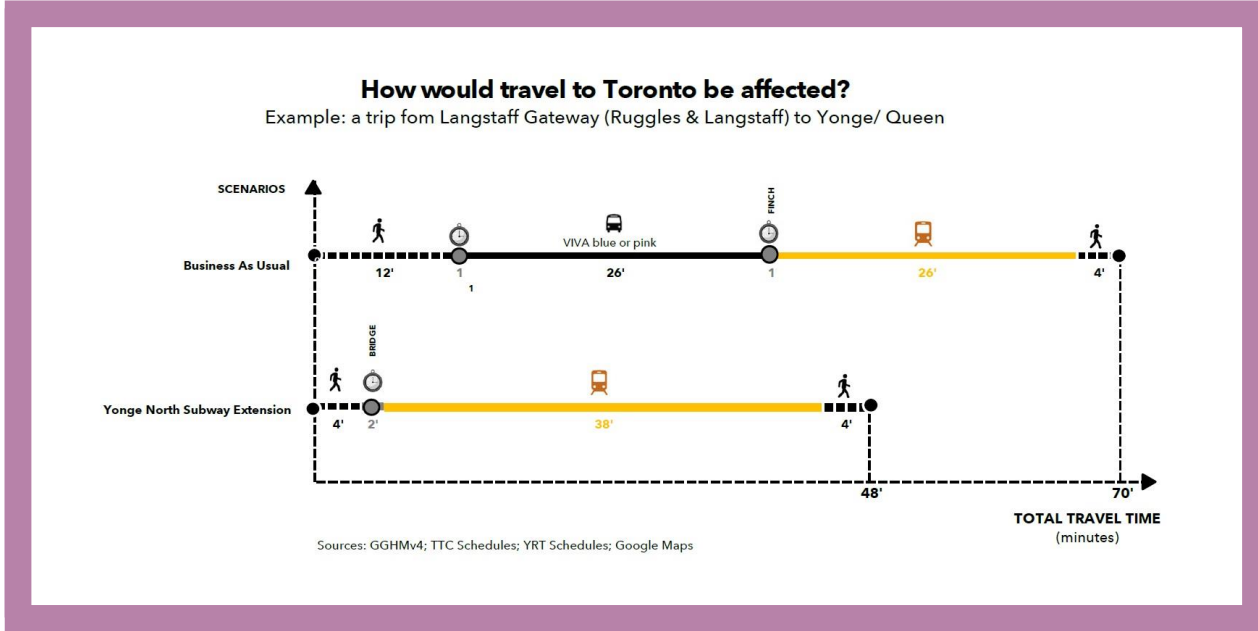



-  **~8 km route**
-  **4* new stations**

Confirmed	Potential
<ul style="list-style-type: none">• Steeles• Bridge• High Tech	<ul style="list-style-type: none">• Cummer• Clark• Royal Orchard
-  **94,100 daily riders**
-  **26,000 more people with in 10-minute walk to transit**
-  **22,900 employees with in 10-minute walk to transit**

* Metrolinx is working with municipal partners to evaluate the best location for the fourth station as planning work continues.


Key Benefits



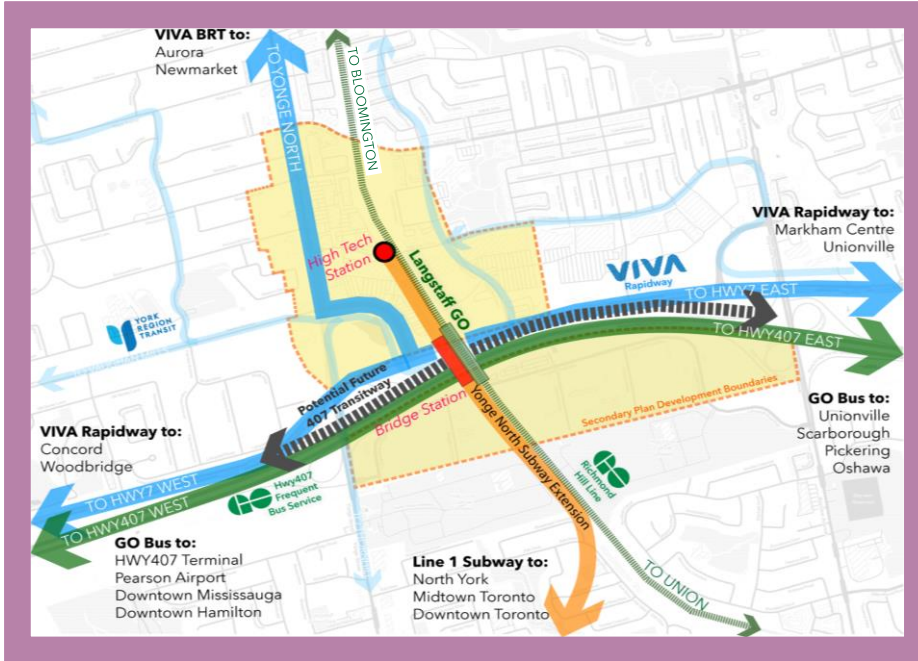
 Up to 22 minutes saved on a trip from York Region to downtown Toronto

 Cuts time spent commuting in York Region and Toronto by 835,000 minutes daily

 7,700 fewer km traveled by cars during morning rush hour

 4,800 tonnes in yearly greenhouse gas emission reductions

A Launchpad to Explore the Region



A new transit hub at Bridge Station will open up new travel possibilities in York Region and beyond.

- Brings **convenient transit access** to the heart of the Richmond Hill Centre and Langstaff Gateway development areas
 - This will lead to less traffic congestion as these communities grow
- Offers **fast and convenient transfers** to as many as **five** existing and future regional transit lines:



Viva Yonge Street Rapidway

Viva Highway 7 Rapidway



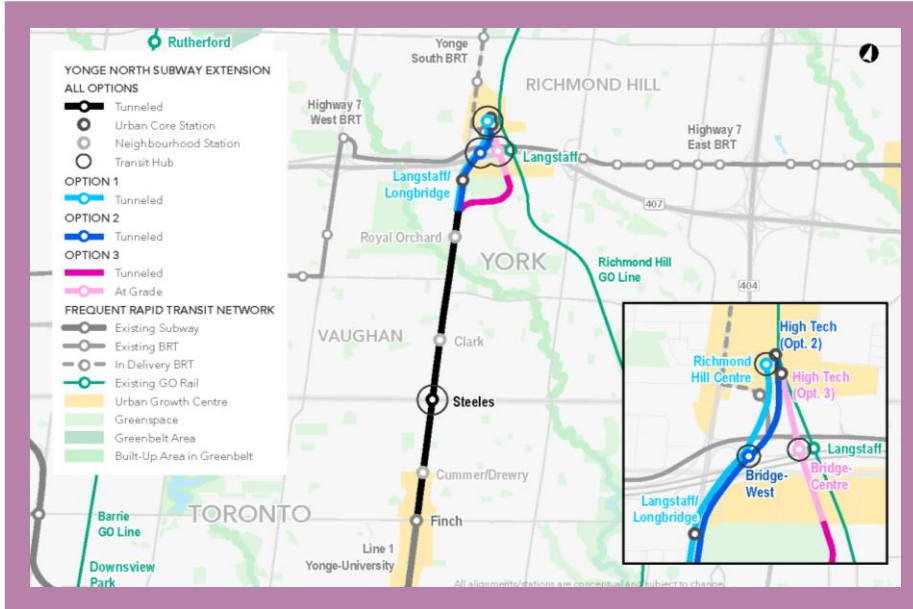
Highway 407 GO

Richmond Hill GO



Future Highway 407 Transitway

Initial Business Case - Route Analysis



Option 1

- Same route as approved EA, fully underground
- Funding envelope accommodates up to **3 stations**

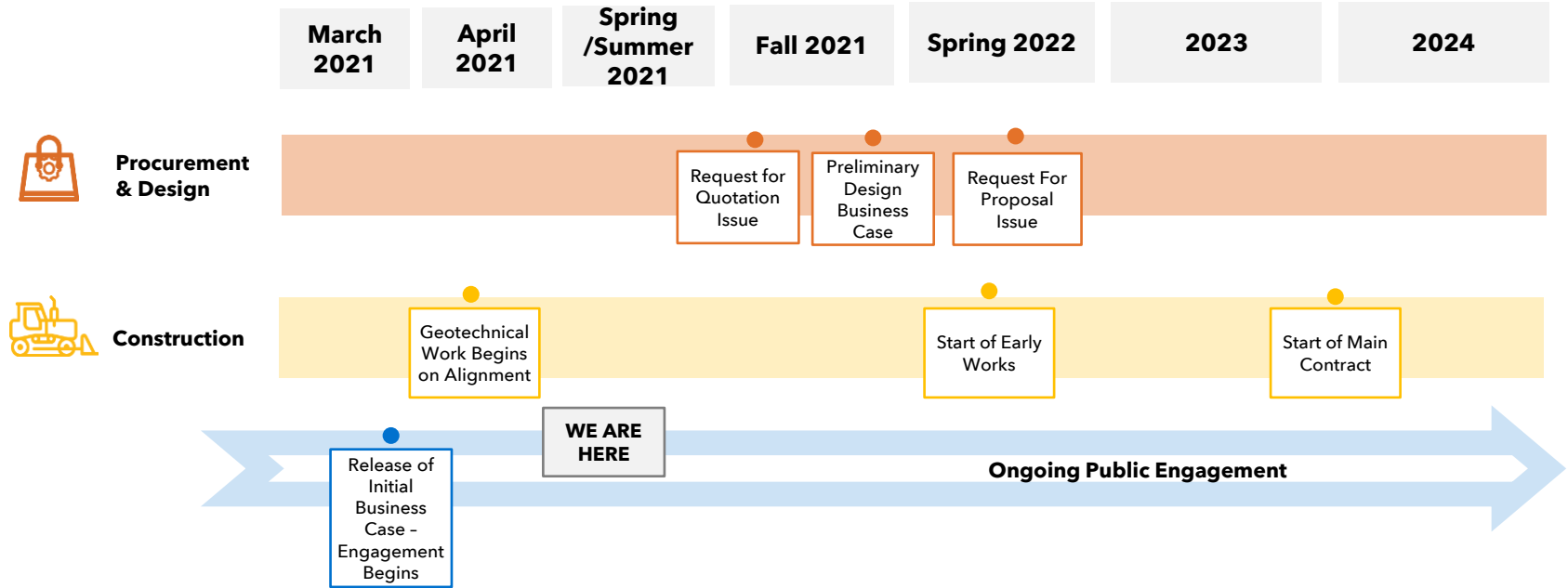
Option 2

- Route curves east to enable a different station placement, fully underground
- Funding envelope accommodates up to **3 stations**

Option 3

- Route curves east before turning again to run at-grade and within the CN/GO rail corridor
- Funding envelope accommodates up to **4 stations**
- *Challenges:* tunneling and excavation in additional residential areas, near Holy Cross Cemetery

Project Timeline



Public Consultation Overview

- **Ongoing public consultation** is planned throughout the Environmental Project Report addendum process.
- To date, we have completed **three Virtual Open House events** to provide an overview of the findings of the Initial Business Case and the latest plans for the project.
- We are launching working groups with community members and our project team called **Community Liaison Committees**.
- As part of the **environmental assessment process**, we aim to begin consulting on specific items, including:
 - Results of our existing conditions studies
 - Results of our impact assessment study and the solutions proposed to reduce those impacts (such as noise and vibration)



Environmental Studies

- Environmental studies are being carried out as part of the **Transit Project Assessment Process** to examine and mitigate the effects of the project on the environment.
- The results of these studies will be presented as part of future public meetings and will be available for public review within the **Environmental Project Report Addendum**.

2009

Environmental Project Report (EPR)

- Proposed 6 stations
- Proposed bus terminals at Steeles Station and Richmond Hill Centre Station

2014

EPR Addendum

- Included a train storage facility north of Richmond Hill Centre Station
- Extended the Project 1 kilometre north

2021

Initial Business Case

- Establishes why the project should be pursued
- Provides evidence on viability of options
- Brings forward new route proposal for consultation

2021/2022

EPR Addendum

- Assesses proposed changes to the project, including route, stations and train storage facility

Assessment of Design Changes



Route

- Extends service roughly 8 km north from Finch Station in Toronto to north of High Tech Road in Richmond Hill
 - ~6 km underground
 - 3 km at surface level
 - Includes track to support subway services
- Studying the new location of Bridge Station (formerly Langstaff Station)



Tunneling

- Tunnels will be excavated using two tunnel boring machines
- Studying one launch shaft and one extraction shaft for tunnel boring machine
 - Previous environmental studies assessed multiple launch and extraction shafts
- Excavated material, such as soil, will be removed by a conveyor belt, loaded onto rail cars and transported away for safe disposal



Track Work

- Two tunnels between Finch Station and the portal
- One track within each tunnel
- Two tracks along surface-level portions will run from the portal to the train storage facility

Assessment of Design Changes



Train Storage Facility

- At-grade facility that accommodates up to 15 six-car trains
- Where trains will be stored, inspected, lightly cleaned, and dispatched



Traction Power Substations






- Houses electrical and mechanical equipment that support the subway system
- Will be located along the route as needed



Emergency Exit Buildings

- These buildings allow people to quickly and safely reach the surface level in case of emergency
- Buildings will be used to access the tunnels for maintenance
- The locations of emergency exit buildings are based on safety guidelines

Environmental Studies Underway

 Natural Environment	 Cultural Heritage	 Air Quality	 Noise and Vibration	 Traffic
<ul style="list-style-type: none">• Plant inventories• Fish and fish habitat assessments• Bird surveys• Wildlife habitat assessments• Species at risk surveys	<ul style="list-style-type: none">• Research and document historical homes and properties• Surveys of buildings, areas and features (landmarks) with potential heritage significance	<ul style="list-style-type: none">• Review data from air quality monitoring stations• Identify places sensitive to air quality issues, like:<ul style="list-style-type: none">○ Schools○ Hospitals○ Care facilities• Predict air quality based on potential changes the project will bring	<ul style="list-style-type: none">• Measure and document current levels of noise and vibration• Identify places sensitive to noise and vibration, like:<ul style="list-style-type: none">○ Residences○ Schools○ Hospitals○ Care facilities• Investigate potential solutions	<ul style="list-style-type: none">• Review of potential impacts to traffic during construction and operations:<ul style="list-style-type: none">○ Automobile traffic and transit services○ Pedestrians and cyclists

Environmental Studies Underway



Land Use and Socio-Economic Impacts

- Review of how surrounding land is used, and plans for future development
- Identify socio-economic and land use features, like:
 - Bicycle and pedestrian routes and multi-use trails
 - Parks and open spaces
 - Places of worship



Archaeology

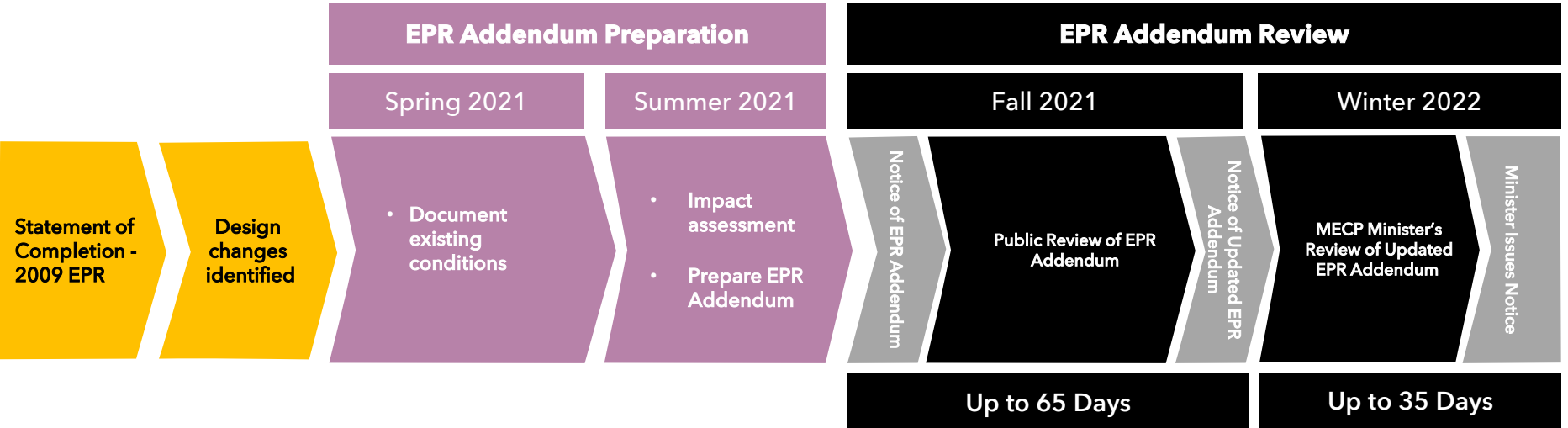
- Review records and perform on-site research to determine areas with potential for archaeological finds
- Confirm whether there are any known archaeological sites
- Engagement with Indigenous Nations

Upcoming Environmental Activities



- Noise & vibration monitoring
- Frog call surveys
- Breeding bird surveys
- Vegetation inventories
- Fish habitat assessment
- Species at risk & habitat reconnaissance
- Archaeology surveys
- Cultural heritage visual assessment
- Land use & socio-economic visual assessment
- Environmental Site Assessment site reconnaissance

EPR Addendum Look-Ahead Schedule



Ongoing engagement

Share your feedback!

Thank you for taking the time to learn more about the project. Your input is vital to the work we do and will help us move the Yonge North Subway Extension forward in the best way possible.

Please visit **Metrolinx Engage** to submit your comment or question on our *Ask A Question* forum.

You can reach us anytime:

- YongeSubwayExt@metrolinx.com
- 416-202-7000
- Visit our website:
Metrolinx.com/YongeSubwayExt
- Participate online:
MetrolinxEngage.com/YongeSubwayExt

**We Want
To Hear
From You**

