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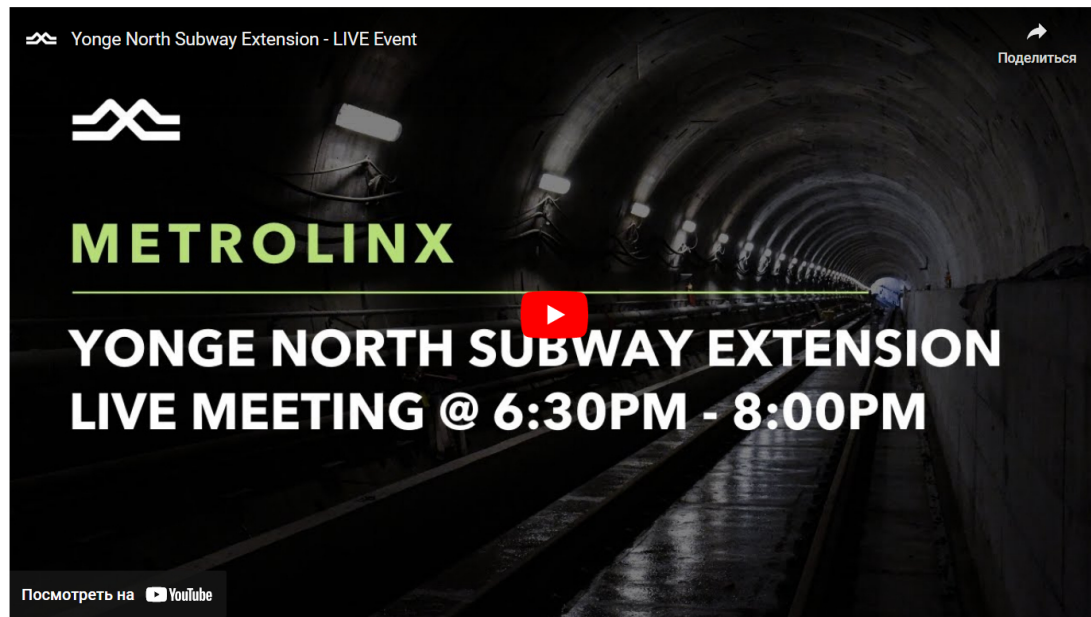
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Yonge North Subway Extension LIVE - March 2, 2022

Please join us on March 2, 2022 from 6:30pm to 8:30pm to ask your questions and learn about the [Environmental Project Report \(EPR\) Addendum](#), focused on topics like noise and vibration, air quality, communities (socio-economic and land use), archaeology and heritage properties, soil and groundwater for the at-grade segment of the route. The EPR Addendum was released on February 10, 2022 and is [open for public review and feedback](#) until **March 14, 2022**.



Call-In With Your Question

As we continue to evolve the virtual engagement format, we are adding a call-in option for tonight's event. To ask your question by voice, [join the Zoom meeting here](#). We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

NOTE: please ensure you have the latest version of Zoom installed.

[Join Zoom](#)

Agenda

- 6:30: Meeting Begins/ Opening Remarks
- 6:35: Environmental Project Report Addendum
- 7:00: Questions and Answers
- 8:30: Wrap up & Closing Remarks

Meet the Speakers



Rajesh Khetarpal
Acting VP for Community Engagement – 905 Region



Stephen Collins
Program Sponsor for YNSE



Mark Ciavarro
Vice President of Subways Project Delivery



Maria Zintchenko
Manager, Environmental Programs and Assessment



Kevin Coulter
Senior Environmental Planner, Technical Advisor

[Other Attendees:](#)

[Presentation Materials & Resources](#)

- Leona Hollingsworth, Director, Community Engagement – 905
- Nick Faieta, Senior Manager, Community Engagement – York Region
- Azim Ahmed, Manager, Community Engagement Yonge North Subway Extension
- Sam Kulendran, Engineer, Technical Advisor
- Maria Doyle, Manager, Property Acquisitions

Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our [policies](#) will result in removal.

To enable closed captioning, toggle captions “on” in the YouTube video player settings.

Presentation Materials & Resources

[Yonge North Subway Extension - Presentation PDF →](#)

[Read the updated environmental assessment →](#)

[Comment on the updated environmental assessment →](#)

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16th Avenue Station?

Anonymous
Mar 1, 2022 - 01:13

I know that a station at 16th Avenue isn't currently planned. However, the tail tracks for the project go as far north as this important road for York Region. Wouldn't it be a quick win to do a simple surface level station at 16th Avenue which could help enable TOD at the nearby mall and provide more access for local residents? Please consider this!

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Answer

Metrolinx
Mar 15, 2022 - 11:31

Extending Line 1 subway service to 16th Avenue would mean the tracks would have to travel north of that area so that subway trains have room to cross between the northbound and southbound tracks after they reach the end of the line.

One of the benefits of the latest plans for the Yonge North Subway Extension is that they protect for further extension of the line in the future by positioning the northern end of the project along the existing railway corridor.

Through our analysis we determined that the \$5.6 billion funding envelope announced for the project can accommodate up to four stations, if the extension follows the recommended route.

There are four confirmed stations at Steeles, Clark, Bridge and High Tech. Steeles, Bridge and High Tech were determined essential for maximizing the benefits of the project. These stations will significantly improve access to frequent rapid transit and support the growth of the neighbourhoods they serve. Clark Station will offer riders seamless connections to the planned extension of the Viva Orange bus rapid transit line, which serves communities along Highway 7.

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Emergency exit buildings

Anonymous
Mar 1, 2022 - 21:40

Can you please provide a diagram of the emergency exit buildings and how much land they will require. Has any land been purchased for these buildings yet? Particularly in the Royal Orchard Community itself. Baythorn drove? Thorny Brae?

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Answer

Metrolinx
Mar 15, 2022 - 11:27

Our design team is working to determine the exact location of the emergency exit buildings needed along the entire route of the subway extension, with a specific focus to reduce the number needed in residential areas.

Emergency exit buildings are single storey structures that are smaller than a house and can be designed in a variety of ways to fit the look and feel of the area around them.

Emergency exit buildings will be needed at various points along the tunnelled section of the route and are only used in the unlikely event of an emergency in the tunnel that would require people to safely get to the surface.

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Where exactly will the subway come above ground?

Anonymous
Feb 28, 2022 - 23:19

Also..how much wider will the overall rail way bed be?

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Answer

MetroInx
Mar 15, 2022 - 11:29

Great questions! The subway will come to the surface at the portal structure located just south of Langstaff Road. The surface segment is approximately 1.6 km long, extending from the portal structure, along the CN Rail corridor, to the Train Storage Facility.

We'll be adding dedicated subway tracks to the existing railway corridor and looking at ways to keep the footprint of the project as small as possible as we build new infrastructure. We're completing further planning and design work in consultation with our partners at CN Railway to confirm the precise route the subway will take through the rail corridor, as well as the requirements for the two surface-level stations and train storage facility. We will have more details to share when the Preliminary Design Business Case is finalized.

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Tunneling under city property

Anonymous
Mar 1, 2022 - 21:38

When will residents receive notice if the city property under their house will be tunnelled under? For example Baythorn drive. It shows the tunnel under the middle of the street but given the widths of the tunnel, it will need to go under city property. When will residents be more informed. Where can residents get this information.

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Answer

MetroInx
Mar 18, 2022 - 09:55

We recognize how important your property is to you and we are committed to providing clear, accurate information as soon as possible.

We are still working on confirming our property needs, but we have been contacting property owners early in the process to share information about the project, and to offer the opportunity for further conversations so we can explain what some impacts might be, and when we expect to confirm those details.

We will need to acquire property to build the tunnels and support future subway service, and some property may also be needed at the surface to accommodate emergency exit buildings and ventilation shafts along the route. In any case, we will compensate owners with fair market value for any property that is needed. It's important to note that MetroInx compensates property owners even when the infrastructure we are building is deep underground and no space is occupied at surface level

When we confirm our property needs for the project, we'll reach out to property owners through a letter that clearly indicates what is needed and whether the impact is permanent or temporary.

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Re compensation for homeowners affected

Anonymous
Mar 1, 2022 - 23:14

will homeowners be fully compensated for real estate assessments on the value of their property ?
Will homeowners be fully compensated for legal fees incurred ?

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Answer

MetroInx
Mar 15, 2022 - 11:38

We recognize how important your property is to you, and we are committed to providing clear, accurate information as soon as possible. If MetroInx confirms that your property is needed, you will receive written notification directly from us.

After that, MetroInx will arrange to meet with the property owner to answer any questions they may have, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout the property acquisition process to ensure property owner has the information and support they need.

Our approach to compensation for subsurface (deep underground) rights under a property is treated the same way as if we were taking a portion of a front or back lawn. That property has value and will be compensated for that value. Our property team will work closely with residents on developing a valuation and compensating residents accordingly. Our preferred approach is through amicable negotiations and settlement and we would only start an expropriation process to protect project timelines. It is important to note, that although we know noise and vibration will be nearly imperceptible, we are compensating residents for the value of the land we are acquiring.

We reach out to owners individually once property needs are confirmed so that we can have one-on-one conversations about supports that are tailored to their unique needs. We have a transparent and unbiased process in place to determine fair market value through our negotiations. MetroInx will enlist the services of a third-party appraisal expert to estimate the value of the property. Market factors at the time of the acquisition will inform the assessment and will be based on comparable sales of similar properties in similar locations and situations. If you wish to complete your own appraisal to determine or confirm fair market value, MetroInx can compensate you for that.

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Cost and depth.

Anonymous
Mar 2, 2022 - 17:25

The Subway seems to be extremely deep, and at it's depth the cost has gone up way above proposition then if should. For the number of people who are actually going to use it, and population density this depth and cost of the project is way above proportion wouldn't it just be easier to have a low depth subway under young street, it would cost less and digging up Young Street could be done easily to build the subway then just putting the street back on top. It will cost significantly less and it's proven that a lower depth doesn't make any notable amount of "rumbling" that disrupts the locals the cars on Young Street will still make more noise than this Subway would ever make Underground. The cost and the idea of making transit projects that makes everyone happy is just unrealistic. Well in Europe transit projects takes significantly less time and cost less but make a big disruptions temporarily, but here we have the tendency of making projects a minor inconvenience but last multiple long and grueling years and cost Billions more. When is this idea of not in my backyard, going to be replaced with what is better for the greater good and long term prosperity, the planes above our hours and even the local raccoons and squirrels will still be making more noise than any rumbling from the subway, well being at a lower depth, I just cannot seem to wrap my head around the cost of the project in proportion to how many people are really going to use it.

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Answer

Metrolinx
Mar 15, 2022 - 11:40

Thanks for your comments. This project will be critical in supporting York Region's growth plans, particularly for the Langstaff Gateway/Richmond Hill Centre urban growth centre. We know this because our municipal and regional partners have been planning for it for many years in response to the demand for more housing and employment opportunities in the region.

Thanks to the Yonge North Subway Extension, it is expected that 26,000 more residents and 22,900 more jobs will be within a 10-minute walk of a new station within the next two decades, ensuring that any growth is sustainable.

Building a new subway extension that will connect four cities along the Yonge Street corridor is a massive undertaking, and construction impacts are unfortunately unavoidable. That said, we'll be working closely with municipalities, local transit agencies and future construction partners to introduce coordinated plans and solutions that will minimize disruptions and keep people moving. Metrolinx will help residents and businesses through construction by offering noise and traffic mitigation and local business supports like promotional signage, wayfinding, and construction hoarding.

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Integration with future Ontario Northland rail service

Anonymous
Mar 1, 2022 - 01:17

Metrolinx recently completed a business case for "Northeastern Passenger Rail Service" (restoring the Ontario Northland Northlander train). The business case calls for a stop at Langstaff GO/Bridge Station. How will the design of the station accommodate this future Ontario Northland rail service, which the government has indicated it is likely proceeding with?

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Answer

Metrolinx
Mar 15, 2022 - 11:46

The next stage in planning for the Yonge North Subway Extension includes the release of the Preliminary Design Business Case (PDBC), which will further refine the project's design, alignment, and benefits.

The design concept and requirements for transit connections are being refined based on the needs identified by Richmond Hill, York Region Transit, and other local stakeholders. We will share more details about the design and transit connections when the Preliminary Design Business Case is finalized.

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Replacing/enhancing trees and vegetation along rail corridor?

Anonymous
Feb 20, 2022 - 07:53

What is your plan about replacing and enhancing the trees and vegetation along the rail corridor where your storage facilities are planned to be located? There was no consultation with residents who either face or are near the rail corridor north of High Tech Station about your plans to demolish the vegetation, trees, shrubs or grass and replace it with concrete, steel, noisy trains, construction, etc. There is always the rule of replacing and enhancing trees, vegetation, and greenery whenever the original vegetation is removed. We would like to know what your plan is in order to make the rail corridor as beautiful or even better once you start adding TTC tracks, trains, buildings, and other equipment to what currently is a green space within the city?

Residents were never consulted or notified once you decided to change your plans from underground to now ground-level (and larger) train storage facilities, and now our community is now facing the possibility of lower neighbourhood attractiveness, lower property values, more noise during off-peak and off-hour operations, and an eyesore from TTC trains parked within steps of our homes.

Construction Impacts

Decision-Making

Environmental Reports

Noise and Vibration

Property Impacts

Public Consultation

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Answer

Metrolinx
Mar 2, 2022 - 11:22

Please know that we are committed to protecting as many trees as possible while building the Yonge North Subway Extension. Vegetation removal will be reduced to the greatest extent possible and limited to the construction footprint. Tree protection zone fencing will protect/prevent tree injuries, while construction is happening and any vegetated areas that are temporarily disturbed will also be restored/re-vegetated.

If any trees need to be removed, we work with the municipalities to provide compensation in accordance with Metrolinx's Vegetation Guideline. One of the Guideline components is a landscape science-based approach that meets and exceeds the requirements of applicable local bylaws and ensures many more trees are planted than removed.

Regarding the noise levels near the facility, we're looking at solutions like installing a sound-absorbing noise barrier along the western edge of the facility and using special trackwork with moveable parts that reduce the gap between rails that cross one another, reducing noise and vibration from subway trains that pass over them. Our goal is to make sure there are no significant differences between what's experienced in the community today and what will be experienced when the extension is up and running.

During detailed design, we will select appropriate architectural designs, building materials, and landscaping treatments to ensure surface infrastructure elements like stations and the noise barrier along the train storage facility are a seamless fit with the surrounding areas.

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Compensation

Anonymous
Mar 2, 2022 - 20:20

York Region Council passed a resolution requesting that Metrolinx improve the compensation package for the community that are impacted by the YNSE. What options are being considered by Metrolinx and how does the community work with Metrolinx to review these options.

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Answer

Metrolinx
Apr 5, 2022 - 14:57

Compensation for individual homeowners will be assessed based on individual property needs, as we take the time to do detailed studies on what's needed so we can limit our construction footprint and be certain that we're only acquiring properties that are absolutely necessary to get transit built.

Oftentimes, only a small portion of a property is needed, and many properties are only needed on a temporary basis during construction.

We reach out to owners individually once property needs are confirmed so that we can have one-on-one conversations about supports that are tailored to their unique needs.

Metrolinx will only acquire properties that are absolutely necessary to build the tunnels and support future subway service. Some property may also be needed at the surface to accommodate emergency exit buildings and ventilation shafts along the route. We take the time to do detailed studies on what's needed so we can minimize our construction footprint and properties required to get transit built.

Sometimes an entire property is needed, and sometimes just part of it is needed; some property needs are temporary to support construction, and others are permanent to support new infrastructure. In any case, we will compensate owners with fair market value for any property that is needed.

It's important to note that Metrolinx compensates property owners for the right to occupy the space under their property. That property has value and owners will be compensated for that value, even when the infrastructure we are building is deep underground and no space is occupied at surface level

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If the subway is going above grade why not increase GO service?

Anonymous
Mar 1, 2022 - 13:25

If the subway extension is going above grade at Royal Orchard wouldn't it make more fiscal sense to increase GO Service and perhaps add an additional rail line to accommodate the all day GO service for Richmond Hill?

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Answer

Metrolinx
Apr 5, 2022 - 14:53

Richmond Hill GO expansion will be taking the Richmond Hill line to a whole new level. With more weekday rush-hour service – every 15-30 minutes in the morning and every 15-30 minutes in the afternoon – everyone will have new options to move. And they'll be able to go further too, with the new GO station at Bloomington Road now open.


To learn more about Richmond Hill GO Expansion project please visit <https://www.metrolinx.com/en/greaterregion/projects/richmondhill-go-expa...>

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Finch station construction

Anonymous
Mar 1, 2022 - 15:18

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 Answer

Metrolinx
Apr 5, 2022 - 14:59

The planned date to begin the main construction on the project is late 2023. We will have more information about construction timelines as we progress through the next phase of planning and design, but we remain committed to an in-service date of 2029-2030, after the Ontario Line is in service.

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 Ttc buses for future stations

Anonymous
Mar 1, 2022 - 15:20

Will 53 Steeles East and 60 Steeles West go to Steeles station only or will it go to both Steeles and Finch Station in 2030

Will 97 Yonge Street bus still terminate at Finch or will it go to high tech station

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 Answer

Metrolinx
Apr 5, 2022 - 15:00

Stations along the Yonge North Subway Extension will serve communities in Richmond Hill, Markham, Vaughan and Toronto. The design concept and requirements for transit connections are being refined based on the needs identified by the TTC, York Region Transit, and other local stakeholders. We are seeking input from the TTC and City of Toronto and will share more details about the Steeles Station transit hub when the Preliminary Design Business Case is finalized.

As planning and design work on the project continues, we are working with our municipal partners to incorporate urban design elements that accommodate multi-use pedestrian paths that will provide a pleasant walking experience.

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 I just want to THANK ALL OF YOU

Anonymous
Mar 2, 2022 - 19:57

You guys have done a lot of work and continue to commit your time and effort to make this a better place for all of us and I wanted to thank you and let you know that your efforts are greatly appreciated!

You will undoubtedly encounter negative comments, but keep going..... to make this better for everyone

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 TOCs along the line

Anonymous
Mar 1, 2022 - 01:08

Please don't listen to the NIMBYs - building density near subway stations is important. I support the planned TOCs.

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